



City of Hallandale Beach Planning and Zoning Board Agenda Cover Memo

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| Applicant: | Hallandale Central Park LLC | Meeting Date: | December 9, 2025 | |
| Project Name: | Hallandale Central Park | Property Address: | 113-121 SE 5 St. | |
| Application #s: | DB-25-02932 Development Review, RD-25-02935 RAMs, V-25-02934 Variances | Application Type: | Major Development, Redevelopment Area Modifications (RAMs), Variances | |
| Planning District: | Southeast | Quasi-Judicial: <i>(Enter X in box)</i> | YES X | NO |
| Parcel Size: | 0.77 acres (0.69 of an acre after dedications) | Public Hearing: <i>(Enter X in box)</i> | YES X | NO |
| Existing Zoning: | Central Regional Activity Center Transit Core subdistrict | | | |
| Existing Use: | 4 multi-family buildings (11 existing units) | | | |
| Proposed Use: | 90 residential units and 812 SF commercial use | | | |
| Future Land Use Designation: | Central Regional Activity Center | | | |
| Surrounding Zoning: | | Surrounding Land Use: | | |
| <p>North: RAC Transit Core subdistrict (RAC-TC)</p> <p>South: Recreation and Open Space district (OS)</p> <p>East: RAC Transit Core subdistrict (RAC-TC)</p> <p>West: RAC Transit Core subdistrict (RAC-TC)</p> | | <p>North – Multifamily residential</p> <p>South – Bluesten Park</p> <p>East – Multifamily residential</p> <p>West – Single-family</p> | | |
| 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 | | | |

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| Request |
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Summary:

Hallandale Central Park, LLC is requesting Major Development Plan approval, Variances, and Redevelopment Area Modifications (RAMs) to build Hallandale Central Park, an 8-story mixed-use project consisting of 90 residential units, 812 square feet of commercial space, and associated amenities at the property located at 113-121 SE 5 Street.

The applications filed with the City are as follows:

1. Application # DB-25-02932 for Major Development Review approval pursuant to Section 32-782 of the Zoning and Land Development Code to construct the proposed mixed-use project.
2. Application # V-25-02934 requesting Variances from the following code provisions:
 - a) Table 32-196(a) – Primary Street Setback Requirements, to allow a primary street setback of 5.67 feet to the building and 3 feet to balconies, in lieu of the required 10-foot minimum setback.
 - b) Table 32-196(a) – Street Setback Above 5th Story Requirements, to allow a street setback above the 5th story of 8 feet to the building and 3 feet to balconies, in lieu of the required 20-foot minimum setback.
 - c) Table 32-196(a) – Side Setback Above 5th Story Requirements, to allow a side street setback above the 5th story of 5'-5" on the west side of the property and 5'-2" on the east side of the property, in lieu of the required 30-foot minimum.
 - d) Table 32-196(a) – Rear Setback Requirements, to allow a rear setback of 5 feet, in lieu of the required 10-foot minimum.
 - e) Table 32-201(g) – Arcade/Colonnade Depth Requirements, to allow an arcade/colonnade depth of 6'-9", in lieu of the required 10-foot minimum.
 - f) Table 32-196 – Civic Open Space, to allow 0% of civic open space, in lieu of the required 7.5%.
3. Application # RD-25-02935 requesting Redevelopment Area Modifications (RAMs) from the following code provision:
 - a) Table 32-453(i)(4) – Access and Accessways, to allow for a three-point turn at the end of the parking corridor for the second floor double loaded south drive isle, in lieu of the requirement that single or double loaded parking corridors in excess of four abutting parking spaces shall be designed to permit vehicle entry and exit in one continuous forward motion without using a vacant space to turn around.

In addition to the Major Development Plan approval presented for Planning and Zoning Board consideration, the applicant is requesting Variances and 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. RAMs may be 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 Application's request for RAMs.

The Developer's required Community Meeting was held on November 6, 2025. There were two attendees at the meeting who expressed support for the project.

