

architecture - interiors - planning

City of Hallandale Beach, FL

November 15th, 2018

400 South Federal Highway
Hallandale Beach, Florida 33009

Re: W Hallandale Shoppes
613 – 625 W Hallandale Beach, FL
Architect's Project #18048

LETTER OF INTENT

The proposed retail shopping center located on 613 – 625 W. Hallandale Beach Blvd. will consist of 12,096 sqft divided in to 10 bays. The proposed project design will be Modern and include rectilinear facias, eyebrows and canopies that create a welcoming and appealing façade. Specifically, the building has been designed with a multi-level roof and colonnade along the frontage of the building that will be built with black powder-coated louvers. The black powder-coated louvers will create a dramatic effect to the façade of the building while simultaneously providing a semi-protected walkway for pedestrians. The pedestrian walkway will allow the pedestrians to walk and relax with shade and cover and allow tenants the possibility of providing outdoor seating. Most importantly, the façade design will comply with the City of Hallandale Beach's code requirements to meet the 60% façade width. Lastly, the interior of the shopping will match the design of the building's exterior along Hallandale Beach Blvd to keep a continuous feel inside-and-out.

The building will be situated on the lot in an "L" shape with an easily maneuverable and efficient vehicular and pedestrian flow of traffic. The proposed shopping center will be accompanied with a total parking count that exceeds the parking requirements for the city of Hallandale Beach. The aforementioned total parking count already considers the loss of three, future parking spaces due to the FDOT agreement which will add a cross access to the west lot of the proposed shopping center. In lieu of the total parking count and the simplicity of the flow of traffic within the shopping center, the project will be a more desirable development for national tenants to establish a long-term position in the City of Hallandale Beach.

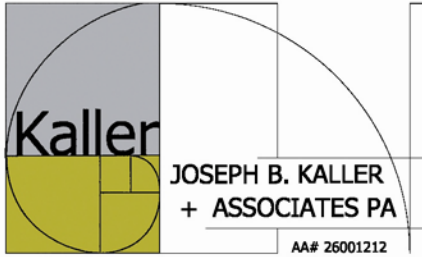
To summarize, the proposed project will consist of an attractive and dramatic colonnade effect through the design of an "L" shaped building with a multi-level roof, black powder-coated louvers and a protected pedestrian walkway. In addition, the flow of traffic and excess availability of parking will provide both pedestrians and drivers with an easily maneuverable shopping center.

Should you have any questions, please feel free to contact this office.

Sincerely,

Joseph B Kaller & Associates, P.A.

Giovanni Muñoz NCARB – NAR – AIA assoc. | Associate



architecture - interiors - planning

Jun 26th, 2018

City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, Florida 33009

Re: W Hallandale Shoppes
613 – 625 W Hallandale Beach Boulevard
Hallandale Beach, Florida
Architect's Project #18048

Variance Request Pursuant to Article 32-457

Minimum loading space requirements of 2 spaces for proposed retail 10,001 SF to 40,000 SF

VARIANCE FOR LOADING ZONE

1) That special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not generally applicable to other lands, structures or buildings in the same zoning district. (Describe what special conditions or circumstances affect your property and/or building and how these conditions and circumstances are different from those of neighboring properties).

The proposed shopping center is designed to maximize window displays, promote pedestrian movement and access, and to attract passersby to stop in. Large transparent facade leads itself to boutique type stores, specialty retailers and exclusive, one of a kind, type establishment. This in contrast to a single tenant building. Because these are the type of retailers that want this type of exposure, they are also the type of retailers that don't rely on large inventory being delivered every day. In this setting, two loading spaces, for this type of use, is not necessary. Delivery would be smaller vans with a low frequency of merchandise drop off. In a single tenant building of the same size, like a CVS or Walgreens, the amount of transparency in the façade would be much less and the need of maximum amounts of loading spaces is justified.

2) That the special conditions and circumstances do not result from the action of the applicant. (State whether the need for a variance was caused by something you did on the property, or is the situation caused by the actions of others).

The conditions of approval specific to this site from FDOT require a Cross Access Easement agreement with the lot located to the west and a 50' long driveway off Hallandale Beach Boulevard. This Cross-Access Easement takes a considerable area of the lot and is now represented by 3 parking spaces not

counted in the required parking. This FDOT requirement pushes back into the lot the start of any parking stalls and thus limits the area to be used for parking and for loading.

3) That granting the variance requested will not confer on the applicant, any special privilege that is denied by the Code to other lands, building, or structures in the same district. (Will the variance allow you to do something that owners of neighboring properties are not allowed to do? If not, explain why not).

The granting of the such Variance is not a special privilege to the applicant. The variance represents a logical use of the site considering the depth of the building tenant bays, the large amount of storefront and the single-story structure, that makes up this project.

4) The literal interpretation of the provisions of the Code would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the Code and would work unnecessary and undue hardship on the applicant. (What are the rights you believe are being taken away from you by your having to comply with the requirements of the zoning district?)

