



City of Hallandale Beach Planning and Zoning Board Agenda Cover Memo

Applicant:	Blue Park LLC	Meeting Date:	July 15, 2025	
Project Name:	Blue Park	Property Address:	216-220-228 SE 8 Street, and 221 SE 9 Street	
Application #s:	DB-24-06478 Development Review, RD-24-06479 RAMs	Application Type:	Major Development Redevelopment Area Modifications (RAMs)	
Planning District:	Southeast	Quasi-Judicial:	YES	NO
			X	
Parcel Size:	1.47 Acres (64,320 SF)	Public Hearing:	YES	NO
			X	
Existing Zoning:	Lot 36 – Lot 43 Block A of “Amended Plat of Hallandale Park No. 4”: Central Regional Activity Center (RAC) District / Transit Core Subdistrict Lot 13 - East 1/2 Lot 20 Block A of “Amended Plat of Hallandale Park No. 4” Central Regional Activity Center (RAC) District / Neighborhood Subdistrict			
Existing Use:	Vacant and Residential buildings to be demolished			
Proposed Use:	173 Residential Units			
Future Land Use Designation:	Regional Activity Center Land Use			
Surrounding Zoning:		Surrounding Land Use:		
North: Central Regional Activity Center (RAC) District/Transit Core Subdistrict South: Central Regional Activity Center (RAC) District/Neighborhood Subdistrict East: Central Regional Activity Center (RAC) District/Transit Core Subdistrict/Neighborhood Subdistrict West: Central Regional Activity Center (RAC) District/Transit Core Subdistrict/Neighborhood Subdistrict		North –Multi-family, Residential East - Multi-Family/Office Building West – Single-Family/Multi-Family South - Multi-Family		
Business Impact Estimate:	Exempt as per Florida Statute 166.041(4)(c)			
Staff Recommendation:	Sponsor Name:			
<input type="checkbox"/> Approve <input checked="" type="checkbox"/> Approve with Conditions <input type="checkbox"/> Deny	Vanessa J. Leroy, Department of Sustainable Development Director			
	Prepared By:			
	Christy Dominguez, Planning & Zoning Manager			

Request

Summary:

BLUE PARK LLC is requesting Major Development Plan approval and Redevelopment Area Modifications (RAMs), in order to build Blue Park, a residential multi-family project consisting of 173-unit multi-family units, at the property located at 216,220,228 SE 8th Street and 221 SE 9th Street (the “Property”).

The applications filed with the City are as follows:

1. Application # DB-24-06478 for Major Development Review approval pursuant to Section 32-782 of the Zoning and Land Development Code in order to construct the proposed residential multi-family project.
2. Application # RD-24-06479 requesting Redevelopment Area Modifications (RAMs) from the following code provisions:
 - a) Table 32-196(a)(A) Transit Core Subdistrict, Building Placement, to allow a setback of 25 feet on Primary Street (SE 9th Street) where the maximum is 15 feet.
 - b) Table 32-196(a)(A) Transit Core Subdistrict, Building Placement, Secondary Street (SE 8th Street) to allow zero feet setback where the required setback is 10 feet.
 - c) Table 32-196(a)(B) Transit Core Subdistrict, Building Placement, Secondary Street (SE 8th Street) to allow 4 feet setback where the required is 20 feet above the 5th floor.
 - d) Section 32-196(a)(D) Transit Core Subdistrict, Building Placement, Interior Side, to allow a side setback of 6 feet (to balconies) instead of 30 feet above the 5th floor.
 - e) Table 32-196(a)(E) Transit Core Subdistrict, Building Placement, Rear setback to allow zero feet for a partial area of the rear of the garage where the required setback is 10 feet.
 - f) Section 32-202(a) regarding Civic Open Spaces and their configuration, proposing a 6.86% Civic Open Space area instead of the required 7.5%.
 - g) Section 32-194(a)(9) requiring the enclosure of staircases to allow for an open staircase to serve the pool deck.

Background

The Developer’s required Community Meeting was held on June 5, 2025. There were two (2) attendees at the meeting who expressed no concerns about the project. Also, no written comments from the public were received.

Related Actions

The applicant has also filed Application # Z-24-06480 to rezone the southern portion of the property located at 221 SE 9th Street from Central RAC/Neighborhood to Central RAC/Transit Core to allow development of the proposed residential project.