Analysis

Development Details

1. Site Information

- Total parcel size: 33,499 sq. ft.
- Net area after dedication: 0.69 acres
- Location: Frontage along SE 5th Street, between SE 1st Avenue and SE 3rd Avenue.
- Existing site conditions: Four multifamily buildings with 11 residential units to be demolished.

2. Proposed Development

- Building Height: 8-story structure
- Base maximum: 5 stories
- 8 stories is the maximum permitted

3. Uses:

- A total of 90 residential units distributed as follows:
 - 14 Efficiency units (≤500 SF)
 - 26 Efficiency units (>500 SF)
 - 26 One-bedroom units
 - 24 Two-bedroom units
- 812 sq. ft. of commercial space
- Resident amenities include a pool, fitness center, and third-level recreational deck

4. Density & Affordable Housing

- The Applicant is utilizing the maximum permitted density of 50 du/ac, allowing 34 units within base density.
- Compliance is required with Section 32-196(d)(4), including:
 - Minimum 15% affordable housing units
 - Must be maintained for at least 30 years
- The applicant is also utilizing 49 bonus units per Broward County Land Use Plan Policy 2.16.3 Policy to provide for the total proposed units.
- Inclusion of 14 moderate-income affordable units at the 120% Area Median Income (AMI).
- Approximate total density of 120 dwelling units per acre (du/ac).

5. Parking & Mobility

- Parking garage with 136 spaces (120 are required)
- 4 on-street parallel spaces along SE 5th Street
- Bicycle parking:
 - 8 short-term spaces
 - On-site storage for 8 long-term spaces (8 required)
- 15-foot right-of-way dedication provided along SE 5th Street
- 10-foot pedestrian walkway proposed (compliant with minimum standard)

6. Landscape & Tree Mitigation

- Landscaping: 13.13% provided (exceeds 10% minimum)
- Civic Space: None provided; variance requested in lieu of the required 7.5%
- Trees:
 - 16 existing trees to be removed (9,228 sq. ft. canopy)
 - Mitigation required and proposed per Code
 - 27 trees for credit on-site (21 required)
 - 7 tree credits off-site (meets 7-street-tree requirement)

7. Sustainability

- Project must meet the Exemplary Level of the City's Green Building Standards.

Comprehensive Plan Considerations

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

The Applicant is requesting allocation of an additional 49 units through the use of the Broward County Land Use Plan Policy 2.16.3 which provides for market rate bonus units, when a certain number of units are set aside as affordable units. The applicant proposes setting aside 14 of the 90 units as affordable units for the moderate-income group (up to 120% AMI) to meet both the County's and City's requirements. The resulting proposed density is approximately 120 dwelling units per acre.

Although Broward County policy defines affordable housing as units available to households earning up to 120% of Area Median Income (AMI), staff finds that this threshold does not sufficiently address affordability concerns in today's market. Recent trends in housing costs have outpaced wage growth, resulting in moderate-income households, even those earning at the upper end of the AMI spectrum, struggling to afford market-rate units. Setting the affordable housing limit at 120% AMI may therefore exclude many lower-income families who are most in need of assistance.

Staff recommends considering a lower AMI threshold for affordable unit allocations. An adjustment in AMI would better target households truly burdened by current housing costs and promote greater housing equity, ensuring that affordability measures reach those who face the greatest challenges in securing adequate housing.

Staff Analysis- Bonus Units

Staff finds that the proposed allocation of a total of 49 bonus and affordable housing units is compatible with existing and future land uses and other land development regulations, and that there are adequate public facilities and services in place to accommodate the units. As required, Staff conditions that prior to permit issuance, a restrictive covenant, in a form acceptable to the City be provided guaranteeing that the bonus units for the affordable income group be maintained for a period of at least thirty years and that affordable housing units shall be proportionately distributed amongst 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 480 RAC Units available in the Regional Activity Center for allocation to

new projects. Allocation of 34 RAC units to this project will reduce the available number of RAC Units to 446.

