



**Hallandale Beach**  
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400 South Federal Hwy  
Hallandale Beach, FL 33009  
Revised 08072024

## City of Hallandale Beach City Commission Agenda Cover Memo

Meeting Date:	File No.:	Item Type:		1 <sup>st</sup> Reading	2 <sup>nd</sup> Reading
<b>3/19/2025</b>	<b>25-046</b>	<input checked="" type="checkbox"/> <b>Resolution</b> <input type="checkbox"/> <b>Ordinance</b> <input type="checkbox"/> <b>Other</b>	Ordinance Reading	<b>N/A</b>	<b>N/A</b>
			Public Hearing	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Advertising Required	<input checked="" type="checkbox"/>	<input type="checkbox"/>
			Quasi-Judicial:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fiscal Impact (\$):	Account Balance (\$):	Funding Source:	Project Number:		
<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>		
Contract/P.O. Required	RFP/RFQ/Bid Number:	Sponsor Name:	Department:		
<input type="checkbox"/> <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b>	<b>N/A</b>	<b>Vanessa Leroy</b>	<b>Sustainable Development</b>		
<b>Strategic Plan Focus Areas:</b>					
<input type="checkbox"/> <b>Fiscal Stability</b>	<input type="checkbox"/> <b>Resident Services</b>	<input type="checkbox"/> <b>Public Safety</b>	<input type="checkbox"/> <b>Infrastructure &amp; Mobility</b>	<input checked="" type="checkbox"/> <b>Economic Development &amp; Affordable Housing</b>	
<b>Implementation Timeline:</b>					
Estimated Start Date: 3/19/2025			Estimated End Date: 3/19/2025		

**SHORT TITLE:**

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF HALLANDALE BEACH, FLORIDA, CONSIDERING APPLICATION # DB-24-04402 FOR MAJOR DEVELOPMENT PLAN APPROVAL AND APPLICATION # RD-24-04428 FOR REDEVELOPMENT AREA MODIFICATIONS (RAMS) BY HALLANDALE HOTEL HOLDINGS, LLC, TO CONSTRUCT THE HALLANDALE HOTEL, A 15-STORY HOTEL WITH 246 UNITS AT THE PROPERTY LOCATED AT 804 S. FEDERAL HIGHWAY; REQUESTING RAMS FROM REQUIRED BUILDING PLACEMENT ON SE 8<sup>TH</sup> AVENUE, RELATIVE TO THE REQUIRED STREET SETBACK ABOVE THE 5<sup>TH</sup> FLOOR, RELATIVE TO THE MINIMUM SIDE SETBACK REQUIRED ABOVE THE 5<sup>TH</sup> FLOOR, RELATIVE TO THE MINIMUM REAR SETBACK ABOVE THE 5<sup>TH</sup> FLOOR, RELATIVE TO PARKING AND LOADING ZONE REQUIREMENTS, RELATIVE TO REQUIRED PERIMETER LANDSCAPING AND MINIMUM DIMENSION OF PEDESTRIAN WALKWAYS, AND RELATIVE TO THE CIVIC OPEN SPACE REQUIREMENTS FOR SITES EXCEEDING BASE HEIGHT; AND PROVIDING AN EFFECTIVE DATE.**

**STAFF SUMMARY:**

**Summary:**

Applicant, Rachel Streitfeld, on behalf of Hallandale Hotel Holdings LLC, is requesting Major Development Plan approval and Redevelopment Area Modifications (RAMs) to construct a 15-story hotel with 246 keys at the property located at 804 S. Federal Highway.

The applications filed with the City are as follows:

1. Application # DB-24-04402 for Major Development Review approval pursuant to Section 32-782 of the Zoning and Land Development Code in order to construct the 246-unit hotel.
2. Application # RD-24-04428 requesting Redevelopment Area Modifications (RAMs) from the following code provisions:
  - a) Table 32-195(a)(B) RAC Corridor, Building Placement, relative to the required building placement on SE 8<sup>th</sup> Avenue.
  - b) Table 32-195(a)(B) RAC Corridor, Building Placement, relative to the required street setback above the 5<sup>th</sup> floor.
  - c) Table 32-195(a)(D) RAC Corridor, Building Placement, relative to the minimum side (south) setback required above the 5<sup>th</sup> floor.
  - d) Table 32-195(a)(F) RAC Corridor, Building Placement, relative to the minimum rear setback required above the 5<sup>th</sup> floor.
  - e) Table 32-203(b) relative to the minimum loading zone requirements.

