

ATTACHMENT I

**December 18, 2013 City Commission Staff Report
and Backup**



City of Hollywood
Staff Summary Request

| | |
|---|--|
| | PO-2013-27 |
| Title: | An Ordinance Of The City Of Hollywood, Florida, Amending Ordinance No. O-2007-28 Relating To The Sheridan Stationside Village Transit Oriented Development (TOD) In Order To Amend Exhibit "B" To Revise The Development Standards For The TOD. |
| Recommendation: | Approval of the attached Resolution |
| Explanation: | <p>On November 14, 2013 the Planning and Development Board forwarded a recommendation (6-1) of approval with Staff's conditions, for the proposed Comprehensive Plan Text Amendment relating to Sheridan Station. Attachment I includes a detailed description of the request.</p> <p>ATTACHMENT I: November 14, 2013 Planning and Development Staff Report and Backup</p> |
| Submitted by: | <p>Jaye M. Epstein, AICP, Director, Planning and Development Services</p> <p>Andria Wingett, Assistant Director</p> |
| Recommended for inclusion on the agenda by: | <p>Cathy Swanson-Rivenbark, AICP, CEcD, City Manager</p> <p>Jaye M. Epstein, AICP, Director, Planning and Development Services</p> |
| Director Signed Off: | 12/4/2013 8:16:42 AM |

ORDINANCE NO. _____

(13-L-99)

AN ORDINANCE OF THE CITY OF HOLLYWOOD, FLORIDA, AMENDING ORDINANCE NO. O-2007-28 RELATING TO THE SHERIDAN STATIONSIDE VILLAGE TRANSIT ORIENTED DEVELOPMENT (TOD) IN ORDER TO AMEND EXHIBIT "B" TO REVISE THE DEVELOPMENT STANDARDS FOR THE TOD.

WHEREAS, the City of Hollywood, pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act and in accordance with all of its terms and provisions, has prepared and adopted a Comprehensive Plan which has been approved by the State of Florida Department of Community Affairs and certified by the Broward County Planning Council; and

WHEREAS, on October 17, 2007, the City Commission passed and adopted Ordinance No. O-2007-28 which amended the City's Comprehensive Plan to change the land use designation for the property now known as Sheridan Stationside Village to a Transit Oriented Development which was a joint private/public/public venture, initiated by the Florida Department of Transportation (FDOT) and included a 99 year lease relating to the property, as more specifically describe in Exhibit "A" attached hereto; and

WHEREAS, in accordance with Ordinance No. O-2007-28, the Transit Oriented Development for the property was required to develop the property pursuant to the development standards set forth in Exhibit "B" of the Ordinance; and

WHEREAS, the Zoning and Land Development Regulations provide that an application for a Land Use Plan Amendment may be filed; and

WHEREAS, a valid application was filed (13-L-99) by Okomo Associates, LLC and the FDOT to amend the development standards for the project as Okomo and and FDOT have decided to terminate the lease agreement so that the development rights of both ownership interests are clarified; and

WHEREAS, given the current ownership interests, the development of the property will now be a two phase project as follows: (1) Phase 1 is now proposed to be up to 500 residential units on the Okomo Property; and (2) Phase 2 will be developed on the FDOT property and includes up to 299,000 sq. ft. office, 300,000 sq. ft. commercial, 150 room hotel, 280,000 sq. ft. (793 space) parking garage for Tri-rail and the remaining 550 residential units as more specifically set forth in Exhibit "B" attached hereto and incorporated herein by reference; and

WHEREAS, the Department of Planning and Development Services reviewed the proposed request and following analysis of the application, recommended it be approved with the recommendation that: (1) the Applicant work with staff to further define the minimum commercial square footage requirements for the balance of the project prior to second reading of this Ordinance; and (2) the Applicant work with staff to identify and develop recommended solutions to address potential impacts the proposed Text Amendment may have on previously approved development orders; and

WHEREAS, on November 14, 2013, the Planning and Zoning Board, acting as the City's Local Planning Agency, recommended that the City Commission approve the applicant's land use text amendment request (13-L-99) with staff's recommendation; and

WHEREAS, the City Commission of the City of Hollywood has conducted all duly advertised hearings for the proposed land use text amendment and has considered all comments received concerning the proposed land use text amendment as required by state law and local ordinances; and

WHEREAS, the City Commission finds that the proposed land use text amendment is consistent with the goals, policies, and objectives of the City's Comprehensive Plan

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That Ordinance O-2007-28 is hereby amended as it relates to the Sheridan Stationside Village Transit Oriented Development, specifically Exhibit "B" attached hereto and incorporated herein by reference.

Section 2: That the Transit Oriented Development for the subject property shall be developed as more specifically set forth in Exhibit "B" attached hereto and incorporated herein by reference.

Section 3: That all sections or parts of sections of the Zoning and Land Development Regulations, Code of Ordinances, and all ordinances or parts thereof and all resolutions or parts thereof in conflict herewith are hereby repealed to the extent of such conflict.

Section 4: That if any word, phrase, clause, subsection or section of this ordinance is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of any remaining portions of this ordinance.

SHERIDAN STATIONSIDE VILLAGE (TOD) ORDINANCE AMENDING ORDINANCE 2007-28 TO REVISE EXHIBIT "B" THE DEVELOPMENT STANDARDS FOR THE PROPERTY.

Section 5: That this Ordinance shall become effective 31 days after the State Land Planning Agency notifies the City that the plan is complete in accordance with Section 163.3184(3)(c), Florida Statutes.

Advertised this _____ day of _____, 2013.

Advertised this _____ day of _____, 2013.

PASSED on first reading this _____ day of _____, 2013.

PASSED AND ADOPTED on second reading this _____ day of _____, 2013.

PETER BOBER, MAYOR

ATTEST:

PATRICIA A. CERNY, MMC
CITY CLERK

APPROVED AS TO FORM & LEGALITY
for the use and reliance of the
City of Hollywood, Florida only.

JEFFREY P. SHEFFEL, CITY ATTORNEY

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

That part of the S $\frac{1}{2}$ of Block A lying East of the Seaboard Coastline Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, less that portion described in Official Records Book 2342, Page 264; and

That part of the S $\frac{1}{2}$ of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); and that part of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ lying west of U.S. I-95 (State Road No. 9); and that part of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); and that part of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9), and less the South 30 feet for road right-of-way; and the W $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$; and that part of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); all the above lying in Section 9, Township 51 South, Range 42 East, Broward County, Florida.

TOGETHER WITH:

PARCEL 2:

That part of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 9, and that part of the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 8 all in Township 51 South, Range 42 East, Broward County, Florida, more particularly described as follows:

BEGIN at the Northwest corner of said Section 9; thence run along the North line of said Section 9 (said line also being the Southerly Existing Right of Way line for Sheridan Street), N $88^{\circ}55'14''$ E, a distance of 272.91 feet; thence along said Right of Way line S $83^{\circ}52'56''$ E, a distance of 358.83 feet, to a point on the Westerly Right of Way line for North 29th Avenue, thence along said Right of Way line S $00^{\circ}58'26''$ E, a distance of 624.41 feet; thence S $88^{\circ}58'47''$ W, a distance of 293.71 feet; thence S $00^{\circ}59'35''$ E, a distance of 669.52 feet to a point, herein described as Point A; thence S $88^{\circ}57'11''$ W, a distance of 332.36 feet to the East line of said Section 8; thence S $88^{\circ}49'07''$ W, a distance of 114.90 feet to a point on the Easterly Existing Right of Way line of the C.S.X. (formerly known as Seaboard Air Line) Railroad; thence along said Easterly Right of Way line N $01^{\circ}06'15''$ W, a distance of 1338.53 feet to the North line of said Section 8; thence along said North line, N $88^{\circ}53'14''$ E, a distance of 114.80 feet; to the POINT OF BEGINNING.

LESS the South 30 feet of the West $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of said Section 9 and the South 30 feet of the North $\frac{1}{2}$ of Block A lying East of the C.S.X. (formerly known as Seaboard Coastline) Railroad Right of Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, more particularly described as follows:

BEGIN at the aforementioned Point A; thence run S 88°57'11"W a distance of 332.36 feet to the East line of said Section 8; thence S 88°49'07"W a distance of 114.90 feet to the said Easterly Right of Way of the C.S.X. Railroad; thence along said Easterly Right of Way of the C.S.X. Railroad a distance of 30.00 feet; thence N 88°49'07"E a distance of 114.90 feet to the East line of Said Section 8; thence N 88°57'11"E a distance of 332.42 feet; thence S 00°59'35"E a distance of 30.00 feet to the POINT OF BEGINNING.

TOGETHER WITH:

PARCEL 3:

North three-quarters (N $\frac{3}{4}$) of the East half (E $\frac{1}{2}$) of the Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of Section 9, Township 51 South, Range 42 East.

AND

Northeast quarter (NE $\frac{1}{4}$) of the Southwest quarter (SW $\frac{1}{4}$) of Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of Section 9, Township 51 South, Range 42 East.

AND

South 30 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 9, Township 51 South, Range 42 East, AND the South 30 feet of the N $\frac{1}{2}$ of Block A, lying East of the Seaboard Coastline Railroad Right-of-Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

LESS THE FOLLOWING DESCRIBED PARCEL:

The North 250 feet; and all that land lying East of the West Right-of-way line of State Road 9 and Interstate Highway I-95; all located in the North three-quarters (N $\frac{3}{4}$) of the East half (E $\frac{1}{2}$) of the Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$), Section 9, Township 51 South, Range 42 East.

AND LESS:

That part of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 9, Township 51 South, Range 42 East; being more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the Point of Beginning; thence S 88°55'14"W a distance of 214.85 feet to a point

on the Easterly Existing Right of Way line of North 29th Avenue; thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the Point of Beginning.

TOGETHER WITH:

PARCEL 4:

That part of the NW ¼ of the NW ¼ of Section 9, Township 51 South, Range 42 East; more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the POINT OF BEGINNING; thence S 88°55'14"W a distance of 214.85 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue, thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the POINT OF BEGINNING.

LESS THE FOLLOWING DESCRIBED PARCEL:

That part of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section 9, Township 51 South, Range 42 East, lying in Broward County, Florida being more particularly described as follows:

Commence at the Northwest corner said Section 9; thence North 88°55'14" East along the North line of said Section 9, a distance of 841.80 feet; thence South 01°04'46" East a distance of 250.00 feet to the POINT OF BEGINNING; thence South 13°03'46" West, a distance of 41.52 feet; thence South 88°55'14" West, a distance of 147.37 feet; thence North 01°00'43" West, a distance of 40.26 feet; thence North 88°55'14" East, a distance of 157.47 feet to the POINT OF BEGINNING.

Said Lands lying In the City of Hollywood, Broward County, Florida and containing a total net area of 39.401 acres, more or less.

EXHIBIT B

Proposed Sheridan Stationside Village TOD Development Standards

Sheridan Stationside Village

Acreage: Approximately 40.36 gross acres

General Location: Bound on the north by Sheridan Street, on the south by Taft Street, on the east by I-95 and the west by the CSX Railroad.

Maximum Density and Intensity of Uses:

| | |
|-----------------|---|
| Office: | 299,000 sq ft |
| Commercial: | 300,000 sq ft |
| Hotel: | 150 rooms |
| Transportation: | 280,000 sq. ft. (793 space parking garage for Tri-Rail) |
| Residential: | 1,050 units |

Public Park: 6 acre minimum

- Notes:
1. Sheridan Stationside Village is directly served by a Tri-Rail Station.
 2. Pursuant to Agreement between Sheridan Stationside Village Associates and FDOT, 793 parking spaces are obligated for the Tri-Rail Station.
 3. The minimum non-residential FAR is 1.0.
 4. Prior to the issuance of building permits for more than 500 residential units, a minimum of ~~400,000~~ 75,000 square feet of commercial (retail and/or office) square footage must be under construction. ~~Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.~~
 5. The Sheridan Stationside Village TOD is designated as highly suitable for increased threshold intensity.


ATTACHMENT I


**November 14, 2013 Planning and Development
Staff Report and Backup**

**CITY OF HOLLYWOOD, FLORIDA
MEMORANDUM
PLANNING AND DEVELOPMENT SERVICES**

DATE: November 14, 2013 **FILE NO.:** 13-L-99

TO: Local Planning Agency

VIA: Jaye M. Epstein, AICP, Director 

FROM: Andria Wingett, Assistant Director 

SUBJECT: Okomo Associates, LLC and Florida Department of Transportation request an amendment to the City's Comprehensive Plan, Land Use Element, to amend the Transit Oriented Development (TOD) category to revise the Development Standards for Sheridan Stationside Village property for property generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95.

APPLICANT'S REQUEST:

Amend the City's Comprehensive Plan, Land Use Element, to amend the Transit Oriented Development (TOD) category to revise the Development Standards for Sheridan Stationside Village property generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95 to:

Prior to the issuance of building permits for more than 500 residential units, a minimum of ~~100,000~~ 75,000 square feet of commercial (retail and/or office) square footage must be under construction. ~~Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.~~ (City O-2007-28, Exhibit B (Note four))

STAFF'S RECOMMENDATION:

Staff finds the proposed Comprehensive Plan Text Amendment to be consistent with Article 3 of the Broward County Administrative Rules Document, Broward County Land Use Plan, City-Wide Master Plan and the City's Comprehensive Plan. As such, Staff recommends the Planning and Development Board, acting as the Local Planning Agency, forward this petition (13-L-99) to the City Commission with a recommendation of approval to modify City O-2007-28, Exhibit B (Note four) to:

- Prior to issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

Additionally, Staff recommends, prior to Second Reading by the City Commission, the Applicant work with Staff to:

- Further define the minimum commercial square footage requirements for the balance of the project; and

- Continue working with the Applicant to identify and develop recommended solutions to address potential impacts the proposed Text Amendment may have on previously approved development orders.

