EXHIBIT "3"

SYNALOVSKI ROMANIK SAYE
Architecture • Planning • Interior Design

October 10, 2016

Ms. Christy Dominguez
Planning and Zoning
City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009

RE: S.W. 11th Street School
412 SW 11th Street. Hallandale Beach, FL 33009.

Dear Christy,

As the Architect of Record for the above referenced project, we are providing DRC submittal for a proposed Major Development.

The property is located in the northwest quadrant of the intersection at SW 11th Street and SW 4th Terrace. The previous existing commercial building has been demolished and the site is currently vacant. The Owner proposes to develop the property for a school from pre-k through 5th grade with a maximum enrollment of 420 students (60 students per grade in 3 classrooms of 20 students each). The project consists of a two story 25,022 square foot with 9 classrooms (pre-k through 1st grade), administration, cafeteria and open play area in the ground floor; and 12 classrooms (2nd grade through 5th grade) in the second floor. The proposed roof deck height is 28'-0". Said height will require a height Variance in lieu of the required 25'-0" max. Associated parking and landscaping to meet City code regulations is also provided.

The property is currently zoned B-L Business Limited District. The lot has an approximate area of 52,856 square feet (1.21 acres). The zoning and land use are both currently appropriate for the proposed development.

Should you have any questions regarding the above, do not hesitate to contact me.

Respectfully,

Jose Saye, Principal.
Synalovski Romanik Saye, LLC.

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SW 11TH STREET SCHOOL
BUILDING HEIGHT VARIANCE 10/11/16

1. As to the land, the subject property is adjacent to the right of way (SW 11th Street) that delineates the southern municipal limit of the City of Hallandale Beach. Said Municipal limit is defined by a physical traffic barrier that clearly separates the subject property from any neighboring properties to the south. Also, the subject property is adjacent to a right of way (SW 4TH Terrace) to the east and a right of way to the north (SW 10th Street). Further, the proposed two (2) story building has its least "height impact" to the west as the buildings main assembly space is actually only one (1) story and lower than 25' in height with a 25' setback along the subject property's west property line. Note the proposed educational use, requires greater floor to floor elevations in order to satisfy the infrastructure and technology requirements of the 21st century "school house". Where other uses may "fit" a two (2) story building in 25' of building height, the educational use demands the greater height.

2. The proposed application is not intended to add density to the project. Specifically, the intended use requires greater height to achieve the minimum requirements for the educational use. Note, said use is permitted by right.

3. The existing district allows the proposed educational use, nonetheless, the 25' height limit of the district, intended to allow two (2) story solutions without variance, does not respond to the infrastructure and technology requirements of the 21st century "school house". Therefore, no special privilege is being requested. Specifically, the granting of the height variance provides parity for the proposed educational use.

4. The existing 25' height limit allows two (2) story structures as evidenced by existing two (2) story buildings in the zoning district. Nonetheless, the proposed use requires a greater floor to floor elevation causing the need for the height variance. Where other uses would develop the two (2) story structures within the 25' height limit, said limit is an "unnecessary and undue hardship" for the applicant and the proposed educational use.

5. The variance requested does not promote greater density in height or floor area. It is clearly the minimum height required to satisfy infrastructure and technology needs for an appropriate learning environment.

6. By not exceeding a two (2) story building solution, the granted variance will be in harmony with the general intent and purpose of the code. The proposed educational use has a proven demand and brings a 21st century "school house" to a community in need of significant learning institutions. Further, the use of

landscaping, covered pedestrian walkways, ample setbacks, appropriate lighting, outdoor play areas and attractive architecture further promotes the harmony with City regulations and enhance the public's , health, safety, comfort, good order and community appearance.

7. The granting of the requested variance will add "value" to the neighboring properties. Purposely, the replacement of a previous commercial use, incompatible with the neighboring residential community, with a learning institution is a win for the community. A 21st century "school house", appropriately scaled to the existing context of the neighborhood will be an asset to the community. The public welfare will be immensely improved with the addition of this civic use to the neighborhood.

Operations Information plan for SW 11th Street School

Introduction

The SW 11th Street School is a proposed Pre-Kindergarten through 5th Grade school to be located in the northwest quadrant of the intersection at SW 11th Street and SW 4th Terrace in the City of Hallandale Beach, Broward County, Florida. The maximum enrollment will be 420 students with 60 students per grade in three (3) classes of 20 students each. There will be an early (11:45 AM) pick-up available for the Pre-Kindergarten students and it is expected that 60% (or, 36 students) will be released at this time. There will also be an aftercare program available to all students and school administrators project that 30% of the students will participate.

