



City of Hallandale Beach Planning and Zoning Board Agenda Cover Memo

Applicant:	Hallandale Hotel Holdings LLC	Meeting Date:	January 27, 2025
Project Name:	Hallandale Hotel		
Property Address:	804 S. Federal Highway		
Application No.:	DB-24-04402 RD-24-04428	Application Type:	-Major Development -Redevelopment Area Modifications (RAMs)
Parcel Size:	33,680 square feet .77 acre	Quasi-Judicial:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Planning District:	Gulfstream	Public Hearing:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Existing Use:	Vacant Parcel	After the Fact:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Existing Zoning:	Central Regional Activity Center District/RAC Corridor Subdistrict		
Future Land Use Designation:	Regional Activity Center Land Use (RAC)		
Proposed Use:	15 story-246-unit hotel building		
Surrounding Zoning:		Surrounding Land Use:	
North: RAC Corridor Subdistrict South: RAC Corridor Subdistrict East: Local Activity Center District West: RAC Corridor Subdistrict		North – Royal Palm Mobile Home Park East – Gulfstream Park West – Eastwood Mobile Home Park South – Vacant Lot	
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 and Zoning Division Manager		

Request

Summary:

Rachel Streitfeld, on behalf of Hallandale Hotel Holdings LLC, is requesting Major Development Plan approval and Redevelopment Area Modifications (RAMs) in order 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 8th Avenue.
 - b) Section 32-211(C) relative to the minimum interior setback required to adjacent properties in the Hallandale Beach East subdistrict.
 - c) Table 32-195(a)(D) RAC Corridor, Building Placement, relative to the minimum side (south) setback required above the 5th floor.
 - d) Table 32-195(a)(F) RAC Corridor, Building Placement, relative to the minimum rear setback required above the 5th 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.

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.

STAFF SUMMARY:

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 analysis for the RAM application is included in this report for the Board's informational purposes and any comments or recommendations.

Analysis

Development Details

The applicant's plans depict the following:

1. A vacant parcel land 33,680 square gross area feet (0.77 acre) square feet (0.53 acres) on South Federal Highway (east border), and SE 8th 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 14th 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 8th Street (Secondary Street); *(10 feet is the minimum required setback).*
6. Side building (south) setback above the 5th 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. Rear building setback above the 5th 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 8th 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 feet-wide sidewalk along SE 8th Street is proposed *(the minimum is 8 feet along such street).*
17. 84% of the provided trees 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.

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 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(f) 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 th Street)	Min. 10 feet	10 feet (building)	None (building)
		7"-4" decorative eyebrow)	2'- 8" (decorative eyebrow)
b) Street Setback above 5 th Floor	Min. 20 feet	15 feet (S. Federal Hwy.)	5 feet
c) Rear Setback Above the 5 th Story	Min. 30 feet	10 feet	20 feet
(d)Interior side (south) setback above the 5 th 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

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

The proposed building is setback 10 feet from these 8th 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 5th floor.

The building meets the required setback above the 5th floor on SE 8th 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 5th floor

The code requires a minimum distance of 30 feet from the side above the 5th 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 5th floor.

The minimum required rear setback above the 5th 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 design with one double -loaded corridor at the 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 8th 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 8th 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.

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(h) pursuant to Section 32-135(a) which permits the City Commission to waive these site development standards.

Future Land Use Element

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 1.2.11: The City shall reduce land use conflicts through prohibiting incompatible commercial uses in residential neighborhoods, through enforcement of the Hallandale Beach Zoning District requirements. Commercial development shall be limited primarily to the perimeter areas of Hallandale Beach's planning districts (as delineated in this Element). Well-planned mixed-use projects and appropriate neighborhood commercial uses in defined neighborhood commercial nodes are encouraged where they will improve an area or serve as neighborhood centers. However, commercial uses within residential areas shall not be considered incompatible if, through proper screening, buffering, design and access control, there are no significant noises, odors, fumes, vibrations, or other negative impacts beyond the site boundaries, and provided the use is either tied to a neighborhood commercial node, or a peripheral commercial corridor or area.

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.

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 tree, 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.

Circulation and Parking

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

The required parking for the project is 331 spaces. 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 additional parking spaces at the end of the double-loaded corridor—3 spaces on the south side and 1 space on the north side. 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.

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. 8th Street. There is a also hotel drop -off driveway on SE 8th 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.

3. 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.

4. 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 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. This plan was acceptable to the City's consultant.

The applicant will be installing a new sidewalk along SE 8th Street. The minimum required width is 8 feet, however, the applicant intends to request a waiver from this requirement to instead, allow a 5 foot sidewalk. Due to the lack of sufficient right-of way on SE 8th 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.

5. 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 8th 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

TOTAL: \$385,748.15

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 per Section 32-135 for redevelopment area modifications (RAMs).

Business Impact Estimate

As per F.S. 166.041(c), the subject applications are exempt from requiring business impact estimate as land development regulations, including zoning, development orders, development agreements, and development permits are exempt from the referenced state statute.

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

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 Rezoning applications for their consideration and approval.

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 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, Staff recommends the Planning and Zoning Board recommended approval of Major Development Application # DB-24-0442 subject to the following conditions:

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 sidewalk along SE 8th Street shall be located on-site and be 8 feet wide unless the applicant requests and the City Commission approves a RAM for a reduced-width sidewalk. 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 8th 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.

Attachment(s):

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