The proposed development will assist in furthering the following goals, objectives, and policies of the City's 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 6 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. The proposed mixed-use building is permitted in the present zoning of the property, Central Regional Activity Center - Transit Core subdistrict.
2. Residential uses with densities of up to 50 dwelling units per acre are permitted within the existing zoning subdistrict of the property, specifically the Central RAC Zoning District -Transit Core Subdistrict. Thirty-four (34) units would be permitted on the .69-acre site. Additionally, the allocation of Broward County Bonus Units is permitted, and the applicant is requesting allocation of 49 bonus units, which would allow for the proposed 90 units.
3. 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 and City Commission approval is 50 dwelling units per acre. The Project generates a density of 50 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 2,265 square feet for the subject project.*

The applicant's proposal does not provide any civic open space, which does not meet the minimum percentage required per code, and has requested a variance.

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

The applicant is proposing 15% percent of the units at the moderate affordability income level of 120% AMI.

- 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.

4. The applicant requests variances from the requirements set forth in items 4(a) through 4(f) below. The following chart summarizes the requested variances under Application # V-25-02934 as further discussed below:

| VARIANCES | REQUIRED/ALLOWED | PROPOSED | DEFICIENCY |
|--|-------------------------|--|---|
| a) Table 32-196(a) – Primary Street Setback Requirements | 10-foot minimum setback | 5.67 feet to the building and 3 feet to balconies | 4.33 feet to the building / 7 feet to balconies |
| b) Table 32-196(a) – Street Setback Above 5th Story Requirements | 20-foot minimum setback | 8 feet to the building and 3 feet to balconies | 12 feet to the building / 17 feet to balconies |
| c) Table 32-196(a) – Side Setback Above 5th Story Requirements | 30-foot minimum setback | 5'-5" on the west side of the property; and 5'-2" on the east side of the property | 24.58 feet on the west side and 24.83 feet on the east side |
| d) Table 32-196(a) – Rear Setback Requirements | 10-foot minimum setback | 5 feet | 5 feet |
| e) Table 32-201(g) – Arcade/Colonnade Depth Requirements | 10-foot minimum | 6'-9" | 3.25 feet |
| f) Civic Open Space | 7.5% | 0% | 7.5% |

5. applicant requests that the requirement set forth below in item 5(a) be waived by the City Commission pursuant to Section 32-135(a) of the Code. The following chart summarizes the requested Redevelopment Area Modification waiver under Application # RD-25-02935 as further discussed below:

| WAIVERS OR DEFICIENCIES | REQUIRED/ALLOWED | PROPOSED | DEFICIENCY |
|-------------------------|---|---|------------|
| 1. Access & Accessways | Single or double loaded parking corridors in excess of four abutting parking spaces shall be designed to permit vehicle entry and exit in one continuous forward motion without using a vacant space to turn around | A three-point turn at the end of the parking corridor for the second floor double loaded south drive isle | N/A |

6. Pursuant to Section 32-203, Table 32-203(a) the minimum number of parking spaces required for the proposed mixed-use building is 120 spaces. The Applicant has provided a total of 136 off-street parking spaces and 4 on-street parking spaces which meets Code.

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 (and existing conditions)

The property consists of two platted lots with 4 multi-family buildings containing 11 existing units which are slated to be demolished.

2. Open Space

Approximately 13.13% of the property will be landscaped, which complies with the minimum 10% required by Code. A civic open area of 7.5% minimum is required per Code and 0% is provided; a variance has been requested.

Twenty-one (21) on-site trees are required, and twenty-eight (28) trees are provided. Seven (7) street trees are required, and seven (7) trees are provided. The grounds will be landscaped with shrubbery and trees, such as Silver Buttonwoods, Crape Myrtles, Green Buttonwoods and Pigeon Plum, complying with the required number and height of trees. Silver Buttonwoods and Crape Myrtles are also proposed to be installed as street trees.

