

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

**DATE:** February 10, 2026 **FILE:** 25-DPV-52

**TO:** Planning and Development Board

**VIA:** Anand Balram, Assistant Director / Chief Planner

**FROM:** Carmen Diaz, Planner III

**SUBJECT:** Gadamis Property LLC. requests Design and Site Plan for a mixed-use development consisting of approximately 6,400 sq. ft. of commercial space and 198 residential units, and a Variance to Section 155.08 of the Code of Ordinances to increase the curb cut requirement in the FH-2 Zoning District in the Regional Activity Center (RAC), Nine Hollywood Phase II.

**REQUEST**

Design and Site Plan for a mixed-use development consisting of approximately 6,400 sq. ft. of commercial space and 198 residential units, and a Variance to Section 155.08 of the Code of Ordinances to increase the curb cut from 30 feet to 51 feet (Nine Hollywood – Phase II).

**RECOMMENDATION**

Variance: Approval.

Design: Approval if the Variance is granted.

Site Plan: Approval, if the Variance and Design are granted with the following conditions:

- a. A Unity of Title or Unity of Control, in a form acceptable to the City Attorney, be submitted prior to the issuance of permits and recorded in the Broward County Public Records, by the City of Hollywood, prior to the issuance of Certificate of Occupancy (C/O) or Certificate of Completion (C/C).
- b. Applicant shall submit the plat determination letter. If replatting is required, Applicant shall submit the comments from Broward County prior to the issuance of Building permits. They will be reviewed by the Engineering Division.
- c. Prior to the issuance of building permits, the Applicant shall work with the Division of Planning and Urban design to:
  - I. Adequately screen the walls of the generator room, along the north-west building façade
  - II. Improve the walk-up residential condition of the townhouse units, along the western façade.

## **BACKGROUND**

The Applicant submitted an application for a new mixed-use development known as Nine Hollywood – Phase II, along with a companion rezoning application. Portions of the Site Plan and Design area along Jackson Street are currently located within the PS-3 zoning district. The Applicant proposes to rezone these parcels to FH-2, consistent with the zoning of approximately half of the parcels associated with the proposed project and the adjacent Nine Hollywood – Phase I, which are already located within the FH-2 zoning district.

The building Nine Hollywood – Phase I is a mixed-use development consisting of 204 residential units and approximately 7,000 square feet of retail space. The project was approved by the Planning and Development Board in April 2019. The Applicant subsequently submitted a building permit, and construction commenced in 2020. The building was completed in 2024.

## **REQUEST**

At this time, the Applicant is requesting Design and Site Plan approval for a mixed-use development known as Nine Hollywood - Phase II. The project site consists of seven parcels, which are currently a mix of single-family residences, a multifamily building, and vacant lots. The site encompasses approximately one acre and carries a Regional Activity Center (RAC) land use designation and two zoning districts: Parkside High Intensity Mixed-Use (PS-3) and Federal Highway Medium-High Intensity Mixed-Use (FH-2).

As part of the request, the Applicant is also seeking a variance to increase the allowable curb cut width along the rear of the building facing the alley. Pursuant to Section 155.08 of the Code of Ordinances, multifamily buildings are permitted a curb cut not exceeding 30 percent of the lot width, with a maximum width of 30 feet. The proposed development includes two curb cuts: one measuring 28 feet in width and a second measuring 51 feet in width. Both are located at the rear of the building, but the larger curb cut is intended to serve the loading area. The increased curb cut width is proposed to provide adequate maneuvering space for loading vehicles, allowing trucks to safely back out of the loading area.

The proposed thirteen-story mixed-use development, approximately 140 feet in height, consists of 198 residential units featuring a mix of studio, one-, two-, and three-bedroom apartments. Proposed amenities include a pool, lounge area, fitness center, and rooftop terrace. Retail space is located on the ground floor fronting Jackson Street, with three residential units facing 19th Avenue and one corner residential unit located at the intersection of 19th Avenue and Jackson Street, thereby promoting pedestrian connectivity throughout the site. A residential lobby and pick-up/drop-off area are provided along the south side of the property to serve the residential component.