Current Situation

In addition to the Major Development Plan approval presented for Planning and Zoning Board consideration, the applicant is requesting Redevelopment Area Modifications (RAMs) as part of the proposed project. 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. RAM's may be approved by the City Commission if it is determined that all the criteria set forth in 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 Application's request for RAMs.

Analysis

Development Details

The applicant proposes a multi-family residential development located on a 1.47-acre site (64,320 sq. ft.) consisting of:

- Lots 36 through 43, Block A, and
- Lots 13 through 19 and the east one-half (E 1/2) of Lot 20, Block A of the *Amended Plat of Hallandale Park No. 4*.

- Zoning & Land Use:
 - Lots 36-43 are within the Transit Core Subdistrict of the Central Regional Activity Center (RAC).
 - Lots 13-19 are within the Neighborhood Subdistrict of the RAC.
 - A rezoning request is included to rezone the Neighborhood Subdistrict portion to Transit Core to accommodate the proposed development.

- Existing Conditions:
 - Two 1-story buildings have been demolished with permit.
 - Two remaining residential structures are to be demolished.

- Proposed Development:
 - Two 8-story residential buildings, identified as the North Tower and South Tower, connected by a shared parking garage and amenity deck.
 - Transit Core (North Tower): 5-story base, up to 8 stories permitted.
 - RAC Neighborhood (South Tower): 2-story base, up to 5 stories permitted (subject to rezoning request).
 - Proposed density: approximately 118 dwelling units per acre (du/ac).
 - A total of 173 residential units distributed as follows:
 - 36 efficiency units
 - 94 one-bedroom units
 - 43 two-bedroom units

- Parking & Mobility:
 - 207 parking spaces provided (203 required).
 - 34 electric vehicle (EV) spaces, including 13 with charging stations and 21 EV-capable spaces (41 spaces requested).
 - 9 on-street parallel parking spaces distributed along two adjacent streets.

- Bicycle Facilities:
 - 12 short-term spaces (4 required)
 - Indoor permanent bike storage for 20 bikes
- Landscaping & Open Space:
 - 12.80% landscaped area provided (10% minimum required).
 - 4,415 sq. ft. (6.86%) civic space proposed; a Regulating Alternative Mechanism (RAM) is requested to address the shortfall from the required 7.5%.
 - 43 trees to be removed
 - 46 on-site trees for credit proposed (43 required)
- Additional Project Features:
 - Compliance with City's Green Building Standards.
 - Inclusion of 28 moderate-income affordable housing units.
 - Residential amenities include a pool and deck.

Comprehensive Plan Considerations

Allocation of Bonus Units through Broward County Land Use Plan Policy 2.16.3

The Applicant is requesting an allocation of an additional 100 bonus units through the use of the Broward County Land Use Plan Policy 2.16.3, which provides for allocation of market rate bonus units, provided that a certain number of units are set aside as affordable units. The applicant proposes setting aside 28 units as affordable units for the moderate-income group to meet both the County's and City requirements. The resulting density inclusive of bonus units would be approximately 118 dwelling units per acre.

Staff Analysis:

Staff finds the proposed allocation of 100 total bonus affordable housing units to be compatible with existing and future land uses, and consistent with applicable land development regulations. Additionally, there are adequate public facilities and services available to support the proposed increase in residential density.

As a condition of approval, prior to the issuance of building permits, the applicant shall provide a recorded restrictive covenant, in a form acceptable to the City, that:

- Guarantees the affordability of the designated units (moderate-income group) for a minimum of thirty (30) years; and
- Requires proportional distribution of the affordable units across unit types and sizes throughout the building.

Hallandale Beach Comprehensive Plan

The property is designated Regional Activity Center (RAC) on the City's Future Land Use Map. The proposed residential use by the applicant is permitted under the land use category. Presently, there are 603 RAC Units available in the Regional Activity Center for allocation to new projects. There are 50 RAC units pending allocation consideration by the City Commission for the Seven Park Project. Allocation of 50 RAC units to the Seven Park Project and 73 RAC units to this

project will reduce the available number of RAC Units 480. The proposed development will assist in furthering the following goals, objectives, and policies of the City's Comprehensive Plan:

GOAL 1: To provide a coordinated and compatible mix of land uses which encourages a high quality of life meeting the social, economic, and physical needs of the present and future population of Hallandale Beach while insuring reasonable environmental protection and timely and efficient provision of services.

OBJECTIVE 1.1: Levels of Service: The City shall continue to condition approval of development applications upon maintaining the provision of services at the Levels of Service (LOS) which meet or exceed levels specified in this Comprehensive Plan.