HISTORY

Initiating this project in 2005, Sheridan Station Village was a joint private/public/public venture, initiated by the Florida Department of Transportation (FDOT). The goal of this joint venture was to have a private developer (Okomo Associates) create a mixed use development inspired by, and incorporating the +/- 18 acre Tri-Rail Station and Park and Ride lot at the southwest corner of Sheridan Street and Interstate 95. To further expand the project Okomo Associates purchased the +/- 22 acre parcel to the South (mobile home park); combined the two properties totaled +/-40 acres.

To facilitate this multimodal vision where people can live, work, play and ride, the City of Hollywood, FDOT and Okomo Associates (Okomo) worked collaboratively to finalize several development orders, from the City and Broward County between 2007-2008. Some of these approvals required action by the then Planning and Zoning Board and Development Review Board. While other development orders were directly considered, and subsequently approved by the City Commission, before being transmitted to Broward County to act upon. These development orders included a; Land Use Amendment, Flex Rezoning, Rezoning, Platting, Variance, Design and Site Plan. Some of which included several Public Hearings. Ultimately, these approvals resulted in the following thresholds and notes being approved by the City for the Transit Oriented Development Land Use Amendment (O-2007-28):

| | |
|-----------------|---|
| Office: | 299,000 sq ft |
| Commercial: | 300,000 sq ft |
| Hotel: | 150 rooms |
| Transportation: | 280,000 sq. ft. (793 space parking garage for Tri-Rail) |
| Residential: | 1,050 units (Density: approximately 28 units per acre) |
| Public Park: | 6 acre minimum |

Notes:

1. Sheridan Station Village is directly served by a Tri-Rail Station;
2. Pursuant to Agreement between Sheridan Station Village Associates and FDOT, 793 parking spaces are obligated for the Tri-Rail Station;
3. The minimum non-residential FAR is 1.0;
4. Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office square footage must be under construction; and
5. The Sheridan Stationside Village TOD is designated as highly suitable for increased threshold intensity.

With this joint venture the property was platted into three parcels that did not align with ownership (property lines). The subsequent Site Plan and Master Plan were designed in a similar manner. At the time this was acceptable, as the FDOT property was intended to be leased for 99 years. The applicant states, "Virtually all of the TOD development rights were assigned to Parcel A." Following the Land Use Amendment, Site Plan Approval for Phase I included approval for a portion of the above thresholds.

REQUEST

The current request is to only amend note number four identified in City Ordinance 2007-28 (Attachment C or page one of Staff Report). Shortly after the above project approvals, the national economy fell in to a recession, having negative effect on development nationwide including the City of Hollywood. As a result, FDOT and Okomo have decided to terminate their lease agreement. In doing so, development rights have to split between both property owners (FDOT and Okomo) to reflect the respective property lines. The applicant states, "Given the current ownership interests, the development of the Property will now be a 2 phase project which necessitates revisions to the prior development approvals for the property"... "Phase 1 is now proposed to be 500 residential units on the Okomo Property; Phase 2 will be developed on the FDOT property and includes" the previously mentioned (page 1) development program and the remaining 550 residential units. To separate development rights between the two property owners, the applicants have proposed an amendment to the ONLY the text, at this time. Their request is to modify note number four in the City Ordinance as follows:

Prior to the issuance of building permits for more than 500 residential units, a minimum of ~~400,000~~ 75,000 square feet of commercial (retail and/or office square footage) must be under construction. ~~Prior to the issuance of building permits for than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office square footage must be under construction.~~

Staff believes the commercial (retail and/or office) square footage reduction of 25,000 is appropriate. The portion of the text being completely removed was originally included when the residential density was much more intense (approximately 1,600). However, staff believes as the project continues to reach build out there needs to be an appropriate mix of uses. As does the City's Community and Economic Department (CED), who states, "Nationally, the commercial real estate market continues a slow recovery. The success of retail, office, and industrial assets are each driven by unique economic variables. While the City expects construction of new retail space, the Hollywood submarket continues to mature and should be carefully nurtured. The amount of space proposed by the applicant is characteristic of a neighborhood center, whose primary market is providing for the needs of consumers within the immediate area. Because of economic conditions, I believe that the square footage reduction from 100,000 square feet to 75,000 is appropriate. It would be prudent to not oversupply the market with space that may take some to lease."

However, Planning and CED are concerned with impacts complete removal of further thresholds associated with the Applicant's request will have on the diverse mix of uses. Essentially all the residential can be built and only 75, 000 square feet of commercial. Therefore, Staff recommends the Applicant work with Staff to further define the minimum commercial square footage requirements for the balance of the project prior to Second Reading by the City Commission.

Additional review will be required during amending the Master Development Plan and Site Plan to ensure the overall design, including height, buffers and orientation for the development, are consistent with the intent of the proposed TOD Land Use and consistent with Zoning and Land Development regulations and the City's vision. As such, Staff is requesting the Applicant be directed to work with City, as previously identified in Staff's Recommendation.

BACKGROUND

| | |
|----------------------------------|--|
| Applicant(s)/Owners(s): | Okomo Associates, LLC and Florida Department of Transportation |
| Address/Location: | Generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95 |
| Size of Property (Gross): | Approximately 38.32/40.37 acres |
| Existing Use of Land: | Tri-Rail Station and Park and Ride, residential mobile home park |
| Existing Zoning: | Planned Development (PD) |
| Existing Future Land Use: | Transit Oriented Development |

ADJACENT FUTURE LAND USE

| | |
|---------------|--|
| North: | Industrial |
| South: | Industrial/Transportation/General Business |
| East: | Transportation |
| West: | Industrial/General Business |

ADJACENT ZONING

| | |
|---------------|--|
| North: | Low Intensity Industrial and Manufacturing (IM-1)/Government Use District (GU) |
| South: | Low Intensity Industrial and Manufacturing (IM-1)/ Government Use District (GU) |
| East: | Government Use District (GU)/Interstate 95 |
| West: | Transportation/Low Intensity Industrial and Manufacturing (IM-1)/High Intensity Commercial (C-5) |

EXISTING DEVELOPMENT OF ADJACENT PROPERTY

| | |
|---------------|--|
| North: | Non-residential (hotel, gas station, etc) |
| South: | Non-residential (gas station, retail, etc)/ Single Family Residential (North Central Hollywood) |
| East: | City of Hollywood water tower/Interstate 95/ Single Family Residential (North Central Hollywood) |
| West: | CSX Railroad/Rinker concrete plant |

INTENT OF TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Developments connect a rich matrix of diverse communities, ranging from metropolitan downtowns, historic neighborhoods, emerging suburban centers, to redeveloping small town centers. Planned future transit stations should be constructed in locations that can and will support significant changes in land use activity. Because of their diverse physical setting, social character, local objectives, and administrative structure, each station area must be addressed individually.

The difference between Transit Oriented Development (TOD) and Transit Oriented Corridor (TOC) is location. While TOD's are located by major transit stops and stations, TOC's are located along transit corridors, such as State Road 7. The purpose of transit-oriented forms of development is to reduce usage of single-occupant vehicles by

increasing frequencies of people walking, cycling, car/vanpooling, or taking the bus or railway. Therefore the Development Land Use Criteria for TOC and TOD each focus on a different series of analysis.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The intent of the Land Use Element of the Comprehensive Plan is to lay out a broad physical plan for the future development of the City. This is the only element describing appropriate locations for future land uses and declares the policies regulating their location and development. The Land Use Element takes into consideration factors affecting current development trends. The proposed Text Amendment is consistent with the following objectives and policies of the Comprehensive Plan:

Land Use Element

Goal: *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.*

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

The current request is only to modify the timing of the previously approved development thresholds. As such, future development that can take place on this property will allow for revitalization of this underutilized transportation resource (Tri-Rail station and Park and Ride lot) and mobile home park. Thereby allowing a private entity and public entity (Florida Department of Transportation) independently maximize use of their property.

The, unchanged, original thresholds will encourage amenities such as parks, engaging public and private spaces and continuous street-front (commercial/office) experiences. When this development is incorporated into the different transit options (Tri-Rail Station and bus facilities), cumulatively this development will offer services to residents within the development as well as opportunities to quickly visit other parts of the City without having to use their own vehicles. "The amount of space proposed by the applicant is characteristic of a neighborhood center, whose primary market is providing for the needs of consumers within the immediate area" (CED). Therefore, identifying appropriate timing of development thresholds is important.

FINDING: Consistent

Transportation Element

Policy 5.2.2 *The City shall coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities or actions:*

- g. Regional or community facilities and other public facilities shall be located in areas of concentrated activity, such as downtowns and Tri-Rail stations, in order to provide easy access by public transit and to economize on parking areas.*

Having an appropriate mix of development typologies at this location will encourage use of alternate transposition modes. As such, the proposed text change will continue to implement Policies of the City's Comprehensive Plan.

FINDING: Consistent

Housing Element

Policy 1.1: *The City will review its codes, ordinances, and regulations to determine if modifications can be made to facilitate private sector participation in housing development.*

The current land use designation of TOD, encourages the ability to offer a mix of residential and non-residential uses to this area of the City. The proposed Text Amendment continues to encourage private sector participation in offering housing development.

FINDING: Consistent

Conservation Element

Objective 10: *Encourage an increase in the size of green space and existing natural areas.*

The applicant continues to identify preservation of a significant portion of the existing Live Oak Hammock, which will allow for incorporation various green space, as well as future dedication of a public park to the City.

FINDING: Consistent

Recreation and Open Space Element

Objective 1: *Satisfy the recreation and open space needs of residents and visitors of all ages by adequate and efficient provision of both facilities and programs through the coordination of both public and private development and the utilization of private and public resources.*

Policy 3.5: *Provide more “pocket size” open space and park areas with multi-purpose playground equipment in the southeastern portion of Hollywood.*

It is anticipated that residential units in the southern portion of the site will be arranged with sensitivity to the existing Live Oak Hammock, preserving a high quality open space. The proposed text change does not negatively alter the size or timing dedication, of the future public park to the City.

FINDING: Consistent

Utilities Element

Objective 2: *To ensure through coordination with the South Florida Water Management District (SFWMD), The Broward County Water Resources Management Division (WRMD), and the Broward County Environmental Quality Control Board (EQCB) in the development review process to ensure that the new development is required to provide adequate drainage measure to service itself and to neutralize any deficiencies which would be created by such new development.*

Objective 4: *To continue to address the protection of the functions of natural groundwater recharge and natural drainage features.*

The proposed Text Amendment will not impact utilities; however, through the Development Review Process City staff will ensure future development meets minimum design criteria necessary for applicable permitting agencies.

FINDING: Consistent

CONSISTENCY WITH THE CITY-WIDE MASTER PLAN

The proposed Text Amendment is consistent with the following policies of the City-Wide Master Plan:

Sheridan Stationside Village is found in Sub-Area 6, which includes the neighborhoods of Hillcrest, Hollywood Hills and Park East. More particularly, Sheridan Stationside Village is included as part of the Park East neighborhood. Housing in this Sub-Area is considered a component that can serve as a foundation to be built upon, rather than one facing serious redevelopment issues. Some of the neighborhood issues for Park East include preserving the existing housing stock, improving the streetscape and traffic calming to prevent speeding and pass-through traffic.

Also included in this sub-area is a mix of, commercial, office, institutional and industrial uses. Of these uses, there are a number of sub-sectors that function relatively independently, including the “underutilized” Tri-Rail station in this project. This station is identified as having “long-term potential based on market demand to create a mass transit village linked to the Tri-Rail station with underutilized large land area with available infrastructure for development.”

Guiding Principles:

- *Attract and retain businesses that will increase economic opportunities for the City while enhancing the quality of life for residents.*
- *Provide pedestrian, vehicular and public transportation linkages locally and regionally.*
- *Promote the highest and best use of land in each sector of the City without compromising the goals of the surrounding community.*
- *Preserve stable single-family neighborhoods while providing alternative housing options that will meet the needs of all residents in the City of Hollywood.*

The existing land use is harmonious with the surrounding properties and an assist in achieving the City’s vision of transit-oriented improvements. When Sheridan Stationside Village is built out it will be a true mixed-use development integrating the existing Tri-Rail station as a hub along with other providers such as Broward County Transit. Located at the intersection of I-95 and Sheridan Street, the proposed development will create a diverse urban village fostering a live, work, play and ride atmosphere. The proposed Text Amendment only modifies timing of development typologies and does not change the original development thresholds.

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.*

Policy CW.72: *Provide transportation solutions that connect residents and visitors with employment, shopping, entertainment, recreation, medical, training and education, and public services venues.*

Policy CW.69: *Promote transit use by residents and visitors through innovative land use planning techniques, as well as, close coordination and possible partnering with transit service providers, including Broward County Transit.*

Policy CW.134: *Implement transportation strategies that reduce auto travel and improve traffic flow, thereby reducing auto emissions.*

Policy CW.145: *Establish land use patterns and transportation facilities that encourage the use of public transportation and reduced trip lengths in an effort to alleviate vehicle emissions.*

TOD developments, such as the Sheridan Stationside Village, will further economic development and promote vitality in Hollywood, particularly within the urban areas near major transportation corridor. The residential component, when combined with the office and commercial uses, will create an atmosphere where residents can live and work.

Transit Oriented Developments combine livable communities with existing and expanded mass transit facilities. These neighborhoods include a range of housing options, jobs, commercial services, and recreational opportunities all within easy access of transit services. These communities are designed to enable residents, employees, and shoppers to visit commercial establishments, go to work, and return home, all without the need of individual automobiles.

External single-occupancy vehicle trips can be reduced by developments such as these as much or more by people walking within a mixed-use urban district as they can by using transit within and between transit centers. As such, proper coordination of development typologies to ensure there is a diverse mix of uses is important.