The design is contemporary, using simple rectilinear lines with protruding balconies that form a meandering rhythm throughout. Materials used include large windows and doors, glass railing, and a decorative aluminum mesh panel screening for the garage while adding interest to the façade. The landscape plan incorporates an array of native trees, palms, and shrubs while improving the streetscape along Jackson Street and 19<sup>th</sup> Avenue. Development of this site is consistent with the vision for the Regional Activity Center.

Staff notes that due to the existing unit capacity limitation of the Regional Activity Center, units requested as part of this development request will be provided through the City's Flexibility Unit allocation pursuant to City Commission action R-2025-253.

## **SITE INFORMATION**

|                              |   |
|------------------------------|---|
| <b>Owner/Applicant:</b>      | Gadamis Property LLC.   |
| <b>Address/Location:</b>     | 1831-1857 Jackson Street  |
| <b>Net Area of Property:</b> | 43,036 sq. ft. (0.98 acres)                                     |
| <b>Land Use:</b>             | Regional Activity Center (RAC)                                  |
| <b>Zoning:</b>               | Federal Highway Medium-High Intensity Mixed-Use District (FH-2) |
| <b>Existing Use of Land:</b> | Single Family / Multifamily / Vacant                            |
| <br><b>Total Floor Area:</b> | 203,640 sq. ft.   |
| <b>Average Unit Size:</b>    | 779 sq. ft.   |
| <b>Parking:</b>              | 286 parking spaces  |
| <b>Bicycle Parking:</b>      | 20 bicycles in storage and 10 bicycles outside the building     |

## **ADJACENT LAND USE**

|               |                                |
|---------------|--------------------------------|
| <b>North:</b> | Regional Activity Center (RAC) |
| <b>South:</b> | Regional Activity Center (RAC) |
| <b>East:</b>  | Regional Activity Center (RAC) |
| <b>West:</b>  | Regional Activity Center (RAC) |

## **ADJACENT ZONING**

|               |  |
|---------------|--|
| <b>North:</b> | Parkside High Intensity Mixed-Use District (PS-3)<br>Federal Highway Medium-High Intensity Mixed-Use District (FH-2) |
| <b>South:</b> | Parkside High Intensity Mixed-Use District (PS-3)  |
| <b>East:</b>  | Federal Highway Medium-High Intensity Mixed-Use District (FH-2)  |
| <b>West:</b>  | Planned Development (PD)   |

## **CONSISTENCY WITH THE COMPREHENSIVE PLAN**

Located within the Regional Activity Center (RAC), the subject site is surrounded by commercial, single family residential, multi-family residential, and institutional uses. The goal of the Land Use Element is to *promote a distribution of land uses that will enhance and improve the residential, business, resort, and natural communities while allowing land owners to maximize the use of their property*. Redevelopment of this site will increase the availability of commercial uses and expand the mixture of uses in the area; serving the adjacent community as well as the region.

***Objective 4: Maintain and enhance neighborhoods, business, utilities, industrial and tourist areas that are not blighted.***

***Objective 5: Encourage appropriate infill redevelopment in blighted areas throughout the City and economic development in blighted business and tourist areas by promoting improved architectural and***

*streetscape design standards, code enforcement, economic development, neighborhood planning, and public information dissemination.*

**Policy 5.16: Foster Economic Development through creative land use, zoning and development regulations, City services, and City policies.**

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

The project is located in Sub-Area 2, defined by the Intracoastal Waterway to the east, Dixie Highway to the west, Sheridan Street to the north, and Pembroke Road to the south. This area includes the residential neighborhoods of Parkside, Royal Poinciana and Hollywood Lakes. 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 City-Wide Master Plan recognizes the need for a mix of uses along the corridors. The proposed project is consistent with the City-Wide Master Plan based upon the following:

**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:** *Attract and retain businesses that will increase economic opportunities for the City while enhancing the quality of life for residents.*