POLICY 1.1.1: The City shall maintain, within the Comprehensive Plan Elements, Level of Service standards for City facilities which will meet the existing and future needs of Hallandale Beach population and the standards established by Chapter 163 F.S., and Rule 9J-5 F.A.C.

POLICY 1.1.2: Any development order or permit shall be approved only when adequate public services and facilities are in place or will be provided to support the development at Levels of Service adopted by this Plan.

POLICY 1.1.3: The City will require a development impact analysis to be submitted for developments that contain ten (10) residential dwelling units or more, or developments containing four thousand (4,000) square feet of non-residential gross floor area or more. The applicant or his agents will be responsible for preparing the impact analysis which shall evaluate the overall effect of a proposed development on its surrounding neighborhood and the overall community.

POLICY 1.1.5: The City shall maintain criteria and procedures, which obligate developments causing expansions or extensions of City services to contribute a proportionate share of the cost of provision of these supporting services and related facilities.

POLICY 1.1.6: The City of Hallandale Beach will provide sanitary sewer, solid waste, drainage, and potable water facilities and services to correct deficiencies and to meet existing and project demands identified in this Plan.

POLICY 1.2.1: Upon completion of the Citywide Master Plan, the City will reevaluate the various City neighborhoods, corridors, districts, and small area redevelopment plans for appropriate action which may include revising existing plans or developing new plans that promote land use.

POLICY 1.3.7: The City shall focus on compatible infill residential development.

OBJECTIVE 1.9: Regional Activity Center Land Use: Consider a Regional Activity Center (RAC) land use category within the city to encourage attractive and functional mixed living, working, shopping, educational and recreational activities.

POLICY 1.9.1: The City shall use the Regional Activity Center designation as a means to carry out recommended land use policies within a unified planning district based on an adopted master or redevelopment plan.

POLICY 1.9.2: Non-motorized transportation, as well as mass transit, shall be encouraged to serve a Regional Activity Center to reduce reliance upon automobile travel.

POLICY 1.9.3: To facilitate public transit access, integrated transportation systems should be encouraged to serve a Regional Activity Center.

POLICY 1.9.4: To enhance pedestrian movement and safety, the separation of pedestrian and vehicular traffic should be encouraged within a Regional Activity Center.

POLICY 1.9.5: Redevelopment activities should be encouraged within a Regional Activity Center.

POLICY 1.9.8: Parkland and/or open space that is open to the public must be included as a functional component within a proposed Regional Activity Center.

POLICY 1.9.9: The City shall adopt design standards within the land development regulations ensuring compatibility between existing and planned land uses within and adjacent to the Regional Activity Center.

POLICY 1.9.10: Pursuant to an interlocal agreement between the City and Broward County, the City shall monitor development activity and enforce the permitted land use densities and intensities within the Regional Activity Center.

POLICY 1.9.11: In order to ensure that all properties can be developed within the overall density and intensity limitations of the Regional Activity Center, the City shall establish and implement a development tracking system.

POLICY 1.10.8: The City of Hallandale Beach shall continue to evaluate development proposals with respect to pervious area requirements specified in the Land Development Code.

POLICY 1.10.11: The City shall continue to protect its natural resources and maintain its environmental quality through the provision of land use regulations that are consistent with the policies of this Comprehensive Plan.

POLICY 1.11.2: The City shall continue to require building construction elevations consistent with minimum federal flood insurance regulations.

OBJECTIVE 1.12: Land Use Consistency: The City shall manage growth and development through the continued administration and enforcement of the Hallandale Beach Zoning and Land Development Code which shall ensure that future land uses remain consistent with this Plan.

POLICY 1.12.1: As part of the development review and approval process, the City shall continue to implement a system of Comprehensive Plan compliance review for all development and approval petitions.

POLICY 1.12.2: The City shall continue to ensure that the provisions of the Hallandale Beach Zoning and Land Development code include all necessary site plan requirements to further the intent of this Comprehensive Plan. These requirements shall include but not be limited to adequate drainage and stormwater management, landscaping and open space requirements, signage regulations, subdivision regulations, safe and convenient on-site traffic flow, vehicle parking, and consistency of land use with Plan designations.

POLICY 1.12.4: The City shall maintain innovative land development regulations that encourage mixed-use developments and incorporate site design planning techniques that will enhance the quality of large-scale developments or redevelopment areas.