- f) Section 32-453(i)(2) relative to the maximum number of abutting parking spaces allowed in dead-end parking corridors.
- g) Section 32-453(i)(4) prohibiting vehicular parking spaces to back into a public right-of-way.
- h) Section 32-384 relative to perimeter landscaping within vehicular use areas.
- i) Table 32-201(i) relative to the minimum dimension of pedestrian walkways of secondary streets in the RAC Corridor subdistrict.

### **Background:**

In addition to Major Development Plan approval, the applicant is requesting Redevelopment Area Modifications (RAMs). Section 32-135(a) allows the City Commission to modify any specified development standard relating to any proposed project through the RAM process in lieu of a variance. RAMs are approved by the City Commission if it is determined that all the criteria of Article III Section 32-135(a) of the Code have been met. The City Commission may also impose conditions to mitigate any adverse impacts of the request for RAMs.

The Project is the site of the former Domus Project, a proposed 173,467 SF office building 19 stories in height originally approved in 2007. This entitlement is being abandoned in lieu of the new application to construct a hotel building on the property.

On January 27, 2025, the Planning and Zoning Board heard the Major Development and RAM's applications. The Board recommended approval of the applications by a vote of 5 to 0 subject to the staff's conditions and an additional condition for the applicant to eliminate parking spaces #s 190-193 at the dead-end in Level 4 of the parking garage to allow additional maneuvering area. The Planning and Zoning Board Agenda Cover Memo and Meeting Minutes are attached as Exhibits 5 and 6. Since the Board hearing, the applicant has requested an additional Redevelopment Area Modification to allow a 5-foot-wide sidewalk/pedestrian path along SE 8th Street instead of the 8 feet required and is included herein.

### **Current Situation:**

RAMs are not subject to the variance criteria of Article VIII, Section 32-965 and do not require Planning and Zoning Board action. However, the RAM application was presented to the Board for informational purposes and any comments or recommendations.

### **Analysis**

#### **Development Details**

The applicant's plans depict the following:

1. A vacant parcel 33,680 square feet in gross area (0.77 acre) on South Federal Highway (east border), and SE 8<sup>th</sup> Street (north border).
2. A 15-story hotel with 246 hotel keys, 193 parking spaces and a parking garage. (*160 parking spaces are required*).
3. The proposed building consists of 8,605 square feet of hotel amenities on the ground and rooftop level consisting of bar, lounge, restaurant space, and a rooftop pool; ground floor to the Level 4 parking, hotel rooms on Levels 5 through 14<sup>th</sup> and rooftop amenities on Level 15.
4. The project has a proposed lot coverage of 85% (*95% maximum lot coverage*).
5. A building setback of 10 feet on SE 8<sup>th</sup> Street (Secondary Street); (*10 feet is the minimum required setback*).

6. Side building (south) setback above the 5<sup>th</sup> story of 12'-8". *(30 feet is the minimum required)*
7. A building setback of 10 feet along the rear property line; *(10 feet is the minimum required)*.
8. The rear building setback above the 5<sup>th</sup> story of 10 feet along the rear property line. *(30 feet is the minimum required setback)*.
9. A building frontage along North Federal Highway of 93%. *(75% minimum building frontage required on primary streets)*.
10. Sixteen of the parking spaces on-site will have electric charging stations
11. A total of 8 bicycle spaces are provided *(8 spaces is the minimum required: 4-short term and 4-long term)*.
12. There are 7 ADA parking spaces required and provided.
13. A loading zone 12'x 30 ft. is proposed. *(One (12' x 50') loading zone required)*. The loading zone backs out to SE 8<sup>th</sup> Street which is not allowed.
14. 13.7% (4,625 square feet) of the site will be landscaped *(5% is the minimum required)*.
15. 7.5% civic open space is proposed. *(7.5% civic open space is required due to the project exceeding base height)*.
16. A 5-foot-wide sidewalk along SE 8<sup>th</sup> Street is proposed *(the minimum is 8 feet along such street)*.
17. 84% of the trees provided are native *(50% is the minimum required)*.
18. 100% of the provided trees are drought tolerant species *(50% is the minimum required)*.