3. Circulation and Parking

The parking required for the proposed use is 120 spaces and 136 spaces are provided. Three floors of internal parking are proposed in the garage. The Applicant has requested a waiver to allow a three-point turn at the end of the parking corridor for the second floor double-loaded south drive isle, in lieu of the requirement that single or double loaded parking corridors in excess of four abutting parking spaces shall be designed to permit vehicle entry and exit in one continuous forward motion without using a vacant space to turn around.

4. Access Control

Access to the site is via a two-way driveway from SE 5th Street that will serve the residents, guest and the commercial space. The first floor of the garage will not be gated during business hours and access to the garage will be controlled by residents after hours.

5. Public Transportation

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

6. Community Services

A trash / recycling room is provided on the first floor of the building area which will be rolled out on service days. The location has been determined to be accessible for the City's sanitation vehicles which will service the facility from the trash/loading area accessible from SAE 5th Street. At each floor level, there is a trash chute and a designated recycling chute as required by Code.

The applicant is proposing the required ten-foot pedestrian path / sidewalk along S.E. 5th Street.

7. Concurrency Evaluation

Staff has conducted a concurrency evaluation of the project relative to its impact on water, sewer,

solid waste, drainage, recreation, schools, and transportation. Staff has determined that concurrency requirements have been met.

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

Potable Water - According to the criteria in the Impact Evaluation Report, the development will generate the need for approximately 18,121.8 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 \$30,491.24 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 wastewater demand for the project is 16,321.8 GPD. There is sufficient capacity to provide for the proposed development. The applicant will be required to pay the City \$ 38,660.32 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 379 daily trips. The development will generate 31 new AM Peak Hour Trips and 34 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 5th Street is specified to be a minimum of 60 feet R/W requirement. The existing right-of-way along SE 5th Street adjacent to the property is 30 feet; thus, a 15 feet roadway dedication is required along that portion of the property.

The applicant has provided for the required street dedication discussed above on the proposed site plan.

Schools – The proposed Project contains 90 dwelling units. The resulting impact on school facilities will be mitigated through the payment of concurrency fees to Broward County School Board.

8. Buildings and Structures

The proposed mixed-use building has been designed to integrate with its surroundings and meets the intent of the Transit Core Subdistrict. The building's placement, massing, and architectural character align with the district's goals for urban form and transit-oriented development.

The project includes an 8-story building, which is permitted in this area with City Commission approval. The structure is compatible in scale, style, color, and texture with nearby developments,

including Solaris, the approved Seven Park Project to the south, and the approved Blue Park Project on SE 9th Street. It also complements existing and approved buildings to the east.

The project supports the City's Master Plan vision of creating a mixed-use Town Center surrounding the redeveloped Bluesten Park. The proposed scale and uses are consistent with this long-term vision and contribute to ongoing revitalization efforts within the area.

The proposed building height, although permitted in the subdistrict, has been designed to minimize shadow effects on surrounding properties. The applicant has taken measures to ensure the building's design does not impede the reasonable use of recreational facilities on nearby existing buildings.

9. Energy Conservation/Green Building

This project must meet the City's Green Building minimum standards at the Exemplary Level. The developer will be required to submit green building prerequisites and worksheets of the site and building design to the City before the building permit for the project is issued. The developer has agreed to meet the City's Green Building requirements.

Impact Fees – Pursuant to Chapter 31, Section 31-6, of the Hallandale Beach Code of Ordinances, this Project, consisting of 812 square feet of commercial space, 90 residential units and amenities is subject to the following fees:

90 Residential:

| | |
|--------------------|--------------|
| Fire Rescue | \$17,820.00 |
| Law Enforcement | \$12,510.00 |
| Parks & Recreation | \$87,750.00 |
| Multi-Modal | \$125,460.00 |

Commercial – 812 SF:

| | |
|--------------------|------------|
| Fire Rescue | \$545.66 |
| Law Enforcement | \$333.73 |
| Parks & Recreation | N/A |
| Multi-Modal | \$1,667.04 |

TOTAL: \$246,086.43

Variance Criteria

Pursuant to Section 32-925 (b) of the Zoning and Land Development Code, in order to authorize any variances to the terms of this chapter, the following criteria must be met:

1. 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 building in the same zoning district.