POLICY 1.12.5: The City shall continue to require adequate pervious areas to improve aquifer recharge and look for alternative ways to increase stormwater recapture.

POLICY 1.13.2: The Hallandale Beach Zoning and Land Development Code provisions which contain design standards relative to landscaping, setbacks, and other site controls, shall continue to be strictly enforced to meet the intent of the Goal, Objectives, and Policies of the Future Land Use Element of the Plan.

POLICY 1.13.3: The City should continue to commit resources to the Community Redevelopment Area where neighborhood improvements are needed.

POLICY 1.14.1: The City shall determine the status and capabilities of existing and proposed facilities (including water, wastewater, solid waste, traffic, stormwater, and recreation/open space) to accommodate current, new, and redevelopment demands, and any projects necessary to maintain adopted levels of service. These projects will be added to the five-year Capital Improvements Plan.

POLICY 1.14.2: The Development Services Department shall evaluate impacts resulting from new developments to ensure that adequate facilities are either in place or planned so that Level of Service standards are not reduced.

POLICY 1.14.3: The City shall adopt a level of service standards and shall be used as the basis for determining the availability of facility capacity.

OBJECTIVE 1.15: Transportation: The City shall not issue a development order or permit which results in a reduction in the level of service on any portion of the City roadway system below the adopted level of service unless the development is located within an urban infill or redevelopment area and satisfies objectives and policies relating thereto and mitigation is provided (Note: the entire City is located within an urban infill area).

POLICY 1.15.1: The City shall through the implementation of the Broward County Trafficways Plan and the minimum City right-of-way standard of fifty (50) feet, secure right-of-way dedications at time of development review to ensure that adequate right-of-way is provided to serve existing and future development.

POLICY 1.15.3: The City shall encourage developments that promote safe and efficient on and off-site transportation improvements.

OBJECTIVE 1:18: Urban Infill and Redevelopment: Establish criteria which encourage development of urban infill and urban redevelopment area(s) to promote economic development, increase housing opportunities, and maximize the use of existing public facilities and services.

POLICY 1:18:1: Increase economic development and employment opportunities within urban infill and urban redevelopment area(s).

POLICY 1:18:4: Designated urban infill and urban redevelopment area(s) shall be excepted from transportation facilities concurrency requirements consistent with Chapter 163 Florida Statutes; however, the application will be subject to providing a traffic analysis consistent with the Transportation Element and potential improvements to minimize impacts.

POLICY 1:18:5: Notwithstanding the above, all development is subject to Broward County Transportation Concurrency Management Area (TCMA) Level of Service criteria and the payment of Transit Impact Fees as determined by Broward County prior to the issuance of permits.

POLICY 1:18:6: Integrated transportation systems, mass transit facilities, bikeways, and pedestrian corridors should be encouraged to serve urban infill and urban re-development area(s) to reduce reliance upon automobile travel.

POLICY 1:18:7: The Hallandale Beach Comprehensive Plan and LDRs shall establish standards and monitoring procedures for the expansion of mass transit, pedestrian travel, and other forms of non-automobile travel within urban infill and urban redevelopment area(s).

OBJECTIVE 1.19: Crime Prevention: The City shall review all major developments for their use of Crime Prevention Through Environmental Design (CPTED) principles and standards.

POLICY 1.19.1: The City shall maintain a CPTED review policy and procedure in the form of administrative policy or land development regulations. The policy shall require a plan review by the Development Services and Police Departments, at a minimum.

OBJECTIVE 1.20: The City shall continue to implement its energy-efficient “grid” Future Land Use Plan and discourage urban sprawl, accounting for existing and future energy power generation and transmission systems.

POLICY 1.20.2: The City shall continue to enforce the provisions of the most recent edition of the Florida Building Code, particularly the updated Energy Code (adopted 3/09) to achieve higher energy efficiency in buildings.

POLICY 1.20.3: The City shall require the use of low water use plumbing fixtures in new construction and continue to encourage the use of low water use plumbing fixtures in building renovations through periodic give-away toilet retrofit programs and encourage energy-efficient electrical systems, such as retrofitting lighting fixtures in City buildings.

POLICY 1.20.8: The City shall continue to maintain, upgrade and complete missing segments of its pedestrian and bikeway networks connecting development to transportation systems, schools, public facilities, and commercial areas.