#### Comprehensive Plan Considerations

The property is designated Regional Activity Center on the City's Future Land Use Map. The commercial hotel use proposed by the applicant is permitted under the land use category. The proposed development will assist in furthering the goals, objectives, and policies of the City's Comprehensive Plan as discussed in the Planning and Zoning Board Cover Memo.

#### Applicable Codes and Ordinances

1. The proposed commercial use is permitted based on the present Central RAC Zoning District/ RAC Corridor Subdistrict.
2. The maximum height allowed in the RAC Corridor is 15 stories for properties that are less than 3 acres. The base height in RAC Corridor subdistrict is 10 stories and the proposed building is 15 stories. Pursuant to Section 32-195 (c), projects with height over the base must:
  - a) Provide civic open space of 7.5% of the site.
  - b) Provide street/streetscape improvements consistent with the city's complete streets efforts, on both sides of adjacent rights-of-way.
  - c) On secondary streets fully conceal parking levels at the sidewalk level for a depth of at least 20 feet by a story containing active uses, such as residential, office, or retail.

The Developer complies with the criteria above.

3. The applicant has filed for Redevelopment Area Modifications and requests the requirements discussed below in items 3(a) through 3(i) be waived by the City Commission pursuant to Section 32-135(a). The following chart summarizes the requested Redevelopment Area Modification waivers under Application# RD-24-03627 as further discussed below:

WAIVERS OR DEFICIENCIES	REQUIRED/ ALLOWED	PROPOSED	DEFICIENCY
a) Secondary Street Setback (SE 8 <sup>th</sup> Street)	Min. 10 feet	10 feet (building)	None (building)
		7'-4" decorative eyebrow)	2'- 8" (decorative eyebrow)
b) Street Setback above 5 <sup>th</sup> Floor	Min. 20 feet	15 feet (S. Federal Hwy.)	5 feet
c) Rear Setback Above the 5 <sup>th</sup> Story	Min. 30 feet	10 feet	20 feet
(d)Interior side (south) setback above the 5 <sup>th</sup> Story	Min. 30 feet	12'-8"	17'-4" feet
e) Dead-end parking corridor	Max 4 spaces in a row	1 corridor 16 spaces in a row	12 spaces
f) Back-out parking (loading space)	Not allowed	1 loading space	-
g) Loading Zone (12 feet x 30 feet)	1 loading space 12'x50'	1 loading space 12'x30'	Length by 20 feet
h) Perimeter landscaping buffer	10 feet width	5 feet	2'-8" to 5 feet
i)Pedestrian Sidewalk on secondary streets (8 <sup>th</sup> Street)	8 feet	5 feet	3 feet

- a) Table 32-195(a)(A) RAC Corridor, Building Placement, relative to the required street setback on secondary streets (SE 8<sup>th</sup> Street).

*The proposed building is setback 10 feet from these 8<sup>th</sup> Street, however, the building design includes a decorative eyebrow/extension which extends 2'-8" feet into the required setback, therefore a waiver is required.*

- b) Table 32-195(a)(B) RAC Corridor, Building Placement, relative to the required street setback above the 5<sup>th</sup> floor.

*The building meets the required setback above the 5<sup>th</sup> floor on SE 8<sup>th</sup> Street, however, the required setback along Federal Highway is 20 feet and 15 feet is proposed, thus a waiver is required.*

- c) Table 32-195(a)(D) RAC Corridor, Building Placement, relative to the minimum side (south) setback required above the 5<sup>th</sup> floor

*The code requires a minimum distance of 30 feet from the side above the 5<sup>th</sup> floor and 12'-8" is proposed.*

- d) Table 32-195(a)(F) RAC Corridor, Building Placement, relative to the minimum rear setback required above the 5<sup>th</sup> floor.

*The minimum required rear setback above the 5<sup>th</sup> floor is 30 feet and 20 feet is proposed.*

- e) Table 32-203(b) relative to the minimum loading zone requirements.

