

**CITY OF HOLLYWOOD, FLORIDA  
DEPARTMENT OF DEVELOPMENT SERVICES  
DIVISION OF PLANNING AND URBAN DESIGN**

**DATE:** May 20, 2025 **FILE:** 25-T-37

**TO:** Planning and Development Board

**FROM:** Anand Balram, Planning Manager

**SUBJECT:** Text Amendment to Article 4 of the Zoning and Land Development Regulations adding Section 4.25 relating to bonus density for affordable housing developments.

**REQUEST:**

A Text Amendment to Article 4 of the Zoning and Land Development Regulations adding Section 4.25 relating to bonus density for affordable housing developments.

**RECOMMENDATION:**

The Planning and Development Board, acting as the Local Planning Agency, forward ***a recommendation of approval*** to the City Commission.

**BACKGROUND**

Florida State Statute Chapter 163

Pursuant to Chapter 163.3161 of Florida Statutes (F.S.), it is the intention of law that local governments preserve, enhance, and encourage appropriate use of land, consistent with the public interest. Through the process of comprehensive planning, it is intended that local government preserve, promote, protect, and improve the public health, safety, comfort, good order, appearance, convenience, and general welfare of its constituents.

BrowardNext – Broward County Land Use Plan

Broward County governs land use County-wide. As part of its initiatives to increase the supply of affordable housing across the County, BrowardNext includes Land Use Plan Policies 2.16.3 and 2.16.4 that provide bonus density incentives for residential and mixed-use projects which provide affordable housing as a component of their development plan (refer to Attachment A).

In summary, these policies provide bonus residential density to facilitate the development of affordable housing for persons within the following income categories as defined in the Broward County Land Use Plan:

- Moderate-income persons having a total annual anticipated income for the household that does

not exceed 120 percent of the median annual income adjusted for family size for households within the county.

- Low-income persons having a total annual anticipated income for the household that does not exceed 80 percent of the median annual income adjusted for family size for households within the county.
- Very-Low income persons having a total annual anticipated income for the household that does not exceed 50 percent of the median annual income adjusted for family size for households within the county.

One or more of the above affordable housing categories must be a component of the residential development based on the following “bonus” units to “affordable” unit formulas described below:

- Moderate income: six (6) bonus units for every (1) one moderate income unit.
- Low income: nine (9) bonus units for every (1) one low income unit.
- Very-low income: nineteen (19) bonus units for every (1) one very-low income unit.

It is not mandatory that local governments adopt these policies, and if they do, local governments are able to be more restrictive. More importantly, the County Comprehensive Plan expressly authorizes municipalities to adopt Policies 2.16.3 and 2.16.4 through zoning regulations without the need to amend the local comprehensive plan.

## **REQUEST**

This text amendment is an effort to uphold the Objectives, Goals, and Policies of the City’s Comprehensive and City-Wide Master Plan as it relates to the provision of affordable housing in the City. The purpose of the proposed “Affordable Housing Bonus Density Overlay” (refer to Attachment B) is to provide an optional zoning procedure to increase the supply of affordable housing in the City, by permitting additional residential density in suitable locations, and providing for a greater amount of flexibility by removing some of the detailed restrictions of conventional zoning.

The Overlay is specifically tailored to implement Broward County Land Use Plan Policies 2.16.3 and 2.16.4, which authorize local governments to allocate bonus residential density in exchange for the provision of affordable units. Bonus density formulas shall be calculated in accordance with the County policies. The Overlay identifies locally appropriate areas for implementation and establishes development regulations for height, transitions, urban design, non-residential integration, and public open space.

The proposed text amendment focuses the incentives along the City’s major transit corridors west of US Highway 1, where properties have frontage to Griffin Road, Stirling Road, Sheridan Street, Hollywood Boulevard, Pembroke Road, or State Road 7. It does not apply to land east of US Highway 1 / Federal Highway, including the barrier island.