Applicable Codes and Ordinances

1. Residential uses with densities of up to 50 dwelling units per acre are permitted within the existing zoning subdistricts of the property, specifically the Central RAC Zoning District/Neighborhood Subdistrict and the Transit Core Subdistrict. Additionally, the allocation of Broward County Bonus Units is permitted in both subdistricts, therefor allowing for the proposed 173 units.

However, the proposed building height exceeds the limits permitted in the RAC Neighborhood Subdistrict. Consequently, the applicant has submitted application # Z-24-06480 to rezone the southern portion of the property to the RAC Neighborhood Subdistrict to allow the 8-story proposed development.

2. The maximum permitted base density in Transit Core subdistrict is 18 units per acre. The maximum density that can be earned in Transit Core with conditions is 50 dwelling units per acre. The Project generates a density of 50 dwelling units per acre, excluding the County bonus units.

Pursuant to Section 32-196 (d), projects with densities over the base must:

- a) *Provide civic open space of 7.5% of the site, or 4,824 square feet for the subject project.*

The applicant proposes a civic open space that encompasses 4,415 square feet (6.86%) which does not meet the minimum percentage required and has requested a waiver.

- b) *Provide at least 15% of the project's residential units as affordable housing.*

The applicant is providing the required 15% percent affordable units required.

- c) *Fully concealed parking garage levels on secondary streets at the sidewalk level for a minimum depth of 20 feet with a story containing active uses, such as residential, office, or retail.*

The Project is designed with a completely concealed parking garage lined with active uses, thus, meets this requirement.

- d) *Provide street/streetscape improvements consistent with the City's complete streets efforts, on both sides of adjacent rights-of-way.*

The developer provides the required streetscape.

3. The applicant requests that the requirements set forth below in items 3(a) through 3(g) be waived by the City Commission pursuant to Section 32-135(a) of the Code. The following chart summarizes the requested Redevelopment Area Modification waivers under Application# RD-24-06479 as applied based on Central Rac/Transit Core subdistrict and further summarized below:

WAIVERS OR DEFICIENCIES	REQUIRED/ALLOWED	PROPOSED	DEFICIENCY
a) Building Placement (primary streets)	10 feet Min. 15 feet Max.	30 ft. (SE 9th St.)	15 feet
b) Building Placement (secondary street)	10 feet min.	6 ft. (SE 8 th St)	4 feet
c) Building Placement (street above the 5 th Floor)	20 feet	6 feet (to balconies) (SE 8 th St)	14 feet
d) Building Placement Interior Side (west) Setback above the 5 th floor	30 feet	6'-10" (to balconies)	23'-2" feet
e) Building Placement Rear (south) Setback	10 feet	Zero ft (garage)	10 feet
f) Civic Open Space and configuration	7.5% depth shall be no more than 2.5 times the width, and the width no more than 5 times the depth	6.86%	0.64%
g) Enclosure of stairwells	Enclosed stairs	Open stairs at pool	-

4. Pursuant to Section 32-203, Table 32-203(a) the minimum number of parking spaces required for the proposed residential multifamily project is 203 spaces after parking reductions allowed per the recently adopted Ordinance #2025-005 and 207 spaces are provided, therefore, the proposed parking meets Code.

In addition, 9 on-street parking spaces are provided along SE 8th street and SE 9th Street.

Major Development Review Criteria

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

1. Natural Environment (and existing conditions)

The property consists of multiple lots with frontage both on SE 8th Street and 9th Street. There are multiple trees on the property which are to be removed under separate permits due to their location on the site.

Open Space

Approximately 13% 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 and 6.8% is provided; a waiver has been requested.

Forty-three (43) on-site trees are required, and 46 trees are provided. The grounds will be landscaped with shrubbery and canopy trees, such as Yellow Tabebuia, Pigeon Plums, Silver Buttonwood and Geigers, exceeding the required number and height. Gumbo Limbos are also proposed to be installed as street trees.

2. Circulation and Parking

The parking required for the proposed use is 203 spaces and 207 spaces are provided, therefore, the proposal meets the Code for the off-street parking requirements. The parking garage of the project is accessible from both SE 8th Street and SE 9th Street. The garage is designed with ease of parking and free vehicular movement throughout the facility. Nine (9) on-street parking spaces are also proposed on SE 8th Street and SE 9th Street adjacent to the project.

3. Access Control

The first floor of the garage will be gated with proper queueing accessible from SE 8th Street and SE 9th Street.