*The minimum required is 1 loading space 12'x50 'in length and the applicant proposes 1 space 12'x 30 feet, therefore, a waiver is required.*

- f) Section 32-453(i)(2) relative to the maximum number of abutting parking spaces allowed in dead-end parking corridors.

*The code requires that parking corridors in excess of 4 parking spaces shall be able to permit vehicle entry and exit in one continuous forward motion without using a vacant space to turn around. However, the project is designed with one double -loaded corridor at the uppermost garage level with 7 and 16 spaces in a row, therefore, a waiver is requested.*

- g) Section 32-453(i)(4) prohibiting vehicular parking spaces to back into a public right-of-way.

*The code requires that all parking areas be designed so that no vehicle is required to back into a public right-of-way. The proposed loading zone is designed to back out into SE 8<sup>th</sup> Street; thus, a waiver is requested.*

- h) Section 32-384(e) relative to perimeter landscaping buffers within vehicular use areas.

*A 10 feet wide landscape buffer is required on SE 8<sup>th</sup> Street along to the vehicular drop-off area. However, the proposed buffer ranges from 2'-8" to 5 feet in width, therefore, a waiver is requested.*

- i) Table 32-201(i) relative to the minimum dimension of pedestrian walkways of secondary streets in the RAC Corridor subdistrict.

*An 8-foot pedestrian walkway is required along 8<sup>th</sup> Street and a 5-foot walkway is proposed, thus, a waiver is required.*

In summary, the applicant is requesting Redevelopment Area Modification waivers from certain Central RAC district/RAC Corridor subdistrict and other code required standards as discussed above in items 3(a) through 3(i) pursuant to Section 32-135(a) which permits the City Commission to waive these site development standards.

#### Major Development Review Criteria

Article V, Section 32-787 specifies the following criteria shall be utilized in the review and evaluation of applications for Major Development Review approval:

##### 1. Natural Environment

The property consists of one platted parcel with no structures on the property.

A total of thirty-one (31) trees are required for this project and 31 trees are provided, including 8 street trees. The grounds will be landscaped with shrubbery and canopy treed, including Pigeon Plum, Sea Grape, Japanese Blueberry, and Spanish Stopper. Green Buttonwood trees are proposed to be planted along the streets. Additionally, the roof/amenity level will be landscaped with shrubbery and four canopy trees, consisting of Japanese Blueberry and Montgomery Palms.

##### 2. Open Space

Approximately 13.7% of the property will be landscaped, which exceeds the minimum 5% required

by Code. A civic open area of 7.5% minimum is required per Code. The applicant provides the required civic open space and required furnishings.

### 3. Circulation and Parking

The entrance to the parking garage is accessible from S.E. 8<sup>th</sup> Street via a two-way driveway in the northern part of the site.

The applicant proposes 193 spaces and 160 spaces are required, exceeding the amount required by 33 spaces. The applicant has requested a waiver to allow dead-end parking on the uppermost garage level, enabling a T-turn exit by eliminating 2 parking spaces. According to the Code, vehicles must be able to exit in a forward motion without using a vacant space to turn around. Circulation at this level would be improved by eliminating 4 parking spaces at the end of the double-loaded corridor—3 spaces on the south side and 1 space on the north side (#s 190-193). Although this modification does not meet the specific Code requirement, it would allow for better maneuverability for vehicles needing to exit if all parking spaces were occupied. The applicant has agreed to remove these spaces.

### 4. Access Control

The multi-level parking garage area for the development will not be gated and will be accessible via one two-way driveway from/to S.E. 8<sup>th</sup> Street. There is a also hotel drop -off driveway on SE 8<sup>th</sup> Street for guest unloading. The City' traffic consultant requested, and the applicant provided an operational plan for the operation of the hotel drop off and parking which was considered acceptable by the City's consultant.

### 5. Public Transportation

The site is well served by existing mass transit services. Broward County bus routes service Federal Highway. In addition, the City's mini-bus route also serves the area.

### 6. Community Services

A trash room is located on the west side of the building to accommodate dumpsters, which will be rolled out on service days. The location is accessible by the City's sanitation vehicles. At staff's request, the applicant provided a loading and refuse area operational plan to manage hotel deliveries and refuse collection, ensuring safety and traffic flow. This plan was acceptable to the City's consultant.