SUMMARY OF PARK EAST NEIGHBORHOOD PLAN

Objective: *To evaluate and develop traffic patterns that are both safe and functional.*

Objective: *To preserve the residential character of the neighborhood.*

Objective: *To preserve the current residential density levels.*

Sheridan Stationside Village will meet the objectives set forth by the Park East Neighborhood through the creation of a mixed use neighborhood center along Sheridan Street.

SUMMARY OF FINDINGS

1. Pursuant to the Elements of the City's Comprehensive Plan as identified, Staff finds the proposed future land use Text Amendment for the property located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95, to be consistent with the City's Comprehensive Plan.
2. Pursuant to the City-Wide Master Plan Guiding Principles as identified, Staff finds the proposed future land use Text Amendment for the property located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95, to be consistent with the City-Wide Master Plan.

Additional review will be required to amend the Master Plan and Site Plan to ensure these changes are consistent with the original principles of the project, the Zoning and Land Development Regulations and the City's vision.

RECOMMENDATION

Staff finds the proposed Comprehensive Plan Text Amendment to be consistent with Article 3 of the Broward County Administrative Rules Document, Broward County Land Use Plan, City-Wide Master Plan and the City's Comprehensive Plan. As such, Staff recommends the Planning and Development Board, acting as the Local Planning Agency, forward this petition (13-L-99) to the City Commission with a recommendation of approval to modify City O-2007-28, Exhibit B (Note four) to:

- Prior to issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

Additionally, Staff recommends, prior to Second Reading by the City Commission, the Applicant work with Staff to:

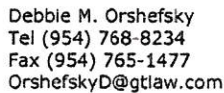
- Further define the minimum commercial square footage requirements for the balance of the project; and
- Continue working with the Applicant to identify and develop recommended solutions to address potential impacts the proposed Text Amendment may have on previously approved development orders (Attachment xx).

ATTACHMENTS

Attachment A: Application Package
Attachment B: Land Use and Zoning Map
Attachment C: Ordinance 2007-28

ATTACHMENT A

Application Package



Mr. Jonathan Vogt, P.E.
Deputy Director of Public Works
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33022

Mr. Jaye Epstein, Director
Planning and Development Services
City Hall, Room 315
2600 Hollywood Boulevard
Hollywood, FL 33022-9045

Dear Jon and Jaye:

As you know, Okomo Associates LLC ("Okomo") and the Florida Department of Transportation ("FDOT") have jointly applied (i) to amend the approved plat for the Property; and, (ii) to amend text in the TOD note in the land use plan designation for the Property (the "Applications"). The Applications were filed as part of the owners' efforts to allocate the previously approved development rights attributable to the Property between the two (2) ownership interests in the Property. Okomo is the sole owner of the 22+/- acres located at the southern portion of the Property (the "Okomo Property"). In 2012, FDOT and Okomo terminated their 99 year lease for the 18 +/- acres owned by FDOT (the "FDOT Property") so FDOT retains full ownership to that portion of the Property. Given the current ownership interests, the development of the Property will now be a 2 phase project which necessitates revisions to the prior development approvals for the Property; attached hereto as Exhibit A is a synopsis of all prior approvals affecting development of the Property (such approvals hereinafter referred to as the "Prior Approvals").

In connection with the Applications, staff has requested that a traffic study be prepared showing what, if any, changes to the improvements required pursuant to the Prior Approvals are necessitated by the current proposal for a 2 phase development. Phase 1 is now proposed to be 500 residential units on the Okomo Property; Phase 2 will be developed on the FDOT Property and includes the following development program:

| | |
|-------------------------------|---------------------|
| Commercial | 300,000 square feet |
| Office | 299,000 square feet |
| High Rise Residential | 550 dwelling units |
| Hotel | 150 rooms |
| Parking for Tri-Rail Station: | 793 spaces minimum |

FTL 109418981v4

GREENBERG TRAURIG, P.A. ■ ATTORNEYS AT LAW ■ WWW.GTLAW.COM
401 East Las Olas Boulevard ■ Suite 2000 ■ Fort Lauderdale, FL 33301 ■ Tel 954.765.0500 ■ Fax 954.765.4472

[illegible]

Scope of the Applications

Plat Amendment: The Property was originally platted as Parcels A, B and C with Parcel A including all of the FDOT Property and a portion of the Okomo Property. In addition, virtually all of the TOD development rights were assigned to Parcel A. This plat amendment separates the Okomo owned portion of previously platted Parcel A to create new Parcel D and reduce the area of Parcel A. The plat note amendment allocates 500 residential units to new Parcel D, with the remaining approved development rights to be developed on Parcels A and C (the "FDOT Property".) Parcel B is the park parcel and remains restricted to Park use only.

Land Use Plan Text Amendment: The TOD land use plan text included a number of notes related to development standards within the project. The land use plan text amendment is to change the notes on the City and County Land Use Plan TOD text for the Property as follows:

City LUPA text change:

FROM: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

County LUPA text change:

FROM: Prior to the issuance of building permits for more than 300 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

In addition, the County's TOD text will further be revised to reflect the fact that only 550 of the residential units will be classified as "high rise" units.

Scope of Traffic Analysis Related to the Applications

Although neither of the Applications involve any change in the use or intensity of use within the approved plat or TOD, you have requested that we review the traffic improvement requirements associated with the previously approved plat and land use plan amendment to assure that these requirements are appropriate given that the TOD is now a multi-phase development with multiple owners. As part of this comprehensive review of the previously approved traffic improvement requirements, we prepared the matrix entitled "Offsite Improvements Matrix" included in the enclosed "Parcel D Traffic Study for Sheridan Stationside Village" (the "Parcel D Traffic Study").

Plat Amendment: The Parcel D Traffic Study concludes that the only traffic improvements required to address the impacts of the Phase 1 development are:

- 1) Provide westbound right-turn lane at the intersection of Taft Street and Okomo Drive
- 2) Provide southbound left-turn lane at the intersection of Taft Street and Okomo Drive
- 3) Extend existing two-way left turn lane west of F.E.C tracks to the intersection of Taft Street and Okomo Drive to provide access for eastbound traffic.

In addition, Okomo is hereby voluntarily agreeing to construct the following local road improvement prior to the issuance of the first certificate of occupancy for development within the Property:

- 1) Remove dedicated left-turn lanes on the eastbound and westbound approaches of the intersection of Taft Street and N. 26th Avenue and re-stripe the approaches to provide one shared left-turn/through/right-turn lane on each approach.

Land Use Plan Text Amendment: Although the land use plan text amendment does not change the development program, the creation of a 2 phase project necessitated review of the traffic mitigation plan approved as part of the original land use plan amendment and memorialized in Exhibit C to the Declaration of Restrictions recorded at OR Book 45397, Page 763 as amended by OR Book 45454, Page 359 (copy of Declaration and Amendment enclosed as Exhibit D). As noted in the Matrix, the majority of the improvements required pursuant to Exhibit C to the Declaration, are currently under construction by FDOT or have been completed by others.

In any event, given the current structure of the TOD as a multiple phase project, we evaluated whether the Phase 1 development of 500 residential units was "significant" on the links and intersections noted for improvement on Exhibit C, which are neither completed nor under construction (the "Remaining Exhibit C Improvements"). Please note, for purposes of land use plan amendments, "significance" is measured by whether the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways. As noted on the Matrix and reflected in the section of the Parcel D Traffic Study entitled "3% Significance Analysis", the 500 residential units in Phase 1 are not significant on any of the Remaining Exhibit C Improvement" and, therefore, we are hereby requesting that the City provide a Letter of No Objection for us to submit to Broward County regarding the following amendment to the Declaration:

Paragraph 5 would be amended as follows:

5. Comprehensive Traffic Mitigation Plan. Prior to issuance of a certificate of occupancy for any development within the Sheridan Stationside TOD in excess of 500 residential units, subject to regulatory approval, the road improvements more particularly described in Exhibit "C" attached hereto shall be constructed.

Based upon the foregoing, we respectfully request that the pending application to amend the Plat be approved with the following condition:

Prior to issuance of the first certificate of occupancy for any development in Parcel D, the following roadway improvements must be completed:

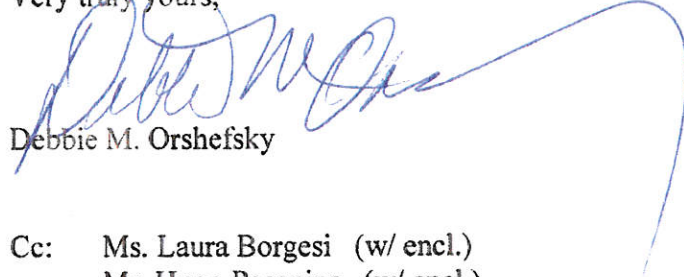
- 1) Provide westbound right-turn lane at the intersection of Taft Street and Okomo Drive,
- 2) Provide southbound left-turn lane at the intersection of Taft Street and Okomo Drive,
- 3) Extend existing two-way left turn lane west of FEC tracks to the intersection of Taft Street and Okomo Drive to provide access for eastbound traffic,
- 4) Remove dedicated left-turn lanes on the eastbound and westbound approaches of the intersection of Taft Street and N. 26th Avenue and re-stripe the approaches to provide one shared left-turn/through/right-turn lane on each approach;

and, that the City issue a Letter of No Objection to the amendment to the Declaration, paragraph 5 set forth above.

Jonathan Vogt, P.E.
Mr. Jaye Epstein
November 5, 2013
Page 5

Please let us know if you require any additional information.

Very truly yours,



Debbie M. Orshefsky

Cc: Ms. Laura Borgesi (w/ encl.)
Mr. Hugo Pacanins (w/ encl.)
Mr. Mitch Friedman (w/ encl.)
Mr. Michael Wohl (w/ encl.)
Ms. Andria Wingett (w/ encl.)
Ms. Jean Dolan (w/ encl.)
Mr. Hoyt Holden (w/ encl.)
Mr. Jeff Maxwell (w/ encl.)
Mr. Jankristof Devastey (w/ encl.)
Ms. Lynn Zolezzi (w/ encl.)

FTL 109418981v4

Exhibit A

Prior Approvals for Sheridan Stationside TOD

- (i) City of Hollywood (the "City") land use plan designation of Transit Oriented Development ("TOD") pursuant to City of Hollywood Ordinance No. 2007-28 ,
- (ii) Broward County (the "County") land use plan designation of TOD pursuant to Broward County Ordinance No. 2007-28,
- (iii) Rezoning to Planned Development ("PD") pursuant to City of Hollywood Ordinance No. 2007-35, as amended by Ordinance No. 2008-35,
- (iv) Site Plan Approval pursuant to City of Hollywood Resolution No. 2008-401,
- (v) Plat approval for the Property pursuant to City of Hollywood Resolution No. 2008-252 and action by the Broward County Board of County Commissioners on October 9, 2007, agenda item 41.

PLANNING & DEVELOPMENT SERVICES



2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

File No. (internal use only): _____

GENERAL APPLICATION



Tel: (954) 921-3471
Fax: (954) 921-3347

This application must be completed in full and submitted with all documents to be placed on a Board or Committee's agenda.

The applicant is responsible for obtaining the appropriate checklist for each type of application.

Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

At least one set of the submitted plans for each application must be signed and sealed (i.e. Architect or Engineer).

Documents and forms can be accessed on the City's website at
http://www.hollywoodfl.org/comm_planning/appforms.htm



APPLICATION TYPE (CHECK ONE):

- ☐ Technical Advisory Committee ☐ Historic Preservation Board
☐ City Commission ☒ Planning and Development Board

Date of Application: August 27, 2013

Location Address: 3001 Taft Street, 2301 N 29 Ave (okomo); 2900 Sheridan St (FDOT)

Lot(s): See exhibit A for legal description Block(s): _____ Subdivision: _____

Folio Number(s): 514208010070, 5142090030, 0031 (okomo); 5042090010, 0021 (FDOT)

Zoning Classification: Planned Development (PD) Land Use Classification: TOD

Existing Property Use: Mobile Homes, Park and Ride lot Sq Ft/Number of Units: 200 +/-

Is the request the result of a violation notice? () Yes (X) No If yes, attach a copy of violation.

Has this property been presented to the City before? If yes, check all that apply and provide File Number(s) and Resolution(s): O-2007-08, O-2007-35 (am.2008-35), R-2008-401, R-2008-252

- ☐ Economic Roundtable ☐ Technical Advisory Committee ☐ Historic Preservation Board
☐ City Commission ☒ Planning and Development

Explanation of Request: Amend the Land Use Plan Text of the TOD to address the separation of each owners development allocation. There is no change in the # of dwelling units or the nonresidential uses/GFA.

Number of units/rooms: No change Sq Ft: No change

Value of Improvement: No change Estimated Date of Completion: TBD

Will Project be Phased? (X) Yes () No If Phased, Estimated Completion of Each Phase
TBD

Name of Current Property Owner: Okomo Associates, LLC. attn: David Deutch

Address of Property Owner: 9400 South Dadeland Blvd., Suite 100, Miami, FL 33156

Telephone: 305-854-7100 Fax: 305-859-9858 Email Address: david@pinnaclehousing.com

Name of Consultant/Representative/Tenant (circle one): Greenberg Traurig

Address: 401 East Las Olas Blvd., Suite 200, Fort Lauderdale, FL 33301 Telephone: 954-768-8234

Fax: 954-759-5534 Email Address: OrshefskyD@gtlaw.com

Date of Purchase: _____ Is there an option to purchase the Property? Yes () No (X)

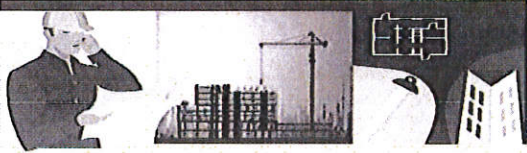
If Yes, Attach Copy of the Contract.