**Policy CW.44:** *Foster economic development through creative land use, zoning and development regulations, City services and City policies.*

**Policy CW.46:** *Place emphasis on redevelopment along the major highway corridors; SR 7, US 1, Dixie Highway, Hollywood Boulevard and A-1-A by limiting expansion of residential areas, and deepening industrial and commercial zones to increase tax revenues.*

#### **APPLICABLE CRITERIA**

**Analysis of Criteria and Findings for a Variance** as stated in the City of Hollywood's Code of Ordinances, Section 155.08(H): Increase the curb cut from 30 feet to 51 feet.

**CRITERIA 1:** Variances to this section shall not be granted unless a written application for a variance has been submitted to the Office of Planning demonstrating:

- a) That special conditions and circumstances exist which are peculiar to the land involved and which are not applicable to other lands;
- b) That a literal interpretation of the conditions set forth in this section would deprive the applicant of rights commonly enjoyed by other properties;
- c) That the special conditions and circumstances do not result from actions of the applicant; and

- d) That the granting of the variances requested will not confer on the applicant any special privilege that is denied by this section to other lands. No pre-existing conditions on neighboring land which are contrary to this section shall be considered grounds for the issuance of a variance.

**ANALYSIS:** Staff has completed the following analysis based on the variance criteria outlined above:

- a) The intent and purpose of Section 155.08(E) regarding curb cuts is to preserve traffic flow and minimize conflicts along public streets. The Code limits new curb cuts for multifamily developments to a maximum width of 30 feet and requires a minimum separation of 50 feet between curb cuts. The Nine Hollywood project proposes locating the loading area at the rear of the building, accessed from the alley, rather than from the primary street frontage. This configuration requires additional maneuvering space to allow trucks to safely enter and exit the alley without disrupting traffic flow on adjacent streets.
- b) Due to the site's configuration and the use of the rear alley for service access, strict compliance would limit the applicant's ability to provide a functional and safe loading area. Other properties in the downtown area with similar alley access are able to accommodate service and loading functions without adversely impacting traffic circulation or neighborhood character.
- c) The Applicant proposes locating the loading area at the rear of the building, accessed from the alley, in order to screen service functions from the public right-of-way. While this placement is consistent with good urban design practices, the alley-facing location limits maneuverability for loading trucks. As a result, an increase in the curb cut width is necessary to allow vehicles to safely enter, maneuver within, and exit the loading area without impacting the alley or adjacent properties.
- d) The requested Variance maintains the basic intent and purpose of the subject regulations, particularly as it affects the stability and appearance of the City. However, due to the unique location and design of the drive lane, a variance is required to enhance/maintain proper access to the parking lot.
- e) The provision of the driveway along the alley for loading vehicles enhances traffic flow on Jackson Street and 19th Avenue by removing service and loading activities from the primary street frontages. This design improves traffic access and circulation, reduces potential conflicts with pedestrians and vehicles, and supports overall traffic compliance. Accordingly, the proposed design maintains the basic intent and purpose of the subject regulation while improving operational efficiency and safety

**FINDING:** **Consistent.**

**CRITERIA 2:** Upon the recommendation of the City Engineer, Variance requests shall be forwarded to the Planning and Development Board. A public hearing before the Board shall be scheduled to hear the proposed variance request. The Planning and Development Board, shall make the following findings:

- a) That the requirements of this subdivision have been met.
- b) That the reasons set forth in the application justify the granting of the variance to make possible the reasonable use of the land;
- c) That the granting of the variance would be in harmony with the general purpose and intent of this section, would not be injurious to the surrounding property, would not impair the desirable general development of the neighborhood, and would not otherwise be detrimental to the public welfare.