The applicant will be installing a new pedestrian path/sidewalk along SE 8<sup>th</sup> Street. The minimum required width is 8 feet; however, the applicant has requested a waiver from this requirement to instead allow a 5-foot sidewalk. Due to the lack of sufficient right-of-way on SE 8<sup>th</sup> Street, the sidewalk is proposed to be installed on-site. A sidewalk easement in a form acceptable to the City Attorney will be required prior to the issuance of the building permit for the project.

### 7. Concurrency Evaluation

Staff has conducted a concurrency evaluation of the project relative to its impact on water, sewer, solid waste, drainage, recreation, schools, and transportation. Staff has determined that concurrency requirements have been met.

The developer has submitted an Impact Evaluation Report as required by Section 32-788 that addresses each issue. The following is a summary of the expected impacts to the various public

utilities for reference.

**Potable Water** - According to the criteria in the Impact Evaluation Report, the development will generate the need for approximately 40,726 gallons of potable water per day (GPD). The City Water Plant's current capacity is 9 MGD. The City's current demand is about 6 MGD. There is sufficient capacity to provide for the proposed development. The applicant will be required to pay the City \$43,973.28 in water impact fees as required by Section 30-247 through Section 30-260 of the Code of Ordinances.

**Wastewater** – The City has a Large User Agreement with the City of Hollywood and several other communities for wastewater treatment. The wastewater demand for the project is 40,726 GPD. There is sufficient capacity to provide for the proposed development. The applicant will be required to pay the City \$216,255.06 in sewer impact fees.

Water and wastewater impact fees are estimates and are payable per Section 30-253 when the building permit is issued or when a request for capacity is made.

**Transportation System** – A Traffic Study providing an analysis of the impact of the development as it relates to current and projected roadway usage and design capacities was conducted as required by the City's Comprehensive Plan Transportation Element for projects generating 100 daily trips or more. The anticipated trip generation for this development is 1,966 daily trips. The development will generate 113 AM Peak Hour Trips and 145 new PM Peak Hour Trips. The City's Traffic Consultant for this project, Michael Miller Planning Associates, (MMPA) reviewed the Traffic Study and concluded that while the project will generate a significant number of new trips, the adjoining roadway system is currently operating generally at an acceptable level. He also notes that the additional new traffic will not significantly impact or worsen the LOS.

Pursuant to the City's Comprehensive Plan, Transportation Element, Policy 1.5.4, SE 8<sup>th</sup> Street is required to be a minimum of 60 feet right-of-way. Presently, the existing right-of way is only 30 feet dedicated by plat from the subject property. The northern half of the street (30 feet) will need to be dedicated by the Mobile Home Park to the north at the time the site is redeveloped. The applicant conducted studies for improvements to the existing conditions which include widening the pavement adjacent to the site within the existing right-of-way. The planned road improvements were acceptable to the City's traffic consultant.

**Schools** – As a fully commercial building there is no impact to the Broward County School system.

**Energy Conservation/Green Building** - This project requires Green Building certification from independent Green Building agency including LEED-Gold, FGBC-Gold, Green Gloves-3 Gloves, or above. The Developer has agreed to meet the City's Green Building requirement and will seek Florida Green Building Coalition "Gold" Standard.

**Impact Fees** – Pursuant to Chapter 31, Section 31-6, of the Hallandale Beach Code of Ordinances, this Project, consisting of 246 hotel units and 8,605 square feet of commercial is subject to the following fees:

Hotel 246 Rooms:

Fire Rescue	\$61,254
Law Enforcement	\$37,638
Parks & Recreation	N/A
Multi-Modal	\$160,638



Commercial – 8,605 SF:	
Fire Rescue	\$14,671.53
Law Enforcement	\$8,983.62
Parks & Recreation	N/A
Multi-Modal	\$102,563
<b>TOTAL:</b>	<b>\$385,748.15</b>

8. Buildings and other structures.

The proposed hotel building has been designed with consideration to its surroundings. The building's placement and architectural design are aligned with the intended character of the Regional Activity Center (RAC) Corridor. At 15-stories tall, the building is less intense than the 19-story building that was originally approved at this location in 2007, and is also compatible with recently constructed development, such as the 30-story office building to the south (Optima, 1010 S. Federal Hwy.) and the 8-story office building to the west (Beacon, 800 SE 4<sup>th</sup> Ave), all of which are visible from the adjacent streets.