The Overlay is designed to support transit-supportive densities along corridors that are envisioned to one day accommodate higher-order transit such as bus rapid transit or commuter rail. These densities will help establish a long-term market foundation for future transit investments by concentrating housing intensity where public infrastructure already exists or is likely to expand. This not only aligns with regional mobility goals but encourages a shift toward multimodal lifestyles.

As the Overlay is designed to provide additional density beyond the current zoning, staff believes these projects should be subject to a higher threshold of review than development in a standard zoning district.

All projects would submit technical studies in a similar manner as a 'Planned Development' project and require approval from the Planning and Development Board.

In addition to increasing housing supply, the Overlay serves as a catalyst for the revitalization of the City's aging commercial corridors, many of which have experienced limited reinvestment over the past decades due to outdated land use designations and zoning constraints. The Overlay removes those regulatory barriers by offering a voluntary path to unlock residential development capacity—while simultaneously preserving the economic function of key commercial areas. Ground-floor residential uses are prohibited on Qualified Roads, and non-residential components such as retail, office, or service uses are required on those frontages and on larger development sites. These requirements support employment generation, encourage neighborhood-serving retail, and enhance street-level activity, ensuring that growth is economically balanced and socially inclusive.

The Overlay is also grounded in best practices in urban design. Rather than allowing density increases by-right, the amendment ties every bonus to qualitative design outcomes that contribute to the character and performance of the public realm. Along transit corridors, developments are required to meet minimum building heights equivalent to the width of the adjacent right-of-way, which ensures a strong streetwall that frames the corridor and supports walkability. At the same time, where new development occurs near stable low-density neighborhoods, building heights are required to transition through upper-floor setbacks and massing shifts, to maintain compatibility and visual cohesion. These design strategies reflect a nuanced approach to infill, recognizing that higher density can be achieved without compromising neighborhood identity.

Public space and open space are also central to the Overlay's design principles. New development must provide Privately Owned Public Spaces (POPS) that are visible and connected to the sidewalk, designed with seating, shade, landscaping, and other placemaking elements. These spaces act as the social infrastructure of new communities—offering respite, gathering areas, and visual relief for residents, visitors, and those who rely on walking and transit. Importantly, these spaces are also designed with the needs of market and affordable residents in mind, providing dignified, attractive environments that foster belonging and inclusion.

To ensure development is not fragmented or out of context, the Overlay includes a requirement for block-level coordination through a Tertiary Plan. This tool evaluates whether a proposed project enables or hinders the future buildout of surrounding parcels, helping avoid land-locking, disconnected access, or irregular parcel remnants. It promotes orderly urban form, logical infrastructure planning, and long-term flexibility for adjacent property owners.

The Overlay further integrates mobility planning by offering reduced parking requirements for projects near high-frequency transit corridors or rail stations, supported by Transportation Demand Management (TDM) Plans. These plans enable shared parking, support bike and transit infrastructure, and encourage walkability—all of which reduce car dependency, lower development costs, and contribute to healthier and more sustainable neighborhoods.

Finally, to reinforce the City's design expectations, all applicants must submit an Urban Design Brief as part of their Site Plan application. This narrative ensures each development is evaluated not only for technical compliance but also for its ability to deliver context-sensitive architecture, high-quality public realm, activated frontages, and a coherent block structure. It helps elevate the standard for development citywide and ensures that affordability does not come at the expense of design excellence.

The proposed text amendment has been prepared to specifically adopt the County's bonus density Land Use Plan Policies 2.16.3 and 2.16.4, in an effort to promote affordable housing along several of the City's major transit corridors, and in zoning districts which currently support higher density residential and mixed uses.

The proposed text amendment is not intended to be all-encompassing to address the supply of affordable housing in the City; rather, it is one step toward implementing a broader range of potential future housing objectives. The City is currently in the process of preparing a Housing Master Plan to determine current and projected need. Additional strategies will likely be explored in the future, separate from the bonus density regulations for multi-family and mixed-use development.

Further, the proposed new code section does not account for projects that could seek approval under the Live Local Act, which could still be requested pursuant to the provisions of Florida State Statutes, Chapter 125.01055.