List Anyone Else Who Should Receive Notice of the Hearing: Lynn Zolezzi, AICP, Director

Land Design South (consultant for FDOT) Address: 400 Columbia Drive, #110, West Palm Beach, FL 33409

Email Address: lzolezzi@landdesignsouth.com

PLANNING & DEVELOPMENT SERVICES



2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further certifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations, they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: David O. Deutch Date: 9/3/13

PRINT NAME: David O. Deutch, Okomo Associates, LLC Date: _____

Signature of Consultant/Representative: Jean E. Dolan Date: 9/3/13

PRINT NAME: Jean Dolan, AICP, Calvin, Giordano & Associates Inc. Date: _____

Signature of Tenant: _____ Date: _____

PRINT NAME: _____ Date: _____

CURRENT OWNER POWER OF ATTORNEY

I am the current owner of the described real property and that I am aware of the nature and effect the request for (project description) _____ to my property, which is hereby made by me or I am hereby authorizing (name of the representative) _____ to be my legal representative before the _____ (Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me
this _____ day of _____

SIGNATURE OF CURRENT OWNER

Notary Public State of Florida

PRINT NAME

My Commission Expires: _____ (Check One) _____ Personally known to me; OR _____

PLANNING & DEVELOPMENT SERVICES



2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further certifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations, they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: [Signature] Date: 8/29/10

PRINT NAME: James A. Wolfe, PE, FDOT District IV Secretary Date: _____

Signature of Consultant/Representative: _____ Date: _____

PRINT NAME: _____ Date: _____

Signature of Tenant: _____ Date: _____

PRINT NAME: _____ Date: _____

CURRENT OWNER POWER OF ATTORNEY

I am the current owner of the described real property and that I am aware of the nature and effect the request for (project description) Sheridan Station to my property, which is hereby made by me or I am hereby authorizing (name of the representative) Land Design South to be my legal representative before the Planning & Development (Board and/or Committee) relative to all matters concerning this application. City Commission and Design Review Board

Sworn to and subscribed before me
this 29th day of August

Notary Public State of Florida

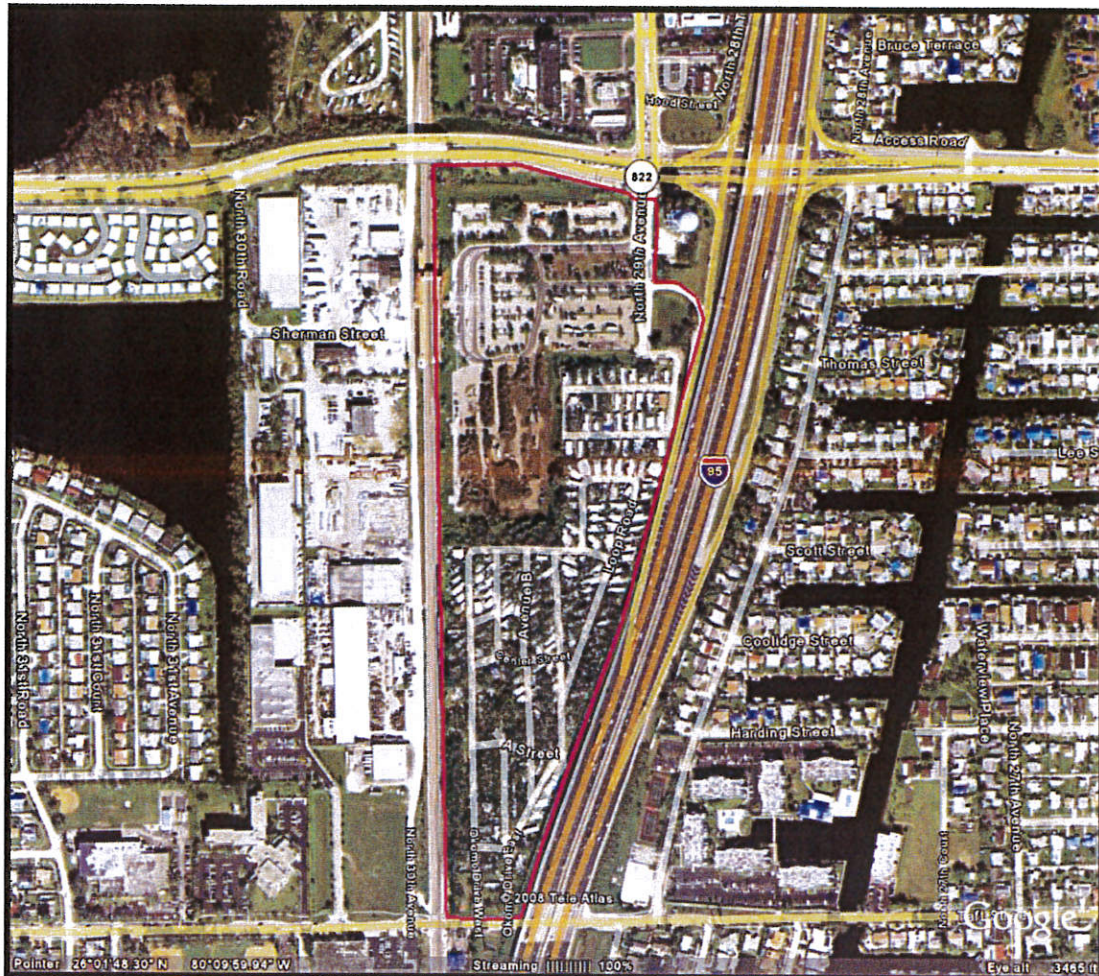


[Signature]
SIGNATURE OF CURRENT OWNER
JAMES WOLFE

PRINT NAME

My Commission Expires: July 23, 2014 (Check One) ☒ Personally known to me; OR _____

City of Hollywood, Florida
Sheridan Station Transit Oriented Development
Text Amendment Application
City of Hollywood and Broward County Land Use Plan



August 2013



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

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Text Amendment Application**

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EXHIBITS

| | |
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| Exhibit A | Sealed Survey and Legal Description |
| Exhibit B | Proposed Future Land Use Map of Amendment Area |
| Exhibit C | Adopted City Land Use Map of Amendment Area |
| Exhibit D | Adopted County Land Use Map of Amendment Area |
| Exhibit E | Sanitary Sewer Provider Letter |
| Exhibit F | Potable Water Provider Letter |
| Exhibit G | Drainage Provider Letter |
| Exhibit H | Solid Waste Provider Letter |
| Exhibit I | Inventory of Neighborhood Parks |
| Exhibit J | Mass Transit Route Information |
| Exhibit K | Transit Provider Letter |
| Exhibit L | Historic Resources Letter |
| Exhibit M | Priority Planning Areas for Sea Level Rise |
| Exhibit N | City of Hollywood Goals, Objectives and Policies |
| Exhibit O | Broward County Goals, Objectives and Policies |

1. TRANSMITTAL INFORMATION

- A. Letter of transmittal from municipal mayor or manager documenting that the local government took action by motion, resolution or ordinance to transmit a proposed amendment to the Broward County Land Use Plan. Please attach a copy of the referenced motion, resolution or ordinance. The local government's action to transmit must include a recommendation of approval, denial or modification regarding the proposed amendment to the Broward County Land Use Plan.

Response: To be provided.

- B. Date local governing body held transmittal public hearing.

Response: To be provided.

- C. Whether the amendment area is within an Area of Critical State Concern or proposed for adoption under a joint planning agreement pursuant to Section 163.3171, Florida Statutes.

Response: The amendment area is *not* within an Area of Critical State Concern or proposed for adoption under a joint planning agreement pursuant to Section 163.3171, Florida Statutes.

- D. Whether the amendment is one of the following:

*Development of Regional Impact

*Small scale development activity (Per Florida Statutes)

*Emergency (please describe on separate page)

*Other amendments which may be submitted without regard to Florida statutory limits regarding amendment submittals (Brownfield amendments, etc.)

Response: The subject property is approximately 40-acres, however, the proposed change to the land use plan is a text change only to revise the phasing requirements for the project.

2. LOCAL GOVERNMENT INFORMATION

- A. Local land use plan amendment or case numbers.

Response: The Local Land Use Plan amendment number is _____ and the City's identification number for the proposed County amendment for this site is _____.

- B. Proposed month of adoption of local land use plan amendment.

Response:

The proposed month of adoption by the City of Hollywood is May **2014**.

The estimated month of adoption by the County Commission is April **2014**.

C. Name, title, address, telephone, facsimile number and e-mail of the local government contact.

Mr. Jaye Epstein
2600 Hollywood Boulevard
Room 315
Hollywood, FL 33021
jepstein@hollywoodfl.org

D. Summary minutes from the local planning agency and local government public hearing of the transmittal of the Broward County Land Use Plan amendment.

Response: To be provided.

E. Description of public notification procedures followed for the amendment by the local government.

Response: Information about the notification procedures for the text amendment will be provided as the project moves through the approval process.

3. APPLICANT INFORMATION

A. Name, title, address, telephone, facsimile number and e-mail of the applicant.

Mitch Friedman
Pinnacle Housing Group
mitch@pinnaclehousing.com
9400 S. Dadeland Boulevard, Suite 100
Miami, FL 33156
Phone: 305-854-7100
Fax: 305-859-9858

B. Name, title, address, telephone, facsimile number and e-mail of the agent.

Jean E. Dolan, AICP
Planning Administrator
jdolan@calvin-giordano.com
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33315
Phone: (954) 766-2786
Fax: (954) 921-8807

C. Name, title, address, telephone, facsimile number and e-mail of the property owner.

David O. Deutch
Vice President
Okomo Associates, LLC
9400 S. Dadeland Boulevard, Suite 100
Miami, FL 33156
Telephone: 305-854-7100
Fax: 305-859-9858
Email: david@pinnaclehousing.com

John Portera
Florida Department of Transportation, District 4
Work Program & Joint Use Administrator
Office of Right of Way, Management Services Section
3400 W Commercial Blvd.
Ft. Lauderdale FL 33309
Telephone: (954) 777-4233
Fax: (954) 777-4261
Email: john.portera@dot.state.fl.us

- D. Planning Council fee for processing the amendment in accordance with the "Fee Schedule for Amendments to the Broward County Land Use Plan and Local Land Use Elements."

Response: The fee for processing the amendment has been included with this application.

- E. Applicant's rationale for the amendment. The Planning Council requests a condensed version for inclusion in the staff report (about two paragraphs). Planning Council staff may accept greater than two paragraphs, if submitted in an electronic format.

Response: The project, previously known as Sheridan Stationside Village, is the 40± acre property bounded by Sheridan and Taft Streets on the north and south and I-95 and the CSX (TriRail) railroad tracks on the east and west. The City of Hollywood issued land use, zoning and plat approvals for the project in 2007.

FDOT is the fee simple owner of the approximately 18 acres of the property which includes the Sheridan TriRail station. Okomo Associates, LLC is the fee simple owner of the remaining 22 acres which is adjacent to the Tri-Rail station between Sheridan and Taft and bounded on the east by I-95.

During the original approval process, Okomo was leasing the 18 acre FDOT property, however, that lease was terminated on May 30, 2012. The entitlements approved for Sheridan Stationside Village are now being allocated between the two owners and Okomo is amending and moving forward with the first 500 unit residential phase of the project and calling it Sheridan Station.

Historical Approvals

The following development approvals were obtained for the combined 40-acre property:

- (1) City of Hollywood Ordinance No. 2007-28 changed the City's land use plan designation to Transit Oriented Development ("TOD");
- (2) Broward County Ordinance No. 2007-28 changed the County's the land use plan designation to TOD;
- (3) City of Hollywood Ordinance No. 2007-35, as amended by Ordinance No. 2008-35, rezoned the property to Planned Development ("PD");
- (4) City of Hollywood Resolution No. 2008-401 approved the Site Plan for the project;
- (5) City of Hollywood Resolution No. R-2008-252 was for plat approval. The Broward County Board of County Commissioners approved the amended plat on October 9, 2007 which was later amended on September 23, 2008.

Proposed Amendments to Existing Approvals

FDOT and Okomo have entered into an agreement whereby Okomo will be the party that prepares, files and processes the necessary applications to modify the project and associated approvals so that the FDOT Property and the Okomo Property can be developed as separate projects based on the allocation of development rights as follows:

FDOT Property: 299,000 sq ft Office
 300,000 sq ft Commercial
 150 room Hotel
 550 Residential Units
 Intermodal Facilities

Okomo Property: 500 Residential Units

This allocation of entitlements results in the need for changes to the existing development approvals as noted below.

City and County Land Use Plan Amendment (LUPA) – Text amendments must be processed for both the City and County TOD approvals to change the required phasing for the TOD as follows:

City LUPA text change:

FROM: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

County LUPA text change:

FROM: Prior to the issuance of building permits for more than 300 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

In addition, the County's LUPA text will further be revised to reflect the fact that not all of the residential units will necessarily be classified as "high rise" units, as follows:

The total entitlements for the project will remain as follows:

| | |
|--|--|
| Commercial Land Uses: | 300,000 square feet |
| Office Land Uses: | 299,000 square feet |
| <u>High Rise Multi-Family Residential Land Uses:</u> | <u>1,050 500 dwelling units</u> |
| <u>High Rise Residential Land Uses:</u> | <u>1,050 550 dwelling units</u> |
| Hotel: | 150 rooms |
| Parking for Tri-Rail Station: | 280,000 square feet (793 spaces minimum) |

4. AMENDMENT SITE DESCRIPTION

A. Concise written description of the general boundaries and gross acreage (as defined by BCLUP) of the proposed amendment.

Response: The gross acreage of the area subject to this amendment is approximately 40 gross acres. The site is bounded by I-95 on the east, the Tri-rail tracks on the west, Taft Street on the south and Sheridan Street on the north.