The proposed building height, while permitted in the RAC Corridor, has been designed to minimize the shadowing effects on surrounding properties. The applicant has made efforts to ensure that the building's design does not preclude the reasonable use of recreational facilities on nearby existing buildings.

Redevelopment Area Modification (RAM) Waiver Criteria

The property is located within the Central Regional Activity Center District/ RAC Corridor subdistrict; thus, the provisions of Section 32-135 apply to the property which allows the City Commission to modify zoning and land development standards through the Redevelopment Area Modification (RAM) process in lieu of a variance.

Pursuant to Section 32-135 (a), the City Commission may grant redevelopment area modifications for specified development standards relating to any proposed project if it is determined that all the following criteria are met:

1. The code standards are determined to significantly inhibit neighborhood or structural improvement efforts.

*The applicant proposes a 15-story hotel, permitted in the RAC Corridor zoning with specific criteria. The project faces site constraints due to the lot's width, limiting development intensity. The property is 230 feet deep along SE 8th Street but only 138 feet wide on Federal Highway, restricting the development area above the 5th floor to meet the required setbacks. Additionally, the substandard right-of-way on SE 8th Street affects redevelopment. However, strict adherence to zoning standards would not inhibit the site's redevelopment.*

2. The modifications adequately provide for service areas and other development features for the project.

*The proposal ensures adequate access to service areas and other development features. The project is designed with proper accessibility, including ADA-compliant access from the civic open space on Federal Highway, the drop-off area, the lobby, and the parking garage levels to the lobby, elevator, and other facilities.*

3. The modification adequately provides for service and emergency vehicles access.

*Appropriate reviewing departments have confirmed that the proposal provides adequate service and accessibility for sanitation, fire, and other service and emergency vehicles. The building's dumpster enclosure will be located in a trash room accessible from SE 8th Street on the west side of the property, ensuring adequate access by roll-out service for the City's sanitation trucks.*

4. The modifications adequately provide for visibility of access.

*The project has been designed with adequate visibility for access to and from the project. In addition, the required 25 feet visibility triangle at the corner of Federal Highway and SE 8th Street is provided, as well as the required visibility at the project's garage entrance driveway from SE 8th Street.*

### **Why Action is Necessary:**

Pursuant to Section 32-215(a)(2) of the Zoning and Land Development Code, Planning and Zoning Board consideration and recommendation is required prior to City Commission approval of Major Development applications in the Hallandale Beach Boulevard District when requesting more than the permitted base height.

City Commission action is required by Section 32-135 for redevelopment area modifications (RAMs).

### **Cost Benefit:**

The estimated building permit fee for the project is approximately \$2.3 Million based on the estimated construction cost of \$86.3 Million. The market value of the development is estimated at \$99 Million.

## **STAFF RECOMMENDATIONS:**

### **Redevelopment Area Modification (RAMs) - Application #RD-24-04428**

The applicant has made a significant effort to comply with the site development standards for properties within the RAC subdistrict. The project applications have undergone extensive staff review, with revisions made in response to staff comments. Technical issues identified by the DRC were discussed with the applicant during several DRC meetings, addressing staff concerns about access to the project due to the limited right-of-way available on SE 8th Street.

Although 15-story buildings are permitted in the RAC Corridor zoning, subject to specific criteria, the proposed development faces site constraints due to the lot's width, which limits the property's development intensity. The subject property is 230 feet deep along SE 8th Street but only 138 feet wide on Federal Highway, a narrow width for properties along this Corridor. This width restricts the development area above the 5th floor to meet the required 50-foot setbacks (20 feet front and 30 feet side yard) for properties zoned RAC Corridor.

The applicant proposal to allow dead-end parking on the uppermost garage level could be improved by eliminating additional excess parking as discussed under Major Development Review Criteria. Although this modification does not meet the specific Code requirement and a waiver is still needed, it would provide safer and more efficient maneuvering for vehicles. The

applicant has agreed to this revision as well as provided a parking operational plan.