By adopting a locally administered framework for Policies 2.16.3 and 2.16.4, the City also strengthens its eligibility for public infrastructure and economic development funding under the Broward County Transportation Surtax program, which prioritizes jurisdictions that adopt affordable housing incentives through zoning and comprehensive planning. This text amendment responds directly to several of those funding criteria.

A copy of the proposed new Code section 4.25 is included as Attachment B. The relevant County policies are attached as Attachment A.

#### **SITE INFORMATION:**

**Owner/Applicant:** City of Hollywood  
**Address/Location:** City-wide

#### **CONSISTENCY WITH THE COMPREHENSIVE PLAN:**

The proposed text amendment is consistent with the Comprehensive Plan, based upon the following goals and objectives:

#### **Future Land Use Element:**

**Goal:** *Promote a distribution of land uses that will enhance and improve the residential, business, resort, and natural communities while allowing landowners to maximize the use of their property.*

**Objective 6** *Encourage multi-use areas and mixed uses concentrations of density near existing or planned major employment centers and major transportation routes in order to promote energy conservation and mass transit, preserve air quality, reduce the cost of services, encourage affordable housing, and promote economic development.*

#### **Housing Element:**

**Goal:** *To provide an adequate supply of decent, safe, and sanitary housing that is affordable to present and future residents of Hollywood.*

**Objective 1:** *To ensure the provision of sufficient housing, the City, through revision its regulations, shall offer incentives to residential development for all income levels. The City shall also provide technical and financial assistance to those agencies working toward the provision of new housing and rehabilitation housing units to meet the housing needs of the City's existing and projected population.*

#### **CONSISTENCY WITH THE CITY-WIDE MASTER PLAN:**

The City-Wide Master Plan is a compilation of policy priorities and recommendations designed to improve the appearance, appeal, and economic tax base of the City. It establishes a format for future direction and vision for the City. The proposed text amendment is consistent with the City-Wide Master Plan based upon the following Guiding Principles and City-Wide Policies:

**Guiding Principle:** *Promote the highest and best use of land in each sector of the City without compromising the goals of the surrounding community.*

**Guiding Principle:** *Preserve stable single-family neighborhoods while providing alternative housing options that will meet the needs of all residents in the City of Hollywood.*

**Policy CW.75 (Housing):** *Amend the Zoning and Land Development Regulations to improve affordable housing in mixed districts.*

#### **APPLICABLE CRITERIA:**

**Analysis of Criteria and Findings for Text Amendments** as stated in the City of Hollywood's Zoning and Land Development Regulations, Article 5.

**CRITERIA 1:** The proposed change is consistent with the Goals, Objectives and Policies of the adopted Comprehensive Plan as amended from time to time.

**ANALYSIS:** The provision of affordable housing to a range of income levels is a key policy objective in both the Future Land Use and Housing elements of the Comprehensive Plan. The proposed text amendment incentivizes the development of affordable housing within the City by way of providing bonus residential density in appropriate locations, consistent with the Goals, Objectives and Policies of the Comprehensive Plan.

**FINDING:** Consistent

**CRITERIA 2:** That conditions have substantially changed from the date the present zoning regulations were established.

**ANALYSIS:** Notwithstanding the policy objectives of the Comprehensive Plan and City-Wide Master Plan, the present zoning regulations do not address the development of affordable housing or provide any incentives to increase the supply of affordable

housing in the City. Current real estate market conditions demonstrate that the availability of affordable housing to a range of income levels is limited. Additionally, the ability to leverage the County's Land Use Plan policies to incentivize the development of affordable housing did not exist at the time the present zoning regulations were established. As such, there has been a substantial change in both market conditions and the policy direction of Broward County that justifies this proposed text amendment.

**FINDING:** Consistent

#### **ATTACHMENTS**

ATTACHMENT A: County Land Use Plan Policies 2.16.3 and 2.16.4  
ATTACHMENT B: Draft Text Amendment