Most of the adjacent properties that are commercial in nature have a balanced ratio between the site buildable floor area. For a successful development, there must be a well-balanced number of parking spaces and loading zones corresponding to the allowable square footage of the building. This development will have only 10 bays and 12,096 SF, therefore, the need of two loading zones is unnecessary. 613 Hallandale Shoppes is requesting that the proposed development will have one loading zone to service 10 retail bays and a total of 12,096 SF.

5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure. (Describe what alternatives or options you have considered in order to minimize your variance request and still have reasonable use of your property.)

It is crucial that a granting of a variance to reduce the required loading zone from 2 to 1, will allow for a valuable and consistent tenant bay width without sacrificing parking spaces. All bays are equally distributed among the 10 proposed tenants and maintaining a vehicular flow within the property and promoting safe and easy pedestrian movement and access is most important.

(6) That the granting of the variance will be in harmony with the general intent and purpose of the case. State how your request is in harmony with the City regulations to promote, protect and improve the public's health, safety, comfort, good order, appearance, etc.

The granting of the variance will not be in any way detrimental to the City's regulations that have been promoted to protect and improve the public's health, safety and comfort. This project will be exciting, modern and one of a kind located directly on Hallandale Beach Blvd, differing from the traditional strip centers that have been built in the past.

7) That such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. (Describe how the granting of the variance will not adversely affect neighboring properties and the City overall.)

The proposed project promises the enhancement of the area by increasing both vehicular and pedestrian traffic. The colonnade created in front of the bays is the inviting element that engages the pedestrian to walk up to the building and be under shade due to its unique and inviting design, attracting customers to see what is happening in this exciting and modern environment, which will also comply with the FDOT and City of Hallandale Beach regulations.

Should you have any questions, please feel free to contact this office.

Sincerely,
Joseph B Kaller & Associates, P.A.

Giovanni Munoz
Associate

TRAFFIC IMPACT STUDY

**613 HALLANDALE BEACH BOULEVARD
HALLANDALE BEACH, FLORIDA**

Prepared for:

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Job No. 18-067

Date: May 8, 2018
Revised: September 17, 2018

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This item has been electronically signed and sealed
by Anna Lai, P.E. on 09/17/2018 using a SHA-1
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APPENDICES

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1.0 SITE DATA

The subject parcel is located on the south side of Hallandale Beach Boulevard just west of SW 6th Avenue in the City of Hallandale Beach, Florida and contains approximately 1.03 acres. The existing site consists of 2 single family dwelling units and 1,866 SF of retail. The proposed plan of redevelopment consists of 12,096 SF of retail with a project build-out of 2020. Site access is proposed via a full access driveway connection to SW 1st Street and a right in/right out only driveway connection to Hallandale Beach Boulevard. For additional information on site layout, please refer to the Site Plan prepared by Kaller Architecture.

2.0 TRAFFIC GENERATION

The traffic generated by the existing development has been calculated in accordance with the rates provided in the ITE Trip Generation Manual, 10th Edition (ITE Land Use Codes 210 and 820) as shown on Tables 1, 2, and 3. Table 1 shows the daily traffic generation associated with the existing use. Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively. The net traffic generation associated with the existing use may be summarized as follows:

Existing Development

Daily Traffic Generation	=	219 tpd
AM Peak Hour Traffic Generation	=	2 pht (1 In/1 Out)
PM Peak Hour Traffic Generation	=	16 pht (8 In/8 Out)

The traffic generated by the proposed development has also been calculated in accordance with the rates provided in the ITE Trip Generation Manual, 10th Edition (ITE Land Use Code 820) as shown on Tables 4, 5, and 6. The net trip generation for the proposed development consisting of a 12,096 SF of retail may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	715 tpd
AM Peak Hour Traffic Generation	=	5 pht (4 In/1 Out)
PM Peak Hour Traffic Generation	=	57 pht (28 In/29 Out)

The net trip generation calculations are shown in Table 7 and summarized as follows:

Net Trip Generation

Daily Traffic Generation	=	496 tpd
AM Peak Hour Traffic Generation	=	3 pht (3 In/0 Out)
PM Peak Hour Traffic Generation	=	41 pht (20 In/21 Out)

This traffic study is required for larger-scale land development applications generating over 100 new average daily trips. As there are 496 new average daily trips expected, roadways and intersections within one (1) mile of the site shall be analyzed for traffic impacts.

3.0 DATA COLLECTION AND BACKGROUND TRAFFIC

Turning movement counts (in Appendix A) were collected at the following study intersections for 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM on September 6, 2018:

- Hallandale Beach Boulevard at SW 6th Avenue
- Hallandale Beach Boulevard at SW 8th Avenue
- SW 1st Street at SW 6th Avenue
- SW 1st Street at SW 8th Avenue

The peak hour counts were adjusted by the FDOT peak season factor. Intersection signalization timing plans were obtained from Broward County Traffic. Link volume and capacity data was obtained from the Broward County MPO. An annual growth rate was estimated based on historic AADT from FDOT. This data is included in Appendix A. Committed trip information and field observations indicated the adjacent 7th Avenue Village development is already completed.