Staff expressed concerns about the proposed loading space backing out into SE 8th Street and servicing the building's dumpster/trash disposal. In response, the applicant made several design revisions. The location has been confirmed as accessible for the City's sanitation vehicles. At staff's request, the applicant provided a loading and refuse area operational plan to manage hotel deliveries and refuse collection, ensuring safety and traffic flow. The City's consultant has found the operational plans for parking, loading, and refuse activities acceptable.

Although RAM's are requested, the applicant's proposal will result in significant improvements to the area. The project has been designed to provide architectural interest and a sense of place. The required civic opened space is provided along South Federal Highway, with landscaping and water features which provides for an improved pedestrian experience and enhance the Federal Highway Corridor.

The Project will help revitalize the Regional Activity Center and encourage redevelopment/reinvestment in the area. As a result, staff does not have major concerns of approval by the City Commission of the requested Redevelopment Area Modifications.

**Major Development Application - Application #DB-24-0442**

The subject property is located within the City's Central RAC which has been identified as a focus for redevelopment into a vibrant area. The proposed use is consistent with the Central RAC zoning district and the City's Comprehensive Plan. The proposed use is also consistent with the overall vision of the RAC land-use area to create a vibrant, pedestrian-friendly, mixed-use district along main transit routes such as Federal Highway.

In furtherance of the Comprehensive Plan, Zoning and Land Development Code and other applicable City provisions; and based upon the finding of facts contained herein, should the City Commission decide to approve the application, approval shall be conditioned on the following:

1. Payment of the City's water impact fee in the amount of \$43,973.28.
2. Payment of the City's sewer impact fee in the amount of \$216,255.06.
3. Payment of the City's impact fees in the amount of \$385,748.15.
4. Compliance with the Green Building requirements of the Florida Green Building Coalition "Gold" Standard certification or another recognized green building agency as determined by the City.
5. The 5 feet pedestrian walkway/sidewalk along SE 8th Street shall be located on-site. The applicant must execute a sidewalk easement, in a form acceptable to the City Attorney, for the on-site construction of the sidewalk before the building permit for the project is issued.
6. Nine (9) EV Ready (electric vehicle) charging stations shall be provided as reflected in the plans, and 16 parking spaces shall be EV Capable.
7. Installation of "No Parking/No standing" signs along SE 8<sup>th</sup> Street as recommended by the City's traffic consultant.
8. The Applicant shall contract with the City for roll-out service by the Sanitation Division for servicing the dumpster/trash disposal.
9. The hotel drop-off area, parking, loading and refuse pick-up shall function as illustrated on site plan and Operations Plans. Any modifications to the Operational Plans shall be considered by the Department of Sustainable Development Director or designee. The City of Hallandale Beach maintains the right, in perpetuity, to have the property owner/developer modify the Operations Plan as necessary to address any unforeseen operational or safety issues after the hotel has opened.
10. The parking garage shall be adequately screened to the satisfaction of the DSD Director. Detailed plans and materials proposed shall be provided for review and approval prior to the

issuance of the building permit.

11. Elimination of parking spaces #190 -193 at the dead-end drive in Level 4 of the parking garage to allow for additional maneuvering area.

**PROPOSED ACTION:**

The City Commission consider the attached Resolution.

**ATTACHMENT(S):**

- Exhibit 1 – Resolution
- Exhibit 2 – Aerial Map & Zoning Map
- Exhibit 3 – Applicant’s Letter & Backup
- Exhibit 4 - City Traffic Consultant Report
- Exhibit 5 – Planning and Zoning Board Agenda Cover Memo Dated January 27, 2025
- Exhibit 6 – Planning and Zoning Board Meeting Minutes Dated January 27, 2025
- Exhibit 7 – Presentation

Prepared By: Christy Dominguez  
Christy Dominguez  
Planning and Zoning Manager

Reviewed By: Steven Williams  
Steven Williams  
DSD Assistant Director

Reviewed By: Vanessa Leroy  
Vanessa Leroy  
DSD Director

Reviewed By: Noemy Sandoval  
Noemy Sandoval  
Assistant City Manager