B. Sealed survey, including legal description of the area proposed to be amended.

Response: The sketch and legal description is provided as *Exhibit A*.

C. Map at a scale of 1"=300' clearly indicating the amendment's location, boundaries and proposed land uses. (Other scales may be accepted at the discretion of the Planning Council Executive Director. Please contact the Planning Council office in this regard, prior to the submittal of the application).

Response: The Map at a scale of 1"=300' clearly indicating the amendment's location, boundaries and proposed land use is provided as *Exhibit B*.

5. EXISTING AND PROPOSED USES

- A. Current and proposed local and Broward County Land Use Plan designation(s) for the amendment site. If multiple land use designations, describe gross acreage within each designation.

Response: The City of Hollywood and Broward County Adopted Future Land Use designation for the property is Transit Oriented Development (TOD). The City and County Land Use Maps are provided in *Exhibits C and D*. The land use designation is not changing as a result of this text amendment. The only changes to the entitlements involve modifying 500 units from the “high rise” category (which in 2007 was defined as 4-stories or higher) to the Multi-Family residential category. It can be noted that on June 2, 2008, the mid-rise definition was added and the high rise definition was changed.

- B. Current land use designations for the adjacent properties.

Response: The current adopted City and County land use designations of the surrounding properties are:

| Direction | Hollywood | Broward County |
|------------------|----------------------------|-----------------------------------|
| North: | Industrial, Transportation | Industrial, Utility |
| South: | Industrial, Transportation | MH 25 Residential, Transportation |
| East: | Transportation | Transportation |
| West: | Transportation | Industrial, Commercial |

- C. Indicate if the flexibility provisions of the Broward County Land Use Plan have been used for adjacent areas.

Response: The City utilized the 5% Residential-To-Commercial flexibility provisions for Parcel C (see the plat or the property appraisers map of parcel #5142 0900 0010) in Flex zone 87 per Ordinance #2008-35.

- D. Existing use of amendment site and adjacent areas.

Response: The amendment site is currently a mobile home park. Most of the mobile homes have been removed, however, a few are still in place. Uses of adjacent areas have not changed since 2007 and are as follows:

| Adjacent Areas | |
|-----------------------|-------------------------------|
| North: | Office |
| South: | Residential, I-95 |
| East: | I-95, Water tower |
| West: | CSX Railway/Warehouses |

- E. Proposed use of the amendment site including proposed square footage* for each non-residential use and/or dwelling unit count. For RAC, LAC, TOC, TOD and MUR amendments, please provide each existing non-residential use square footage and existing dwelling units for amendment area.

Response: The total entitlements for the project will remain, with the removal of “high rise” from the description of the residential dwelling units. It is anticipated that the units will be a mixture of high-rise, mid-rise and/or garden apartments. The TOD land use mix is being amended as follows:

| | |
|---|---|
| Commercial Land Uses: | 300,000 square feet |
| Office Land Uses: | 299,000 square feet |
| High Rise <u>Multi-Family</u> Residential Land Uses: | 1,050 dwelling units |
| Hotel: | 150 rooms |
| Parking for Tri-Rail Station: | 280,000 square feet (793 spaces minimum). |

- F. Maximum allowable development per local government land use plans under existing designation for the site, including square footage* for each non-residential use and/or dwelling unit count.

Response: There is no difference between the existing and proposed land use designations except for the classification of the residential units from “high rise” to “multi-family” as explained above. The existing TOD is designated for the following land uses:

| | |
|----------------------------------|---|
| Commercial Land Uses: | 300,000 square feet |
| Office Land Uses: | 299,000 square feet |
| High Rise Residential Land Uses: | 1,050 dwelling units |
| Hotel: | 150 rooms |
| Parking for Tri-Rail Station: | 280,000 square feet (793 spaces minimum). |

- G. Indicate if the amendment is part of a larger development project that is intended to be developed as a unit such as a site plan, plat or Development of Regional Impact. If so, indicate the name of the development; provide the site plan or plat number; provide a location map; and, identify the proposed uses.

Response: The amendment is not part of a larger development project.

6. ANALYSIS OF PUBLIC FACILITIES AND SERVICES

The items below must be addressed to determine the impact of an amendment on existing and planned public facilities and services. Provide calculations for each public facility and/or service. If more than one amendment is submitted, calculations must be prepared on an individual and cumulative basis.

A. Sanitary Sewer Analysis

1. Identify whether the amendment site or a portion is currently and/or proposed to be serviced by septic tanks.

Response: Currently, the site is partially served by sanitary sewer through a small private station in the Okomo Trailer Park. The majority of the site is on septic or undeveloped.

2. Identify the sanitary sewer facilities serving the amendment site including the current plant capacity, current plus committed demand on plant capacity, and planned plant capacity.

Response: The site will be served by the City of Hollywood Southern Regional Wastewater Treatment Plant located at 1621 N. 14th Ave. The current permitted capacity is 55.5 million gallons per day (mgd), the current average demand is 39.39 mgd and the committed demand is 1.95 mgd.

3. Identify the net impact on sanitary sewer demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot* or dwelling unit.

Response: The proposed change in the phasing condition and the reclassification of the residential units from high rise to multi-family will have no effect on the demands for sanitary sewer transmission or treatment.

4. Identify the projected plant capacity and demand for the short and long range planning horizons as identified within the local government's adopted comprehensive plan. Provide demand projections and information regarding planned plant capacity expansions including year, identified funding sources and other relevant information.

Response: The table below shows projected average annual wastewater flows of Hollywood and its large users for the specified planning horizons per the City's 2012 Wastewater Flow Projections.

**LARGE USER FLOW PROJECTION -
ANNUAL AVERAGE WASTEWATER FLOWS (MGD)**

| MUNICIPALITY | 2015 | 2020 | 2025 | 2030 |
|------------------|-------|-------|-------|-------|
| Broward County | 2.4 | 2.6 | 2.7 | 2.8 |
| Dania | 3.35 | 3.46 | 3.56 | 3.6 |
| Hallandale | 7.61 | 9.04 | 9.57 | 9.57 |
| Miramar | 1.5 | 1.5 | 1.5 | 1.5 |
| Pembroke Pines | 7.3 | 7.75 | 7.8 | 7.8 |
| Pembroke Park | 1.07 | 1.38 | 1.5 | 1.5 |
| TOTAL FLOW | 23.23 | 25.73 | 26.63 | 26.77 |
| Hollywood | 19.03 | 19.72 | 20.29 | 20.85 |
| TOTAL PLANT FLOW | 42.26 | 45.45 | 46.92 | 47.62 |

Source: Page 3 of 4, 4321—16 Wastewater Flow Projections, 2012. Does not include an allowance for connecting an area served by septic tanks to the sanitary sewer system.

The City's Comprehensive Plan includes the following policy in regard to future plant capacity:

Policy 2.4 The City of Hollywood will increase the South Regional Wastewater Treatment Plant capacity to 50 MGD by year 2009 and to 58 MGD by the year 2020. Design for additional capacity shall be in accordance with Section 62-600.405, FAC.

The City has implemented the planned improvements to increase treatment plant capacity as described in the Comprehensive Plan and the actual demand is lower than projected so the city is in a relatively good position in regard to sewer treatment capacity. It should be noted that the capacity to serve the Sheridan Station project has been reserved since 2007 and the changes to the project's phasing will have no impact on the build-out sewer service demand projections.

5. Correspondence from sanitary sewer provider verifying the information submitted as part of the application on items 1-4 above. Correspondence must contain name, position and contact information of party providing verification.

Response: The letter from the sanitary sewer provider is included as *Exhibit E*.

B. Potable Water Analysis

1. Data and analysis demonstrating that a sufficient supply of potable water and related infrastructure will be available to serve the proposed amendment site through the long-term planning horizon, including the nature, timing and size of the proposed water supply and related infrastructure improvements.

Response: The City's Comprehensive Plan states that there will be sufficient supply of potable water for the short and long term planning time frames. As of December 20, 2012, the maximum daily demand was 24.845 MGD. The City's Water Use Permit with the SFWMD provides for an annual withdrawal capacity of 39.4 MGD or 14,373 MG annually.

2. Identify the facilities serving the service area in which the amendment is located including the current plant capacity, current and committed demand on the plant and South Florida Water Management District (SFWMD) permitted withdrawal, including the expiration date of the SFWMD permit.

Response: The area is served by City of Hollywood Water Treatment Plant located at 3441 Hollywood Boulevard. The plant has a design capacity of 59 MGD and 60 MGD DEP permitted capacity. As of 2012, current maximum daily demand is 24.845 MGD. The SFWMD permitted withdrawal is 39.4 MGD. The City of Hollywood does not track committed demand on the plant.

3. Identify the wellfield serving the service area in which the amendment is located including the permitted capacity, committed capacity, remaining capacity and expiration date of the permit.

Response: Hollywood's Biscayne Wellfield
Permitted capacity: 24.8 mgd
Committed capacity: 0 mgd
Remaining capacity: 0 mgd

Brian Picollo Wellfield
Permitted capacity: 5.9 mgd
Committed capacity: 4 mgd
Remaining capacity: 4 mgd

Floridan Wellfield
Permitted capacity: 8.7 mgd
Committed capacity: 0 mgd
Remaining capacity: 8.7 mgd

The expiration date for the SFWMD Water Withdrawal Permit is April 10, 2028. The DEP permit expires on June 30, 2014.

4. Identify the net impact on potable water demand, based on adopted level of service resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot* or dwelling unit.

Response: There will be no change in the potable water demand for the approved TOD based on the proposed changes to the project phasing or the change from “high-rise” to “multi-family” dwelling units.

5. Identify the projected capacity and demand for the short and long range planning horizons as identified within the adopted comprehensive plan. Provide demand projections and information regarding planned wellfield and planned plant capacity expansions including year, funding sources and other relevant information. If additional wellfields are planned, provide status including the status of any permit applications.

Response:

| Year | Forecasted Maximum-Day Demand | Maximum Daily Production Capacity | Planned Improvements |
|------|-------------------------------|-----------------------------------|----------------------|
| 2010 | 30.5 | 39.8 mgd | N/A |
| 2015 | 31.4 | 39.8 mgd | N/A |
| 2020 | 32.5 | 39.8 mgd | N/A |
| 2025 | 33.4 | 39.8 mgd | N/A |
| 2030 | 34.3 | 39.8 mgd | N/A |

Source: Figure 5.4, City of Hollywood 2007 Water Master Plan.

6. Correspondence from potable water provider verifying the information submitted as part of the application on items 1-5 above. Correspondence must contain name, position and contact information of party providing verification.

Response: The letter from the potable water provider is included as *Exhibit F*.

C. Drainage Analysis

1. Provide the adopted level of service standard for the service area in which the amendment is located.

Response:

Private Property: Retain on property and dispose of ½ inch of storm runoff during any five minute period.

Buildings: To have the lowest floor elevation no lower than the elevation for the respective area depicted on the National Flood Insurance Rate Map (FIRM) by Federal Emergency Management Agency (FEMA) for flood hazard areas based on 100 year flood elevation, or; for commercial properties 6 inches; for residential properties 18 inches above the crown of the adjacent public street or road – whichever is the highest.

All commercial properties and residential properties with more than 10 parking spaces must obtain drainage permits for site development from other regulatory authorities having jurisdiction prior to obtaining a building permit from the City.

To have the lowest floor elevation no lower than the elevation for the respective area depicted on the “100 Year Flood Elevation Map” (FEMA 10/1/83), or most recent revision.

Road Protection: Residential streets not greater than fifty feet wide rights-of-way to have crown elevations no lower than the elevation for the respective area depicted on Broward County ten year “Flood Criteria Map.”

Off-Site Discharge: Not to exceed the inflow limit of SFWMD primary receiving canal or the local conveyance system, whichever is less.

Flood Plain Routing: Calculated flood elevations based on the ten year and one hundred year return frequency rainfall of three day durations shall not exceed the corresponding elevations of the ten year “Flood Criteria Map” and the “100 Year Flood Elevation Map”.

Antecedent Water Level: The higher elevation of either the control elevation or the elevation depicted on the Broward County’s map “Average Wet Season Water Levels”.

On Site Storage: Minimum capacity above antecedent water level and below flood plain routing elevations to be design rainfall volume minus off site discharge occurring during design rainfall.

Best Management Practices (BMP): Prior to discharge to surface of ground water, BMP's will be used to reduce pollutant discharge.

2. Identify the drainage district and drainage systems serving the amendment area.

Response: The City operates and maintains drainage systems for City-owned streets. Flood protection is provided for the 10-year storm event which determines street design elevation. Storm sewers are designed with the sufficient capacity to handle the stormwater from a 10-year event of the length equal to the time of concentration for the contributing area. Prior to discharge to surface ground water, best management practices are used to reduce pollutant discharge.

3. Identify any planned drainage improvements, including year, funding sources and other relevant information.

Response: All on-site improvements required to meet the adopted level of service will be provided. There are no planned drainage improvements directly related to the proposed amendment to the phasing conditions for the subject property.

4. Indicate if a Surface Water Management Plan has been approved by, or an application submitted to, the SFWMD and/or any independent drainage district, for the amendment site.

Identify the permit number(s), or application number(s) if the project is pending, for the amendment site. If an amendment site is not required to obtain a SFWMD permit, provide documentation of same.

Response: There is no SFWMD permit or Surface Water Management License approved for the site.

5. If the area in which the amendment is located does not meet the adopted level of service and there are no improvements planned (by the unit of local government or drainage authority) to address the deficiencies, provide an engineering analysis which demonstrates how the site will be drained and the impact on the surrounding properties. The information should include the wet season water level for the amendment site, design storm elevation, natural and proposed land elevation, one hundred year flood elevation, acreage of proposed water management retention area, elevations for buildings, roads and yards, storage and runoff calculations for the design storm and estimated time for flood waters to recede to the natural land elevation.