The applicant proposes to construct a 90-unit mixed use development. The proposal does not meet the minimum requirements as to building setbacks, civic open space the building front colonnade depth.

Due to depth and width of the subject property, the Applicant's ability to comply with building placement, civic open space and colonnade depth requirements is not feasible. Additionally, the Applicant is required to dedicate a 15-foot portion of the property along SE 5th Street, which further impacts their compliance with setbacks and colonnade depth requirements.

Although an onsite civic open space is not provided, the property is located across from Bluesten Park, which functions as readily accessible open space for residents and of the proposed development and the public. This special condition is unique to the property and is not generally applicable to other structures that are not directly fronting a major park.

2. The special conditions and circumstances do not result from the actions of the applicant.

The City's Comprehensive Plan Transportation Element designates SE 5th Street as a local street with a required minimum of 60-foot right-of-way. To accommodate this standard, the Applicant is required to dedicate 15 feet of the property to widen the right-of-way. This required dedication affects the property's ability to meet the building placement, civic open space, and arcade depth requirements. These conditions do not result from actions taken by the Applicant.

Additionally, site constraints further limit the proposed development contributing to noncompliance with minimum standards for primary street building placement, side setbacks, and civic open space. The required dedication does not result from the actions of the Applicant.

3. Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings or structures in the same district.

The Applicant provides an arcade, access to civic open space and setbacks. While the Applicant's proposed reduced setbacks and arcade, and no civic open space do not comply with the Code, the Applicant has attempted to align as closely as possible to the intent of the Code.

4. Literal interpretation of the provisions of this chapter would deprive the applicant of the rights commonly enjoyed by the properties in the same zoning district under the terms of this chapter and would work unnecessary and undue hardships on the applicant.

The literal interpretation of the provisions of this chapter would cause undue hardship for the Applicant as the 15-foot required dedication has created constraints as it pertains to the width and depth of the subject property. The requested variances aim to assist the applicant in creating a viable site for development, which aligns with the intent of the Transit Core subdistrict.

5. The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

The applicant has requested the minimum variances needed to make reasonable use of the subject property to align with their needs. The applicant has explored multiple iterations of the proposed site plan to reduce or eliminate requested variances to meet their minimum needs.

6. The grant of the variance will be in harmony with the general intent and purpose of this chapter.

The grant of the variances would be in harmony with the general intent as the variances are the minimum necessary for the applicant to make use of the property as proposed.

7. Such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

The requested variances would not be detrimental to the community. Additionally, it does not alter the permitted land use and remains compatible with the surrounding area.

Redevelopment Area Modification (RAM) Waiver Criteria

The property is located within the Central Regional Activity Center 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 Code requires that any single- or double-loaded parking corridor with more than four abutting parking spaces must allow vehicles to enter and exit in one continuous forward motion, without relying on a vacant space to turn around. The Applicant requests a RAM to permit a three-point turn at the end of the parking aisle on the third level of the parking garage instead of providing continuous forward motion.

While the design does not fully comply with the letter of the code, it provides a functional means for vehicles to turn around safely if all parking spaces in the aisle are occupied. The proposed workaround maintains operational safety and circulation.

The proposed development would improve existing site conditions and generally complies with applicable regulations. However, strict application of this zoning standard would not significantly inhibit redevelopment efforts.

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 along SE 5th Street and has existing on-street parking to the East and South along Bluesten Park.

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 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 10-foot visibility triangle at the accessway located along SE 5th Street is provided.

Why Action is Necessary

The proposal includes requests for Major Development Plan approval, redevelopment area modifications (RAMs), variances, and density above the base allowance. Therefore, review and action by both the Planning and Zoning Board and the City Commission are required.