4. Public Transportation

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

5. Community Services

Two (2) trash rooms are provided on the ground floor of each building which will be rolled out on service days. The locations have been determined to be accessible for the City's sanitation vehicles which will service the buildings from the trash/loading accessible from SE 8th Street and SE 9th Street. At each floor level, there is a trash chute and a designated recycling chute as required by Code.

There are no existing sidewalks on the property or in the general area. The applicant will construct a 10-foot-wide sidewalk along SE 9th Street and an 8 foot -wide sidewalk on SE 8th Street adjacent to the property, as required.

6. 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 a net increase in water demand of 44,850 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. Therefore, there is sufficient capacity to provide for the proposed development. The applicant will be required to pay the City \$169,141.04 for 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 net increase in wastewater demand for the project is 44,850 GPD. There is sufficient capacity to provide for the proposed development. The applicant will be required to pay the City \$214,574.99 for sewer impact fees.

The noted 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 669 daily trips. The development will generate 56 new AM Peak Hour Trips and 58 new PM Peak Hour Trips. The City's Traffic Consultant for this project, Michael Miller Planning Associates (MMPA), reviewed the Traffic Study. He commented that while the proposed redevelopment project will generate new trips and some impact to the roadway system, the subject site affords a variety of routes for motorists to utilize to access main roadways. He concluded the additional new traffic from the development will not significantly impact or diminish the LOS.

Pursuant to the City's Comprehensive Plan, Transportation Element, Policy 1.5.4, any local streets are required to be a minimum of 50 feet right-of-way. SE 9th Street is designated a 60-foot City collector. The proposed project meets the minimum right-of-way requirements for both streets.

Schools - Based on the student generation rate adopted by the Broward County School Board, this project would generate 9 students to the school system and satisfy public school concurrency on the basis that adequate school capacity is anticipated to be available to support the project as proposed.

7. Buildings and Structures

The proposed residential development has been designed to integrate well with its surroundings. The placement and architectural design of the buildings contribute to both its vertical and horizontal design aligning, consistent with the intent of the Transit Core subdistrict.

The development includes two 8-story buildings along SE 8th Street and SE 9th Street. While 8 stories is permitted along SE 8th Street, the maximum height allowed for the parcel on SE 9th Street is limited to 5 stories. Therefore, a rezoning request has been submitted for this parcel.

These 8-story buildings will harmonize with their surroundings in terms of location, scale, style, color and texture, and contemporary design. They will complement the scale of existing and approved buildings to the east on SE 9th Street, as well as nearby development surrounding Bluesten Park, such as Solaris to the north and Village at Bluesten on SE 5th Street.

The project’s scale and uses are also consistent with the City’s Master Plan vision of creating a mixed-use Town Center around the redeveloped Bluesten Park.

The proposed building heights has been designed to minimize shadow effects on surrounding properties. The applicant has taken measures to ensure the buildings’ design does not impede the reasonable use of recreational facilities in nearby existing buildings.

8. Energy Conservation/Green Building

This project requires Green Building certification from an 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 National Green Building Standards (NGBS) “Gold” Standard.

Impact Fees – Pursuant to Chapter 31, Section 31-6, of the Hallandale Beach Code of Ordinances, this Project, consisting of 173 residential units is subject to the following fees:

173 Residential Units:

Fire Rescue	\$34,254.00
Law Enforcement	\$24,047.00
Parks & Recreation	\$168,675.00
Multi-Modal	\$241,162.00

TOTAL: \$468,138.00

Redevelopment Area Modification (RAM) Waiver Criteria

The property is located within the Central RAC zoning district; thus, the provisions of Code 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 proposed development involves constructing a mid-rise residential building with 173 units. The irregular shape of the development site presents challenges in adhering to all applicable Code standards.

The shape and size of the property make it difficult to comply with the minimum requirements for building placement to primary and secondary streets, rear and side setbacks, and setbacks above the 5th floor. Additionally, the project proposes reduced civic open space, which further deviates from Code standards.

The proposed development would improve existing conditions and contribute to neighborhood enhancement. While there are areas of noncompliance, the project generally aligns with applicable regulations and standards.

The applicant could adjust the design to achieve better compliance with setback requirements and improve building placement by decreasing the number of residential units.

Strict adherence to applicable zoning standards would not inhibit redevelopment of the site.

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

The proposal provides adequate access to service areas and other development features. The project is designed with proper accessibility to parking areas. ADA accessible access from the parking garage is provided to the lobby, elevator, and other facilities. In addition, on-street parking is also provided adjacent to the development on SE 8th Street and on SE 9th Street.