Response: As previously stated, the amendment area currently meets the adopted level of service standards. Redevelopment activity within the amendment area will be required to continue to meet the adopted level of service standards by utilizing retention and exfiltration methods as approved by the City.

6. Correspondence from local drainage district verifying the information submitted as part of the application on items 1-5 above. Correspondence must contain name, position and contact information of party providing verification.

Response: The letter from the local drainage district is included as *Exhibit G*.

D. Solid Waste Analysis

1. Provide the adopted level of service standard for the municipality in which the amendment is located.

Response:

| | |
|-----------------------|---|
| Residential | 8.9 lbs. per unit per day |
| Industrial/Commercial | |
| Factory/Warehouse | 2 lbs per 100 sq.ft. per day |
| Office Building | 1 lb per 100 sq.ft. per day |
| Department Store | 4 lbs per 100 sq.ft. per day |
| Supermarket | 9 lbs per 100 sq.ft. per day |
| Restaurant | 2 lbs per meal per day |
| Drug store | 5 lbs per 100 sq.ft. per day |
| Hotel | 8.9 lbs per day |
| Grade School | 10 lbs per room per day plus 1/4 lb. per student per day |
| Middle/High School | 8 lbs per room per day plus 1/4 lb. per student per day |
| Hospital | 8 lbs per bed per day |
| Nursing Home | 3 lbs. per person per day |

Source: Broward County Comprehensive Plan Solid Waste Element.

2. Identify the solid waste facilities serving the service area in which the amendment is located including the landfill/plant capacity, current and committed demand on the landfill/plant capacity and planned landfill/plant capacity.

Response: The City provides collection services to its residents and also contracts with several vendors to collect and dispose of solid waste material and garbage within the City. The majority of material collected within the City is transported to the South Broward Resource Recovery Plant (SBRRP).

The combined capacity of the resource recovery facilities is 1.6 million tons per year. The current demand on the resource recovery facilities is 1.1 million tons per year, which is approximately 69% of capacity. Each of Broward County resource recovery facilities is expandable from 2,250 tons per day to 2,990 tons per day (33% increase). Further, a site for a third resource recovery plant adjacent to the Broward County BIC Landfill is available to meet future needs. The landfill has a capacity of 4.5 million cubic yards. The demand on the landfill is 50,000 tons per year.

3. Identify the net impact on solid waste demand resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot* or dwelling unit.

Response: The change in the phasing requirements for Sheridan Station will have no impact on the solid waste stream produced by the project at buildout.

4. Correspondence from the solid waste provider verifying the information submitted as part of the application on items 1-3 above. Correspondence must contain name, position and contact information of party providing verification.

Response: The letter from the solid waste service provider is included as *Exhibit H*.

E. Recreation and Open Space Analysis

1. Provide the adopted level of service standard for the service area in which the amendment is located and the current level of service.

Response: The County requires every city to maintain a minimum level of service of 3 acres of parks per 1,000 residents. The City also adopted a level of service standard of 3 acres per 1,000 residents.

The current park and recreation levels of service for the City of Hollywood based on a build-out population estimate of 215,086 and the current park acreage (as calculated by the City) of 746.23 acres is 3.47 acres per 1,000 residents. The current approved Inventory of Neighborhood Parks which is on file with the Broward County Planning Council is provided in *Exhibit I*.

2. Identify the parks serving the service area in which the amendment is located including acreage and facility type, e.g. neighborhood, community or regional park.

Response: Rotary Park, a 17.27 acre community park at 3150 Taft Street and TY Park, a 148+ acre County regional park at 3300 N. Park Road, are both in close proximity to the Sheridan Station site.

3. Identify the net impact on demand for park acreage, as defined in the Broward County Land Use Plan, resulting from this amendment.

Response: The change in phasing for the Sheridan Station TOD will have no impact on the demand for park acreage as the total number of residential units is not proposed to change.

4. Identify the projected park needs for the short and long range planning horizons as identified within the adopted comprehensive plan – provide need projections and information regarding planned expansions including year, identified funding sources, and other relevant information.

Response: The City has excess parks inventory based on the 3 acre per 1,000 level of service standard. The buildout population (which already includes the population from the Sheridan Station project) of 215,086 requires 645 acres of park land and the city has 746 acres in their certified parks inventory. The Sheridan Station project is also committed to dedicating 6-acres to the city for an additional neighborhood park so the project will actually increase the city's certified park level of service.

F. Traffic Circulation Analysis

1. Identify the roadways impacted by the proposed amendment and indicate the number of lanes, current traffic volumes, adopted level of service and current level of service for each roadway.

Response: The proposed amendment will not create any traffic impacts. The total project is the same, only the project phasing conditions are being amended.

2. Identify the projected level of service for the roadways impacted by the proposed amendment for the short (five-year) and long range planning horizons. Please utilize average daily and p.m. peak hour traffic volumes per Broward County Metropolitan Planning Organization plans and projections.

Response: The proposed amendment will have no effect on projected level of service conditions in the short or long range planning horizons. The Sheridan Station project was approved in 2007 so the project's total traffic should already be included in projected level of service conditions.

3. Planning Council staff will analyze traffic impacts resulting from the amendment. You may provide a traffic impact analysis for this amendment – calculate anticipated average daily and p.m. peak hour traffic generation for the existing and proposed land use designations. If the amendment reflects a net increase in traffic generation, identify access points to/from the amendment site and provide a distribution of the additional traffic on the impacted roadway network for the short (5 year) and long range planning horizons.

Response: The proposed change in phasing for the project will not affect build-out conditions for the site. The entitlements for the project are not changing.

4. Provide any transportation studies relating to this amendment, as desired.

Response: No additional transportation studies are presented at this time. A local traffic impact analysis is being prepared as part of the city's site plan review application, however, there will be no traffic impacts resulting from the change in phasing associated with this land use plan amendment application.

G. Mass Transit Analysis

1. Identify the mass transit modes, existing and planned mass transit routes and scheduled service (headway) serving the amendment area within one-quarter of a mile.

Response: Mass transit modes to the site include Broward County Transit bus service and South Florida Regional Transportation Authority (SFRTA) commuter rail service. BCT Route 12 serves the subject property with 45-60 minutes headways. The route information described above is provided as *Exhibit J*.

2. Quantify the change in mass transit demand resulting from this amendment.

Response: The proposed change in the phasing for this project will not change mass transit demand projections.

3. Correspondence from transit provider verifying

Response: The mass transit verification letter has requested from Broward County Transit and the response is provided as *Exhibit K*.

4. Describe how the proposed amendment furthers or supports mass transit use.

Response: The proposed amendment reduces the nonresidential building requirements before residential units exceeding 500 units, can be built. From a mass transit perspective, more people will be living in close proximity to the Sheridan Tri-Rail Station so more people will be available to take Tri-Rail to work thus supporting the use of Tri-Rail.

H. Provision of Open Space

As applicable, describe how the local government and/or applicant are addressing Broward County Land Use Plan Objective 5.04.00 and Policies 5.04.01, 5.04.02, 5.04.03 and 5.04.04 (a. through e.).

Response: The Applicant is dedicating a 6-acre park as part of the previously approved development project. The amendment to the phasing condition will not affect that commitment or any of the above noted objectives and policies.

7. ANALYSIS OF NATURAL AND HISTORIC RESOURCES

Indicate if the site contains, is located adjacent to or has the potential to impact any of the natural and historic resource(s) listed below, and if so, how they will be protected or mitigated. Planning Council staff will request additional information from Broward County regarding the amendment's impact on natural and historic resources.

A. Historic sites or districts on the National Register of Historic Places or locally designated historic sites.

Response: Based on a review of the Hollywood Comprehensive Plan and the Florida Master Site File, no historical sites are located within the amendment area. The Coral Rock house on the property will be preserved in the 6-acre park proposed for dedication to the City. The response from the Department of State, Division of Historic Resources is provided at *Exhibit L*.

B. Archaeological sites listed on the Florida Master Site File.

Response: Based on a review of the Hollywood Comprehensive Plan, the Broward County Land Use Plan's Natural Resource Map Series and the Florida Master Site File, no known

archaeological sites are located within the amendment area. The response from the Department of State, Division of Historic Resources is provided at ***Exhibit L***.

C. Wetlands.

Response: No wetlands are located within the project area.

D. Local Areas of Particular Concern as identified within the Broward County Land Use Plan.

Response: The subject property is *not* within an area designated as a Local Area of Particular Concern by the Broward County Land Use Plan.

E. Priority Planning Area map and Broward County Land Use Plan Policy A.03.05 regarding sea level rise.

Response: The property is not within a Priority Planning Area. An excerpt from the County's map showing Priority Planning Areas for Sea Level Rise in the vicinity of the subject property is provided as ***Exhibit M***.

F. "Endangered" or "threatened species" or "species of special concern" or "commercially exploited" as per the Florida Fish and Wildlife Conservation Commission (fauna), the U.S. Fish and Wildlife Service (flora and fauna), or the Florida Department of Agriculture and Consumer Services (fauna). If yes, identify the species and show the habitat location on a map.

Response: There are no known protected flora or fauna on the subject property which is developed as a mobile home park and a tri-rail station. There are a significant number of oak trees on the south portion of the site worthy of protection and, therefore, that area is being dedicated to the city for a public park.

G. Plants listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Services.

Response: There are no known regulated plants on-site.

H. Wellfields – indicate whether the amendment is located within a wellfield protection zone of influence as defined by Broward County Code, Chapter 27, Article 13 "Wellfield Protection." If so, specify the affected zone and any provisions which will be made to protect the wellfield.

Response: The amendment site *is not* located within a Wellfield Protection Zone

I. Soils – describe whether the amendment will require the alteration of soil conditions or topography. If so, describe what management practices will be used to protect or mitigate the area's natural features.

Response: The amendment to the phasing conditions will have no effect on the treatment of the soils during construction. All site alterations will be conducted in accordance with the City of Hollywood, Broward County DPEP and SFWMD issued permits.

J. Beach Access – Indicate if the amendment site fronts the ocean or would impact access to public beaches. If so, describe how public beach access will be addressed.

Response: The site does not front the ocean.

8. AFFORDABLE HOUSING

Describe how the local government is addressing Broward County Land Use Plan Policy 1.07.07.

Response: The original approval for the TOD land use designation requires 20% of the housing units on-site to be work-force housing.

9. LAND USE COMPATIBILITY

Describe how the amendment is consistent with existing and planned future land uses in the area (including adjacent municipalities and/or county jurisdictions). Identify specific land development code provisions or other measures that have or will be utilized to ensure land use compatibility.

Response: The change in the phasing condition proposed in this amendment will not change the compatibility of the project with its surroundings. The project will also ensure compatibility internally by following the design guidelines established by the County and City for Transit Oriented Development. County TOD Objective 10.05.00 and associated Policies 10.05.01-10.05.11 are provided in Exhibit O.

The change to the phasing schedule proposed in this amendment is consistent with County TOD policy 10.05.03 which states “At least two non-residential uses must be permitted in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional.” The phasing amendment assures commercial uses will be built concurrent with the residential units by making the site more flexible and attractive to commercial developers by reducing the minimum amount of commercial development that can be constructed in order to develop more than 500 residential units.

10. HURRICANE EVACUATION ANALYSIS

(Required for those land use plan amendments located in a hurricane evacuation zone as identified by the Broward County Emergency Management Division).

Provide a hurricane evacuation analysis based on the proposed amendment, considering the number of permanent and seasonal residential dwelling units (including special residential facilities) requiring evacuation, availability of hurricane shelter spaces, and evacuation routes and clearance times. The hurricane evacuation analysis shall be based on the best available data/modeling techniques as identified by the Broward County Emergency Management Division.

Response: The project is not within a hurricane evacuation zone.

11. REDEVELOPMENT ANALYSIS

Indicate if the amendment is located in an identified redevelopment (i.e., Community Redevelopment Agency, Community Development Block Grant) area. If so, describe how the amendment will facilitate redevelopment and promote approved redevelopment plans.

Response: The Sheridan Station project is not within a designated redevelopment area.

12. INTERGOVERNMENTAL COORDINATION

Indicate whether the proposed amendment site is adjacent to other local governments. If so, please provide additional copies for the notification and/or review by adjacent local governments.

Response: The amendment area is *not* adjacent to any other local government.

13. CONSISTENCY WITH GOALS, OBJECTIVES AND POLICIES OF THE CITY AND BROWARD COUNTY LAND USE PLAN

List the goals, objectives and policies of the City and Broward County Land Use Plan which are furthered by the proposed amendment.

Response: The proposed project is consistent with and will further implement the goals, objectives and policies of the City and County Land Use Plan provided in *Exhibit N* (City Plan) and *Exhibit O* (County Plan).

14. POPULATION PROJECTIONS

A. Population projections for the 20 year planning horizon (indicate year).

Response: The proposed amendment will not affect the build-out population projection originally approved for the proposed project as the total number of approved housing units is not changing.

B. Population projections resulting from proposed land use (if applicable).

Response: The proposed amendment will not affect the build-out population projection originally approved for the proposed project as the total number of approved housing units is not changing.

C. Using population projections for the 20 year planning horizon, demonstrate the effect of the proposed amendment on the land needed to accommodate the projected population.

Response: The proposed amendment will not change the city's projection for population and land needed for future population.

15. ADDITIONAL SUPPORT DOCUMENTS

A. Other support documents or summary of support documents on which the proposed amendment is based.

Response: No additional support documents are provided at this time.

B. Any proposed voluntary mitigation or draft agreements.

Response: No mitigation agreements are proposed at this time.

16. PLAN AMENDMENT COPIES

A. 15 copies for the BCPC (Please include additional copies, if amendment site is adjacent to other municipalities and/or county jurisdictions). Additional copies may be requested by the Planning Council Executive Director after the initial application submittal.