**ANALYSIS:** Staff has completed the following analysis based on the variance criteria outlined above:

- a) The Applicant proposes to increase the required curb cut width to allow the loading area to function properly without interfering with vehicle maneuvering or blocking traffic along the alley or adjacent streets.
- b) The reasons set forth in the application justify the granting of the variance, as the requested relief is necessary to allow the reasonable and functional use of the land. The site's configuration and reliance on alley access for loading and service functions limit the ability to fully comply with curb cut requirements while maintaining safe and efficient vehicle maneuverability. Granting the variance will allow the proposed development to operate as intended, accommodate necessary loading activities, and remain consistent with surrounding development patterns, without creating adverse impacts on traffic circulation or the public right-of-way.
- c) Granting the variance would be in harmony with the general purpose and intent of this section, would not be injurious to the surrounding property, would not impair the desirable general development of the neighborhood, and would not otherwise be detrimental to the public welfare.

**FINDING:** **Consistent.**

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

**CRITERIA 1:** *Architectural and Design components.* Architecture refers to the architectural elements of exterior building surfaces. Architectural details should be commensurate with the building mass. The use of traditional materials for new architectural details is recommended. Design of the building(s) shall consider aesthetics and functionality, including the relationship of the pedestrian with the built environment.

**ANALYSIS:** The design is contemporary and designed with functionality in mind, using simple rectilinear lines with protruding balconies that form a meandering rhythm throughout. Materials used include large windows and doors, glass railing, and a decorative aluminum mesh panel screening the garage while

adding interest to the façade. Pedestrian connectivity is provided on the retail and residential portions on the ground floor of the project.

**FINDING:** Consistent.

**CRITERIA 2:** *Compatibility.* The relationship between existing architectural styles and proposed construction, including how each building along the street relates to the whole and the pattern created with adjacent structures and the surrounding neighborhood. Buildings should contain architectural details that are characteristic of the surrounding neighborhood.

**ANALYSIS:** The Design Guidelines encourage new construction to be distinguishable from adjacent buildings in architectural style while maintaining compatibility through scale, rhythm, height, setbacks, and the placement of windows, doors, and balconies. Although there is no single predominant architectural style along Jackson Street, the corridor reflects a pattern of contemporary development consistent with recent projects along Federal Highway, including Nine Hollywood – Phase I. The proposed development is compatible with the surrounding context, as it reflects similar scale, massing, and building placement, while incorporating architectural details and design elements that relate to and complement the evolving character of the surrounding neighborhood.

**FINDING:** Consistent.

**CRITERIA 3:** *Scale/Massing.* Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures. Building mass shall reflect a simple composition of basic architectural details in relation to its length, width, height, lot coverage, and setting of the structure in context with adjacent buildings. Architectural details include, but are not limited to, banding, molding, and fenestration.

**ANALYSIS:** The project proposes a thirteen-story building at approximately 140 feet in height. The building mass reflects a simple composition of basic architectural details; street-facing facades are articulated with glass balconies, windows and doors, and a decorative aluminum mesh panel throughout. Other exterior building materials include smooth stucco, and aluminum storefronts.

**FINDING:** Consistent.

**CRITERIA 4:** *Landscaping.* Landscaped areas should contain a variety of native and other compatible plant types and forms and be carefully integrated with existing buildings and paved areas.

**ANALYSIS:** The Applicant has worked with the City Landscape reviewer to incorporate a variety of compatible plant types and forms into the design. The proposed landscape helps articulate the property and enhance the design of the new

building. The landscape plan incorporates plant species that help improve the pedestrian experience.

**FINDING:** Consistent.

## **SITE PLAN**

The Technical Advisory Committee (TAC) found the proposed Site Plan to be compliant with all the regulations as set forth in Article 6 of the Zoning and Land Development Regulations on December 18, 2025. Therefore, Staff recommends approval.

The following standards shall be utilized by the Technical Advisory Committee and the Planning and Development Board in the review, evaluation, and approval of all required plans and exhibits:

A. Natural Environment. All proposed developments shall be designed in such a manner as to preserve, perpetuate, and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state; and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive uses. In all instances the city's tree protection, landscaping and all other applicable regulations shall be fully complied with as minimum standards.