Pursuant to Section 32-205(a)(2) of the Zoning and Land Development Code, Major Development Plan approval, along with any request for variances, RAMs, or density beyond the permitted base level in the Central RAC District, requires Planning and Zoning Board consideration and recommendation prior to City Commission approval.

Pursuant to Section 32-965, Zoning and Land Development Code, variances require Planning and Zoning Board review and recommendation before City Commission action.

Pursuant to Section 32-135, RAMs require City Commission approval. The Board's review is advisory; formal action is not required. Analysis is included in this report for informational and comment purposes.

Allocation of bonus residential units above the base density per Broward County Land Use Policy 2.16.3 requires City Commission approval. Accordingly, no formal action by the Board is required; however, the analysis is provided for its information and comments.

Cost Benefit

The estimated building permit fee for the project is approximately \$420,000, based on the estimated construction cost of \$16 Million. The estimated market value is \$24 million dollars.

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| Staff Recommendations: |
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Variance Application – #V-25-02934

The applicant has revised the plans in response to staff review and DRC feedback. Technical issues were addressed through several meetings, and while certain variances limited to setbacks and civic open space requirements remain necessary, staff has no major outstanding concerns.

The project represents a substantial investment and supports the City's vision for a modern, mixed-use environment within the Transit Core subdistrict and surrounding the Bluesten Park area. The proposal is anticipated to stimulate reinvestment and advance the goals of the City's Master Plan.

Redevelopment Area Modification (RAM) – #RD-25-02935

No formal action is required by the Planning and Zoning Board. This request will be forwarded directly to the City Commission, alongside the Major Development Plan, for final consideration. The RAM requested is limited to one dead-end parking corridor for which a three-point turn area has been incorporated and does not detract from the overall functionality or appearance of the development.

The proposal contributes positively to the area's revitalization and aligns with the intent of the Transit Core subdistrict.

Major Development Application – #DB-25-02932

The site is located within the Central Regional Activity Center Transit Core, an area designated for compact, mid-rise, multi-story development with a mix of uses. The proposed project is consistent with the zoning district, the City's Comprehensive Plan, and long-range planning objectives for the RAC. The development supports the district's vision as a vibrant mixed-use hub for employment, housing, commerce, and civic activity.

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 following conditions recommended by Staff: 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 following conditions recommended by Staff:

1. Payment of the City's water impact fee in the amount of \$30,491.24.
2. Payment of the City's sewer impact fee in the amount of \$38,660.32.
3. Payment of the City's Impact fees in the amount of \$246,086.43.
4. Installation of sidewalks, on-street parking, and landscaping improvements along SE 5th Street, as shown on the plans.
5. Assignment by the City Commission of 34 Regional Activity Center (RAC) Units.
6. Seven (7) electric vehicle charging stations shall be provided as reflected in the plans, and 12 parking spaces shall be EV Capable.
7. The eleven-guest parking spaces shall be posted, reserved for guests use only.
8. Compliance with the Green Building requirements at the Exemplary level.
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 issuance of the Building Permit, the applicant shall record a Declaration of Restrictive Covenant, in a form acceptable to the City Attorney, in the Public Records of Broward County. The covenant shall guarantee the provision and maintenance of 14 residential units as affordable to the Moderate-Income group (not to exceed 120% AMI, or the AMI level approved by the City Commission), consistent with Policy 2.16.3 of the Broward County Land Use Plan. The affordability period shall be a minimum of 30 years for both rental and owner-occupied units. Affordable units shall be proportionately distributed among the unit types and sizes within the building. For rental units, household income may increase during occupancy to an amount not exceeding 140% of the applicable AMI, adjusted for household 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.
14. Provide a 15-foot right-of-way dedication along SE 5th Street prior to building permit issuance.

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| Attachment(s): |
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Exhibit 1 - Aerial Map & Zoning Map
Exhibit 2 - Applicant's Letters and Backup
Exhibit 3 - City Traffic Consultant Report