There will be no transportation services provided by the school and, as such, all students / parents / guardians will be responsible for their own transportation to and from the school. While it is possible, given the location of the school within a residential neighborhood, that some students will walk or ride bicycles to and from the school, it is assumed that all students will arrive by automobile.

Vehicle Queuing Characteristics

Based upon our engineering experience with numerous school facilities throughout south Florida over the past 20+ years, it is evident that vehicle queuing at schools is significantly more critical during the afternoon pick-up time period as opposed to the morning drop-off period. During the mornings, students simply exit their vehicle upon arrival (which is a quick process). In addition, it is common for the drivers of the vehicles to be on their way to work which further quickens the pace of the drop-off procedure.

The pick-up procedure, on the other hand, is more complicated and more time consuming. Students must be matched to their vehicle and this does not typically occur in the order of the vehicle arrivals. The result of this is delays and extended vehicle queues. Our research in this area has revealed that the maximum number of vehicles in the queue during the afternoon pick-up period is roughly equivalent to 10% of the number of students being released. In other words, if 100 students are being released at one time, we would expect to see a maximum 10 vehicle queue.

Operational Characteristics

A common strategy implemented at many schools to manage the morning drop-off and afternoon pick-up times and associated vehicle queues is to stagger their start and release times. During discussions with the SW 11th Street School project team, it is understood that staggered start and release times (or, shifts) will be required given the limited size of the subject site and the desire to minimize the impact to the surrounding roadway network and residential community.

As previously mentioned this school anticipates that approximately 36 Pre-Kindergarten students will participate in early release at 11:45 AM. Another key characteristic of this school, as with most elementary schools, will be the aftercare program which will be primarily focused on Kindergarten through 5th Grade students. With 360 students in K – 5 and an estimate of 30% participation in the aftercare program, this yields 108 students that will be released at some point between 3:30 PM and 5:00 PM. Because these releases are random throughout the 90-minute time period, vehicle queuing is not anticipated to be a concern for this program.

The following table presents a preliminary afternoon release schedule for the SW 11th Street School that incorporates the aforementioned operational characteristics. This schedule contemplates two (2) primary release times. Additionally, this analysis takes into consideration that it is common for approximately 25% of the students at a school to have at least one sibling in another release time period. The result of this is that all siblings are picked up once at the later release time. It is also noted that, for a school of this size, a 15 to 20 minute separation in start and release times is desirable to minimize the overlap in traffic.

Table 1
Student Release Times
SW 11th Street School - Hallandale Beach, FL

Grade	Release Time	Number of Students
Pre-Kindergarten (Early Release)	11:45 AM	**36**
Pre-Kindergarten - 2nd Grade *(+/- 25% Deferral to Later Pick-Up)*	2:45 PM	150 -40 **110**
3rd Grade - 5th Grade *(+/- 25% Deferred from Earlier Pick-Up)*	3:05 PM	126 40 **166**
Aftercare Program	3:30 PM - 5:00 PM	**108**
Total		**420**

Note: All times are preliminary and subject to change.

As indicated in Table 1, the maximum number of students likely to be released at one time will be 166. Based upon the referenced experience and research at similar schools in south Florida we would expect to see a maximum queue of approximately 17 vehicles during this time period. As such, a school schedule (with a 15 to 20 minute separation between shifts) and a vehicle circulation plan should be implemented to accommodate this projected demand. And, although vehicle accumulation is typically less during the morning drop-off period, a similar separation in start times (i.e. 15 to 20 minutes) and a similar vehicle circulation plan should also be implemented in the mornings to meet the anticipated vehicular demand.