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

Appropriate reviewing departments have confirmed the proposal provides adequate access for accessibility for sanitation, fire, and other service and emergency vehicles. The building is designed with a trash room in the north building accessible from SE 8th Street as well as trash room in the south building accessible from SE 9th Street. The modifications adequately provide for service and emergency vehicle access.

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 visibility triangle is provided at the project's access driveway on SE 8th Street as well as the access driveway on SE 9th Street.

Why Action is Necessary

Pursuant to Section 32-205(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 Central RAC District when requesting more than the permitted base density.

Action of the City Commission is required for the allocation of bonus units per Broward County Land Use Policy 2.16.3 when exceeding the allowable density in the applicable zoning district and does not require Planning and Zoning Board consideration. Therefore, no formal action by the Board is required; however, the analysis is included in this report for the Board's informational purposes and comments.

Cost Benefit

The estimated building permit fee for the project is approximately \$1,046,000 based on the estimated construction cost of \$40 Million. The estimated market value is \$65 million dollars. It is expected that the proposed development will generate approximately \$493,246 in ad valorem revenue, of which the City would receive \$23,429 and \$468,583 to the City's CRA the following year after obtaining a certificate of occupancy.

Staff Recommendations:

Redevelopment Area Modification (RAMs) - Application # RD-24-06479

No action is required by the Planning and Zoning Board for this application. The Redevelopment Area Modification application will be presented directly to the City Commission together with the Major Development Plan and related Rezoning application for their consideration and approval.

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.

Although RAM's are requested, the applicant's proposal will result in significant improvements to the area consistent with the City's Master Plan vision of creating a mixed-use Town Center around and nearby the newly redeveloped Bluesten Park. The Project will help revitalize the Regional Activity Center and encourage redevelopment/reinvestment in the area.

Major Development Application – Application #DB-24-06478

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 property is also located within the City's Community Redevelopment Area (CRA). The proposed use is consistent with the City's Comprehensive Plan for properties within the Regional Activity Center. The proposed use is also consistent with the overall vision of the RAC land-use area.

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, Staff recommends that the Planning and Zoning Board consider the requests subject to the below stated conditions recommended by Staff.

Approval of the Major development and RAM applications is contingent on City Commission approval of an ordinance rezoning the southern portion of the property presently zoned RAC Neighborhood.

The proposed conditions are as follows:

1. Payment of the City's water impact fee in the amount of \$169,141.04.

2. Payment of the City's sewer impact fee in the amount of \$214,574.99.
3. Payment of the City's Impact fees in the amount of \$468,138.00.
4. Installation of sidewalks, on-street parking, and landscaping improvements along SE 8th Street, and SE 9th Street as shown on the plans.
5. Allocation by the City Commission of 73 Regional Activity Center (RAC) Units.
6. Thirteen (13) electric vehicle charging stations shall be provided as reflected in the plans, and 21 parking spaces shall be EV Capable.
7. The 20 guest parking spaces shall be posted, reserved for guest use only.
8. Compliance with the Green Building requirements of the NGBS-Gold certification or another recognized green building agency as determined by the City.
9. The Applicant shall contract with the City for roll-out service by the Sanitation Division for servicing the dumpster/trash disposal.
10. Prior to the issuance of the building permit, a declaration of restrictive covenant, in a form acceptable to the city attorney, shall be recorded in the public records of Broward County, Florida, guaranteeing that the affordability 28 residential units for the moderate income group described in Policy 2.16.3 of the Broward County land use plan will be maintained for a period of at least 30 years for rental housing and at least 30 years for owner occupied housing and that affordable housing units shall be proportionately distributed amongst unit types and sizes throughout the building. While occupying a rental unit annual anticipated gross income may increase to an amount not to exceed 140% of the applicable mean income adjusted for family size.
11. Affordable units shall be available before or concurrently with bonus units and the quality of finishes and fixtures for affordable housing units shall be identical to the quality of finishes and fixtures for market rate units.
12. Prior to the issuance of the building permit, a Unity of Title, in a form acceptable to the city attorney, shall be recorded in the public records of Broward County, Florida.
13. 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.

Attachment(s):

- Exhibit 1 - Aerial Map & Zoning Map
- Exhibit 2 - Applicant's Letters and Backup
- Exhibit 3 - City Traffic Consultant Report