B. 10 copies of the corresponding local land use plan amendment application, if transmitting concurrent to DCA, including transmittal letter from municipality to DCA.

17. PUBLIC EDUCATION ANALYSIS

Please be advised that the Planning Council staff will request from The School Board of Broward County, as per Policy 8.07.01 of the BCLUP, an analysis of the impacts of the amendment on public education facilities as indicated below. Please note that as per The School Board of Broward County, Florida, Policy 1161, amended and adopted January 15, 2008, the applicant will be subject to a fee for the review of the application. The applicant is encouraged to contact the School Board staff to discuss this review as soon as possible.

1. Identify the existing public elementary and secondary education facilities serving the area in which the amendment is located.

Response: The schools that service the site are Oakridge Elementary; Attucks Middle and South Broward High School.

2. Identify the existing school enrollment and permanent design capacity of the public elementary and secondary education facilities serving the area.

Response:

| School | 2012 Enrollment | 2010 FISH Capacity | Over or (Under) Capacity |
|---------------------|-----------------|--------------------|--------------------------|
| Oakridge Elementary | 655 | 605 | 50 |
| Attucks Middle | 792 | 1,227 | (435) |
| South Broward High | 2,121 | 2,289 | (168) |

3. Identify the additional student demand resulting from this amendment – calculations must be based on applicable student generation rates specified in the Broward County Land Development Code.

Response: The total units have not changed as a result of this amendment, however, the buildings have been reclassified from all High Rise to a mixture of Garden Apartment and High Rise. Using today's generation rates and the existing TOD land use category's classification of 100% high rise units, the current approved TOD land use mix would only generate 4 students. The change to 500 Garden Apartments and 550 High Rise units increases student generation to 125 students.

4. Identify the planned and/or funded improvements to serve the area in which the amendment is located as included within the School Board's five year capital plan – provide student demand projections and information regarding planned permanent design capacities and other relevant information.

Response: A Public School Impact Application was submitted concurrently to the School Board and the staff will provide any information pertinent to planned improvements in the study area. The student generation for the proposed, amended TOD residential unit mix is as follows:

Student Demand Projections

| Unit Type | # of Units | Bedrooms | Elementary | Middle | High |
|------------|------------|-----------|------------|--------|-------|
| Garden Apt | 500 | 3 or more | 60 | 27.5 | 34.5 |
| High-Rise | 550 | 3 or more | 1.1 | 0.55 | 0.55 |
| Total | | | 61.1 | 28.05 | 35.05 |

5. Identify other public elementary and secondary school sites or alternatives (such as site improvements, nominal fee lease options, shared use of public space for school purposes etc.), not identified in Item #4 above, to serve the area in which the amendment is located.

Response: The local schools are not overcrowded so it is not anticipated that there will be any need for alternatives to the existing school system to accommodate the demand for public school capacity generated by this amended project.

EXHIBITS

EXHIBIT A

SKETCH AND LEGAL DESCRIPTION:

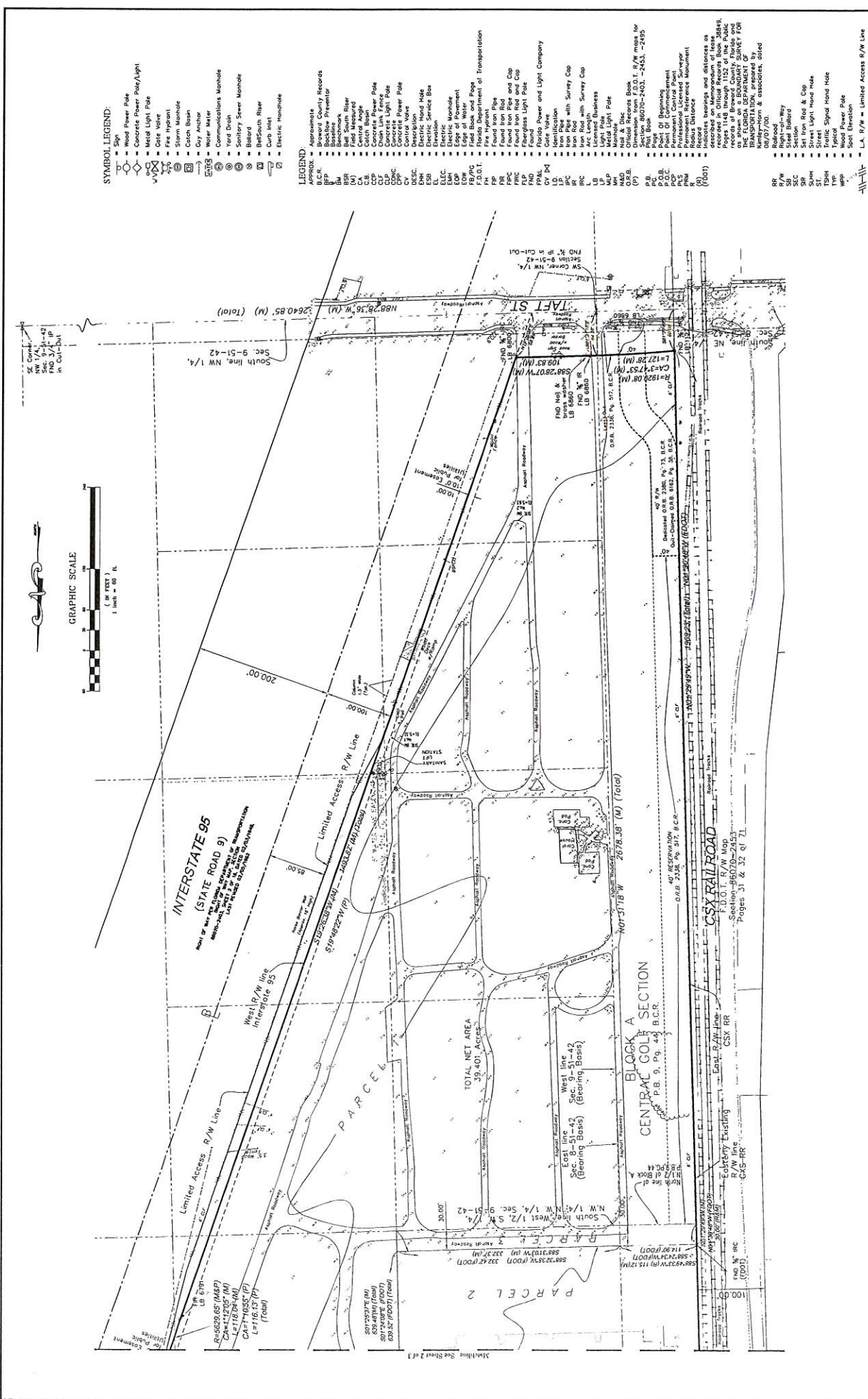
[illegible]

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

That part of the S $\frac{1}{2}$ of Block A lying East of the Seaboard Coastline Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, less that portion described in Official Records Book 2342, Page 264; and

That part of the S $\frac{1}{2}$ of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); and that part of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ lying west of U.S. I-95 (State Road No. 9); and that part of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); and that part of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9), and less the South 30 feet for road right-of-way; and the W $\frac{1}{2}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$; and that part of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, lying west of U.S. I-95 (State Road No. 9); all the above lying in Section 9, Township 51 South, Range 42 East, Broward County, Florida.

TOGETHER WITH:

PARCEL 2:

That part of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 9, and that part of the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 8 all in Township 51 South, Range 42 East, Broward County, Florida, more particularly described as follows:

BEGIN at the Northwest corner of said Section 9; thence run along the North line of said Section 9 (said line also being the Southerly Existing Right of Way line for Sheridan Street), N $88^{\circ}55'14''$ E, a distance of 272.91 feet; thence along said Right of Way line S $83^{\circ}52'56''$ E, a distance of 358.83 feet, to a point on the Westerly Right of Way line for North 29th Avenue, thence along said Right of Way line S $00^{\circ}58'26''$ E, a distance of 624.41 feet; thence S $88^{\circ}58'47''$ W, a distance of 293.71 feet; thence S $00^{\circ}59'35''$ E, a distance of 669.52 feet to a point, herein described as Point A; thence S $88^{\circ}57'11''$ W, a distance of 332.36 feet to the East line of said Section 8; thence S $88^{\circ}49'07''$ W, a distance of 114.90 feet to a point on the Easterly Existing Right of Way line of the C.S.X. (formerly known as Seaboard Air Line) Railroad; thence along said Easterly Right of Way line N $01^{\circ}06'15''$ W, a distance of 1338.53 feet to the North line of said Section 8; thence along said North line, N $88^{\circ}53'14''$ E, a distance of 114.80 feet; to the POINT OF BEGINNING.

LESS the South 30 feet of the West $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of said Section 9 and the South 30 feet of the North $\frac{1}{2}$ of Block A lying East of the C.S.X. (formerly known as Seaboard Coastline) Railroad Right of Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida, more particularly described as follows:

BEGIN at the aforementioned Point A; thence run S 88°57'11"W a distance of 332.36 feet to the East line of said Section 8; thence S 88°49'07"W a distance of 114.90 feet to the said Easterly Right of Way of the C.S.X. Railroad; thence along said Easterly Right of Way of the C.S.X. Railroad a distance of 30.00 feet; thence N 88°49'07"E a distance of 114.90 feet to the East line of Said Section 8; thence N 88°57'11"E a distance of 332.42 feet; thence S 00°59'35"E a distance of 30.00 feet to the POINT OF BEGINNING.

TOGETHER WITH:

PARCEL 3:

North three-quarters (N $\frac{3}{4}$) of the East half (E $\frac{1}{2}$) of the Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of Section 9, Township 51 South, Range 42 East.

AND

Northeast quarter (NE $\frac{1}{4}$) of the Southwest quarter (SW $\frac{1}{4}$) of Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$) of Section 9, Township 51 South, Range 42 East.

AND

South 30 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 9, Township 51 South, Range 42 East, AND the South 30 feet of the N $\frac{1}{2}$ of Block A, lying East of the Seaboard Coastline Railroad Right-of-Way, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

LESS THE FOLLOWING DESCRIBED PARCEL:

The North 250 feet; and all that land lying East of the West Right-of-way line of State Road 9 and Interstate Highway I-95; all located in the North three-quarters (N $\frac{3}{4}$) of the East half (E $\frac{1}{2}$) of the Northwest quarter (NW $\frac{1}{4}$) of the Northwest quarter (NW $\frac{1}{4}$), Section 9, Township 51 South, Range 42 East.

AND LESS:

That part of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 9, Township 51 South, Range 42 East; being more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the Point of Beginning; thence S 88°55'14"W a distance of 214.85 feet to a point

on the Easterly Existing Right of Way line of North 29th Avenue; thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the Point of Beginning.

TOGETHER WITH:

PARCEL 4:

That part of the NW ¼ of the NW ¼ of Section 9, Township 51 South, Range 42 East; more particularly described as follows:

Commence at the Northwest corner of said Section 9; thence N 88°55'14"E along the North line of said Section 9, a distance of 883.90 feet; thence S 01°04'46"E, perpendicular to the last described course, a distance of 51.25 feet to the intersection of the Southerly Existing Right of Way line of Sheridan Street with the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence S 00°55'49"E along said Westerly Right of Way line, a distance of 198.75 feet to the POINT OF BEGINNING; thence S 88°55'14"W a distance of 214.85 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue, thence S 00°58'26"E along said Easterly Right of Way line a distance of 359.40 feet; thence N 89°01'34"E, a distance of 138.62 feet to a point on said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95); thence N 08°41'36"E along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 174.80 feet; thence N 13°03'46"E along said Westerly Existing Limited Access Right of Way line, a distance of 193.26 feet to the POINT OF BEGINNING.

LESS THE FOLLOWING DESCRIBED PARCEL:

That part of the Northwest quarter (NW ¼) of the Northwest quarter (NW ¼) of Section 9, Township 51 South, Range 42 East, lying in Broward County, Florida being more particularly described as follows:

Commence at the Northwest corner said Section 9; thence North 88°55'14" East along the North line of said Section 9, a distance of 841.80 feet; thence South 01°04'46" East a distance of 250.00 feet to the POINT OF BEGINNING; thence South 13°03'46" West, a distance of 41.52 feet; thence South 88°55'14" West, a distance of 147.37 feet; thence North 01°00'43" West, a distance of 40.26 feet; thence North 88°55'14" East, a distance of 157.47 feet to the POINT OF BEGINNING.

Said Lands lying In the City of Hollywood, Broward County, Florida and containing a total net area of 39.401 acres, more or less.