4.0 TRIP DISTRIBUTION

The project trips were distributed through the roadway network based on the existing and proposed geometry of the roadway network, and on existing and anticipated traffic patterns. Figure 1 presents the estimated trip distribution percentages and driveway turning movements. Site access is proposed via a full access driveway connection to SW 1st Street and a right in/right out only driveway connection to Hallandale Beach Boulevard.

5.0 ROADWAY LINK ANALYSIS

Tables 8 and 9 (in Appendix B) show the project trips relative to the LOS D volume thresholds of the surrounding roadway network for the AM and PM peak hours, respectively. As shown in Tables 8 and 9, the project trips will have less than a 1% impact on the surrounding roadway network.

As requested by the City of Hallandale, Table 10 (in Appendix B) shows the roadway segment capacity analyses for the following links:

- Hallandale Beach Boulevard between I-95 and US 1
- Dixie Highway/SE 1st Avenue between Pembroke Road and Miami-Dade County

As shown in Table 10, capacity is available for the project trips in the build-out year 2020.

6.0 INTERSECTION ANALYSIS

Intersection volume calculations are included in Appendix C.

AM and PM peak hour capacity analyses were performed in Synchro version 10 for the following study intersections for the 2018 Existing (in Appendix D), 2020 Background (in Appendix E), and 2020 Total Traffic (in Appendix F) conditions:

- Hallandale Beach Boulevard at SW 6th Avenue
- Hallandale Beach Boulevard at SW 8th Avenue
- SW 1st Street at SW 6th Avenue
- SW 1st Street at SW 8th Avenue

Exhibits 1 and 2 summarize the expected LOS and delay for the AM and PM peak hour conditions. A minimal increase in delay is expected.

EXHIBIT 1
INTERSECTION CAPACITY ANALYSIS RESULTS
AM PEAK HOUR

INTERSECTION	APPROACH	LEVEL OF SERVICE		
		2018 EXISTING CONDITIONS	2020 BACKGROUND CONDITIONS	2020 TOTAL TRAFFIC CONDITIONS
HALLANDALE BEACH BOULEVARD AT SW 6TH AVENUE (SIGNALIZED)	NORTHBOUND	E	E	E
	SOUTHBOUND	E	E	E
	EASTBOUND	A	A	A
	WESTBOUND	A	A	A
	OVERALL	A, 9.9 sec/veh	B, 11.2 sec/veh	B, 11.2 sec/veh
HALLANDALE BEACH BOULEVARD AT SW 8TH AVENUE (SIGNALIZED)	NORTHBOUND	F	F	F
	SOUTHBOUND	F	F	F
	EASTBOUND	E	E	E
	WESTBOUND	C	C	C
	OVERALL	E, 59.8 sec/veh	E, 65.6 sec/veh	E, 65.7 sec/veh
SW 1ST STREET AT SW 6TH AVENUE (TWO WAY STOP CONTROLLED)	EASTBOUND	B	B	B
	WESTBOUND	B	B	B
SW 1ST STREET AT SW 8TH AVENUE (TWO WAY STOP CONTROLLED)	EASTBOUND	C	D	D
	WESTBOUND	B	B	B

EXHIBIT 2
INTERSECTION CAPACITY ANALYSIS RESULTS
PM PEAK HOUR

INTERSECTION	APPROACH	LEVEL OF SERVICE		
		2018 EXISTING CONDITIONS	2020 BACKGROUND CONDITIONS	2020 TOTAL TRAFFIC CONDITIONS
HALLANDALE BEACH BOULEVARD AT SW 6TH AVENUE (SIGNALIZED)	NORTHBOUND	D	E	E
	SOUTHBOUND	D	D	D
	EASTBOUND	A	A	A
	WESTBOUND	A	A	A
	OVERALL	A, 9.8 sec/veh	B, 10.7 sec/veh	B, 11.1 sec/veh
HALLANDALE BEACH BOULEVARD AT SW 8TH AVENUE (SIGNALIZED)	NORTHBOUND	F	F	F
	SOUTHBOUND	F	F	F
	EASTBOUND	E	F	F
	WESTBOUND	E	F	F
	OVERALL	F, 82.1 sec/veh	F, 96.8 sec/veh	E, 97.7 sec/veh
SW 1ST STREET AT SW 6TH AVENUE (TWO WAY STOP CONTROLLED)	EASTBOUND	C	C	C
	WESTBOUND	B	B	C
SW 1ST STREET AT SW 8TH AVENUE (TWO WAY STOP CONTROLLED)	EASTBOUND	B	B	B
	WESTBOUND	C	C	C

7.0 CONCLUSION

The attached tables document the daily, AM peak hour and PM peak hour traffic generation for the proposed redevelopment. The proposed site will generate 496 net daily trips, 3 net AM peak hour trips and 41 net PM peak hour trips. Additionally, as documented within the study, the project is expected to result in an insignificant impact to the surrounding roadway network.