B. Open space. Adequate landscaped open space shall be provided which meets the particular needs and demands of the proposed development and all specific zoning district requirements. Legal methods assuring the continued preservation and maintenance of required open space shall be submitted to and approved by the City Attorney. The type and distribution of all open space shall be determined by the character, intensity and anticipated residential or user composition of the proposed development.

1. Passive open spaces (those areas not planned for intensive activity) shall be arranged as to enhance internal spatial relationships between proposed structures, to provide buffers between the project and adjacent less intensive uses, to facilitate pedestrian movements within the development, and to improve the overall visual quality of the site.

2. Active open spaces (those areas containing activities such as playgrounds, tennis courts, swimming pools and other active recreational facilities) shall be located so as to permit easy access to all residents or users within a development. Private recreational facilities and activities within specific projects shall, wherever possible, complement, rather than duplicate, nearby public recreational activities.

C. Circulation and parking. All circulation systems and parking facilities within the proposed development shall be designed and located in such a manner as to comply with the following:

1. A clearly defined vehicular circulation system shall be provided which allows free movement within the proposed development while discouraging excessive speeds. Said systems shall be separated insofar as practicable from pedestrian circulation systems. Pavement widths and access points to peripheral streets shall be provided which adequately serve the proposed

development and which are compatible and functional with circulation systems outside the development.

2. Whenever possible in proposed residential developments, living units should be located on residential streets or courts which are designed to discourage nonlocal through traffic.

3. Off-street parking areas shall be provided which adequately accommodate maximum vehicle storage demands for the proposed project and are located and designed in such a manner to conveniently serve the uses to which they are accessory and not create incompatible visual relationships.

4. Safe and efficient access to all areas of the proposed development shall be provided for emergency and service vehicles, as required by the Florida Building Code in effect in Broward County, Florida, as revised from time to time.

5. Sidewalks shall be provided as required by the city regulations.

6. Handicapped Accessibility shall be provided as required by all applicable regulations.

D. Community services and utilities. All proposed developments shall be designed and located in such a manner as to ensure the adequate provision, use and compatibility of necessary community services and utilities.

1. An adequate sanitary sewer collection system, including all necessary extensions and connections, shall be provided in accordance with city standards for location and design. Where necessitated by the size of the development and/or by the unavailability of city treatment facilities, sanitary sewage treatment and disposal systems must be provided in accordance with city and state standards and regulations.

2. An efficient solid waste collection system, including the provisions of an adequate number of properly screened local receptacles in locations which afford maximum use and collection convenience, shall be provided in accordance with all applicable city standards.

3. A well-designed internal system for fire protection, including the provisions of an adequate number of properly located fire hydrants and an efficient access arrangement for emergency fire vehicles, shall be provided to ensure the safety of all people within the project.

E. Building and other structures. All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract from, the overall quality of the site and its immediate environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:

1. Proposed buildings and structures shall be related harmoniously to the terrain, other buildings, and the surrounding neighborhood, and shall not create through their location, style, color or texture incompatible physical or visual relationships.

2. All buildings and structures shall be designed and oriented in a manner ensuring maximum privacy of residential uses and related activities both on the site being developed and property adjacent thereto.

3. All permanent outdoor identification features which are intended to attract attention to proposed projects and/or structures shall be designed and located in such a manner as to be an integral part of the total project and/or structural design and shall not exceed the size and scale necessary for the recognition from vehicles moving along adjacent streets at prescribed legal speeds.

F. Level of service standards. For the purpose of the issuance of development orders and permits, the city has adopted level of service standards for public facilities and services which include roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. All Applicants are required to prove concurrency pursuant to the City's Comprehensive Plan and F.S. Chapter 163, as amended from time to time.

G. Other requirements. Requirements and recommendations as provided in the city tree and landscape regulations shall be observed as will the requirements of all applicable standards and regulations.

#### **ATTACHMENTS**

Attachment A: Application Package

Attachment B: Land Use and Zoning Map

Attachment C: Public Participation Package