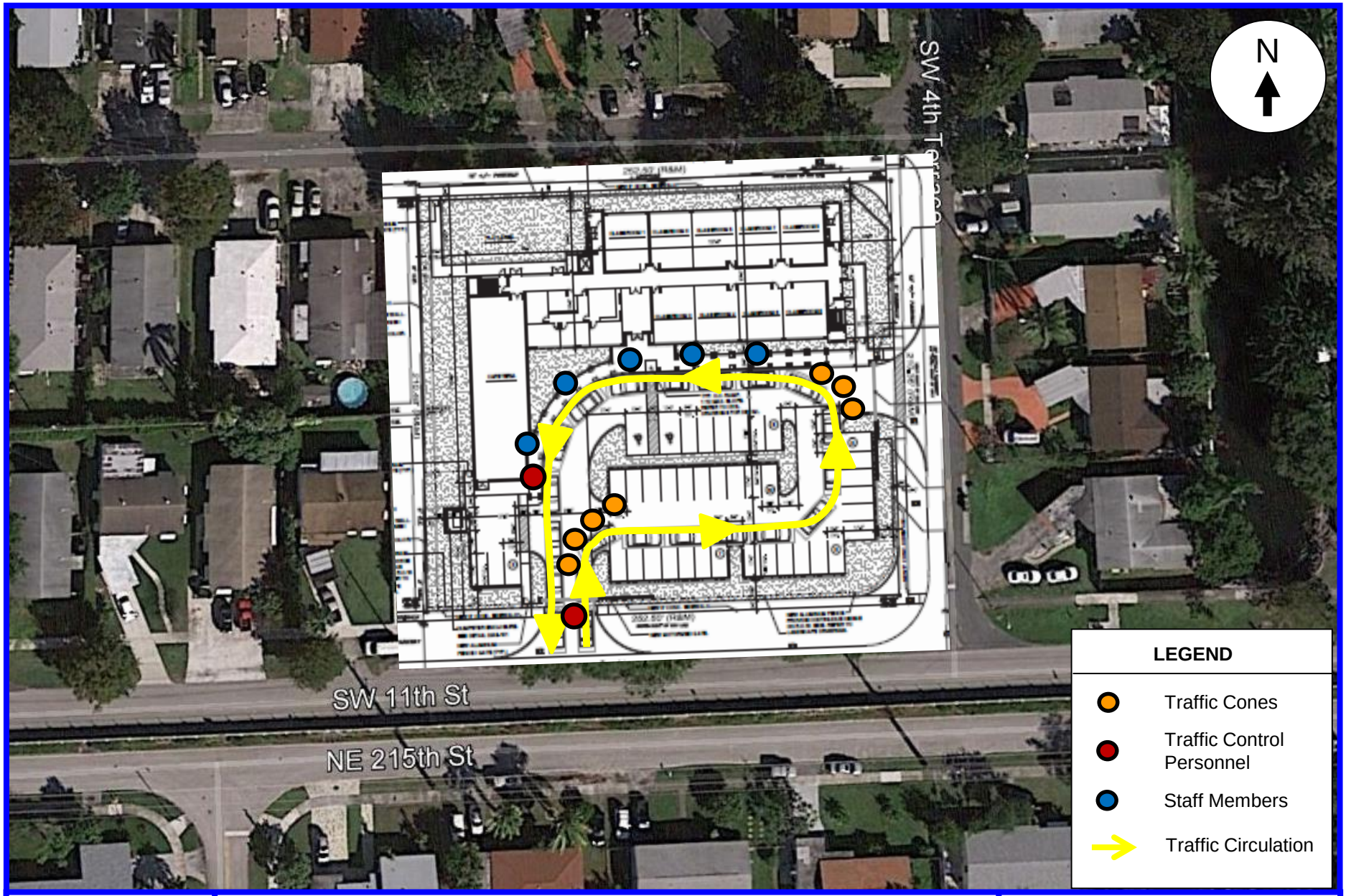
Parking Facilities

The required parking supply (according to the Florida Building Code – 2014 Fifth Edition) for the proposed SW 11th Street School is 40 parking spaces including two (2) ADA parking spaces. According to the latest site plan presented in Appendix A there will be 40 parking spaces including two (2) ADA parking spaces. Therefore, the applicable code is satisfied.

Student Drop-off / Pick-up Circulation Plan

In order to optimize the traffic circulation plan and maximize the on-site vehicle storage, the vehicular entry / exit point to the school will be the driveway on SW 11th Street. Vehicles entering the site will immediately turn right to travel eastbound, then turn left and the end of the aisle to travel northbound. At the end of this aisle, vehicles will turn left again and proceed west along the front of the building. The first drop-off / pick-up position will be at the southeast corner of the cafeteria. Students will enter and exit their vehicles along the sidewalk that will be located to the east of the cafeteria and south of the administrative offices and classrooms 2, 4, 6, and 8. The drop-off / pick-up process will be facilitated by staff members and traffic control personnel that will monitor / oversee these operations. The proposed traffic circulation plan will provide for a queuing area that will accommodate 18 vehicles between the entry point and the first drop-off / pick-up point near the cafeteria.

Based upon the anticipated school release times and the maximum number of students to be released at one time, the vehicle storage capacity of 18 vehicles is expected to be adequate. The drop-off and pick-up circulation plan is presented in Figure 12.



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Traffic Circulation Plan

FIGURE 12
SW 11th Street School
Hallandale Beach, Florida