EXHIBIT B
PROPOSED FUTURE LAND USE MAP

Exhibit B Proposed Future Land Use Map of Amendment Area

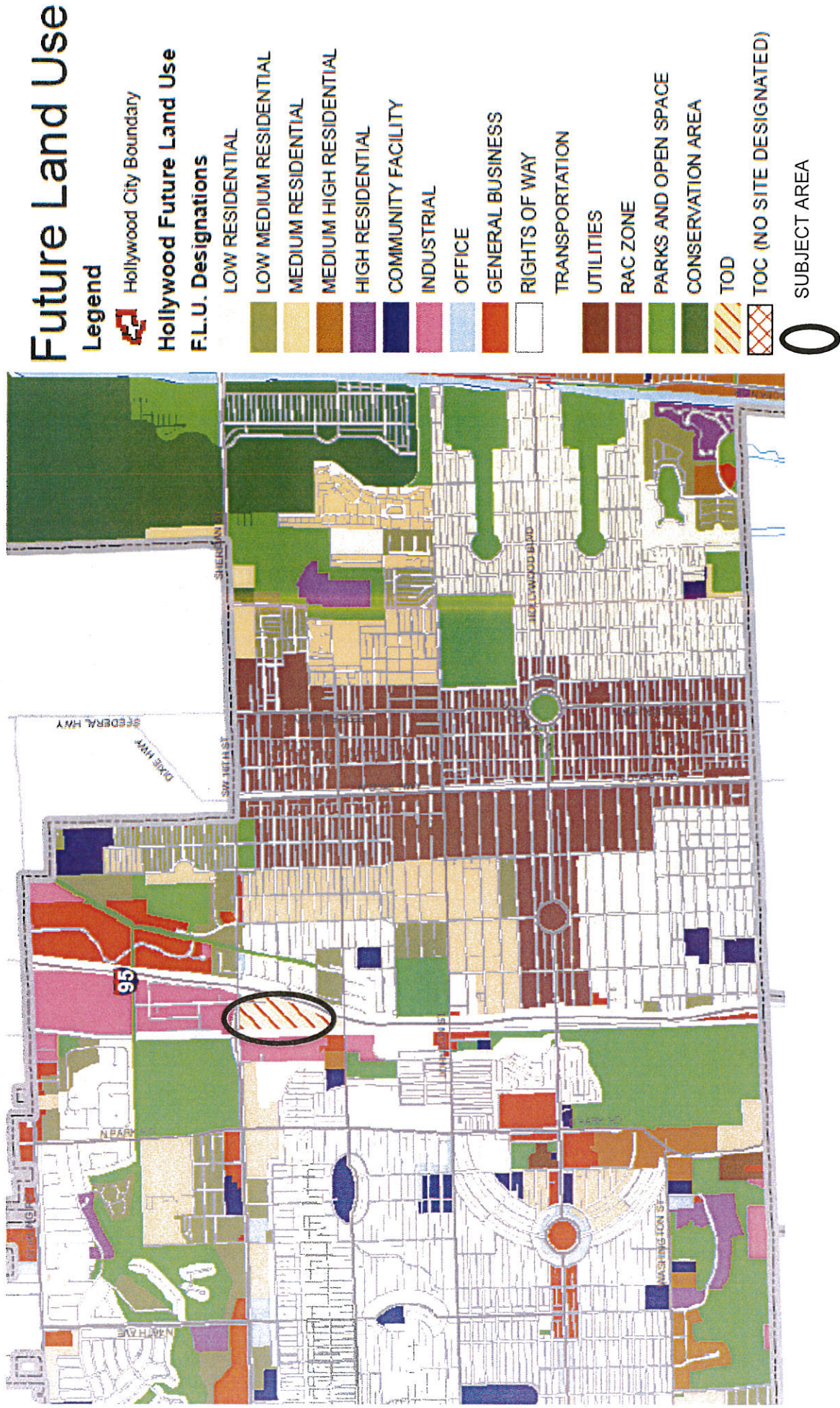


EXHIBIT C
CITY ADOPTED LAND USE PLAN

Exhibit C Adopted City Land Use Map of Amendment Area



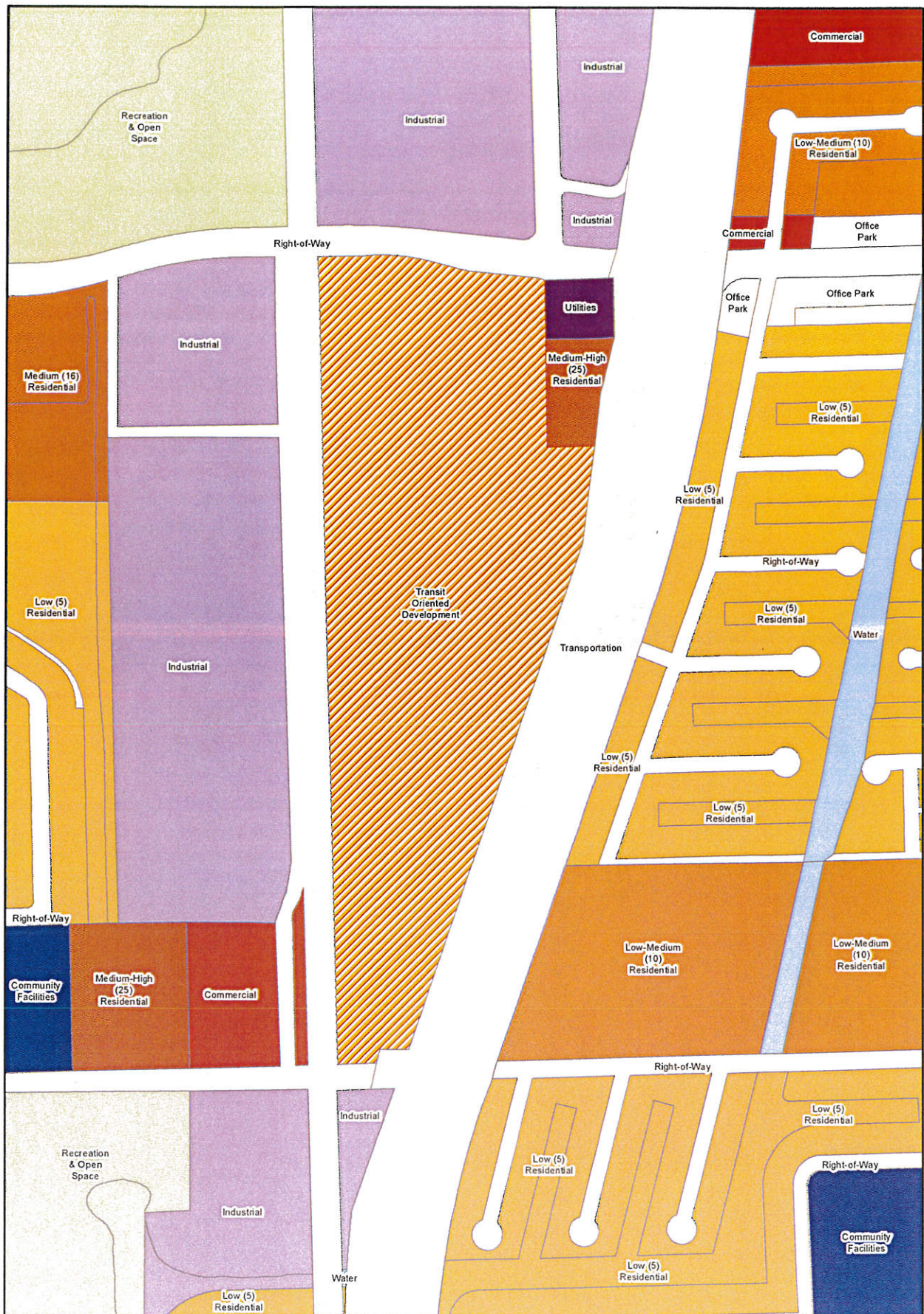
Future Land Use

Legend

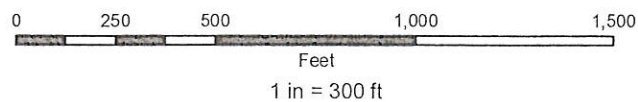
- Hollyhock City Boundary
- Hollywood Future Land Use**
- F.L.U. Designations**
- LOW RESIDENTIAL
- LOW MEDIUM RESIDENTIAL
- MEDIUM RESIDENTIAL
- MEDIUM HIGH RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY FACILITY
- INDUSTRIAL
- OFFICE
- GENERAL BUSINESS
- RIGHTS OF WAY
- TRANSPORTATION
- UTILITIES
- RAC ZONE
- PARKS AND OPEN SPACE
- CONSERVATION AREA
- TOD
- TOC (NO SITE DESIGNATED)
- SUBJECT AREA

0

EXHIBIT D
COUNTY ADOPTED LAND USE PLAN



ADOPTED COUNTY LAND USE MAP OF AMENDMENT AREA



Calvin, Cordone & Associates, Inc.
10001 2nd Avenue, Suite 200
Hollywood, FL 33021

GIS Produced and maintained by the CGA
Geographic Information Systems Bureau

EXHIBIT E
SANITARY SEWER PROVIDER LETTER

Exhibit E Sanitary Sewer Provider Letter



CITY of HOLLYWOOD, FLORIDA

Department of Public Utilities

Utilities Administration • P.O. Box 229045 • Hollywood, Florida 33022-9045
Phone (954) 967-4455 • Fax (954) 967-4450 • www.hollywoodfl.org

Steve Joseph, P.E.
Director

July 16, 2013

Jean E. Dolan, AICP, Planning Administrator
Calvin, Giordano & Associates, Inc.
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316


Dear Ms. Dolan:

I have reviewed the Sheridan Station Land Use Plan Amendment Text Change document and the calculations that you have provided coincide with those provided in 2007. At that time the City gave conditional approval of 441,176 gallons per day (gpd) for potable water and 375,000 gpd for sewer.

At this time, there is sufficient capacity for both potable water and sewer to support this project but the City can only guarantee these capacities once the project has been reviewed by the City and all associated permit fees are satisfied.

I hope this information has been helpful. Please don't hesitate to contact me if you have any further questions regarding this issue.

Sincerely,



Steve Joseph, P.E., Director
Department of Public Utilities

C: Bill Zabriz, Water/Wastewater Systems Coordinator

Our Mission: We are dedicated to providing municipal services for our diverse community in an atmosphere of cooperation, courtesy and respect.
We do this by ensuring all who live, work and play in the City of Hollywood enjoy a high quality of life.

"An Equal Opportunity and Service Provider Agency"

EXHIBIT F

POTABLE WATER PROVIDER LETTER

Exhibit F Potable Water Provider Letter



CITY of HOLLYWOOD, FLORIDA

Department of Public Utilities

Utilities Administration • P.O. Box 229045 • Hollywood, Florida 33022-9045
Phone (954) 967-4455 • Fax (954) 967-4450 • www.hollywoodfl.org

Steve Joseph, P.E.
Director

July 16, 2013

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Calvin, Giordano & Associates, Inc.
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

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EXHIBIT G
DRAINAGE PROVIDER SERVICE LETTER

Exhibit G Drainage Provider Letter



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

July 12, 2013

Mr. John Vogt, P.E.
City Engineer
CITY OF HOLLYWOOD
2600 Hollywood Boulevard
Hollywood, FL 33020

**Re: Sheridan Station Transit Oriented Development
Land Use Plan Amendment (LUPA) Text Change
CGA Project No. 13-5958**

Dear Mr. Vogt:

Our office is assisting with the preparation of a City and County Land Use Element text amendment to modify the phasing for the above-referenced project located on the west side of I-95 between Sheridan and Taft Streets in the City of Hollywood which was approved in 2007. The text amendment will not change the total build-out entitlements or the public facility demands for the project, however, the Broward County Planning Council requires that public facility service providers (i.e., water, sewer and solid waste) reconfirm their ability to serve the project.

The amendments to the project phasing requirements are proposed as follows:

County LUPA text change:

FROM: Prior to the issuance of building permits for more than 300 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

City LUPA text change:

FROM: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 75,000 square feet of commercial (retail and/or office) square footage must be under construction.

Building Code Services
Code Enforcement
Construction Engineering & Inspection
Construction Services
Contract Government
Data Technologies & Development
Emergency Management Services
Engineering
Governmental Services
Indoor Air Quality
Landscape Architecture & Environmental Services
Municipal Engineering
Planning
Public Administration
Redevelopment & Urban Design
Surveying & Mapping
Transportation Planning & Traffic Engineering
Utility & Community Maintenance Services

1800 Eller Drive, Suite 600
Lauderdale, FL 33316
Phone: 954.921.7781
Fax: 954.921.8807

www.calvin-giordano.com

The total entitlements for the project will remain as follows:

| | |
|---|---|
| Commercial Land Uses: | 300,000 square feet |
| Office Land Uses: | 299,000 square feet |
| High Rise <u>Multi-Family</u> Residential Land Uses: | 1,050 dwelling units |
| Hotel: | 150 rooms |
| Parking for Tri-Rail Station: | 280,000 square feet (793 spaces minimum). |

We respectfully request the drainage service verification letter by July 22, 2013 based on the proposed change in the project's phasing reflected in the text amendment described above. You may fax the letter to 954-921-8807 or email it to jdolan@calvin-giordano.com.

If you should have any questions or need additional information please call (954) 766-2786 or send an email.

Sincerely,

CALVIN, GIORDANO & ASSOCIATES, INC.



Jean E. Dolan, AICP
Planning Administrator

Attachment

EXHIBIT H

SOLID WASTE PROVIDER LETTER

Exhibit H Solid Waste Correspondence

Matine Jou

To: Jean Dolan
Subject: RE: Solid Waste Correspondence

From: Denise Yoezle
Sent: Wednesday, August 21, 2013 5:20 PM
To: Bill Zabric
Subject: RE: Land Use Plan text amendment for Sheridan Station

Yes, Sheridan Station would need to contract with a commercial garbage hauler who, by ordinance, is required to dispose of garbage at our designated disposal contractor.

From: Bill Zabric
Sent: Wednesday, August 21, 2013 4:54 PM
To: Denise Yoezle
Subject: RE: Land Use Plan text amendment for Sheridan Station

Would the Sheridan Station project be covered under that contract?

From: Denise Yoezle
Sent: Wednesday, August 21, 2013 4:52 PM
To: Bill Zabric
Cc: Charles Lassiter; Beverly Walker
Subject: RE: Land Use Plan text amendment for Sheridan Station

Bill,

Our disposal contractor effective July 3, 2013 is Progressive/WSI located in Pembroke Park.

Denise

From: Bill Zabric
Sent: Wednesday, August 21, 2013 2:59 PM
To: Denise Yoezle
Subject: FW: Land Use Plan text amendment for Sheridan Station

Denise,
Would you happen to know who would be responsible for solid waste collection and disposal for the proposed Sheridan Station project? See below. Thanks

Bill

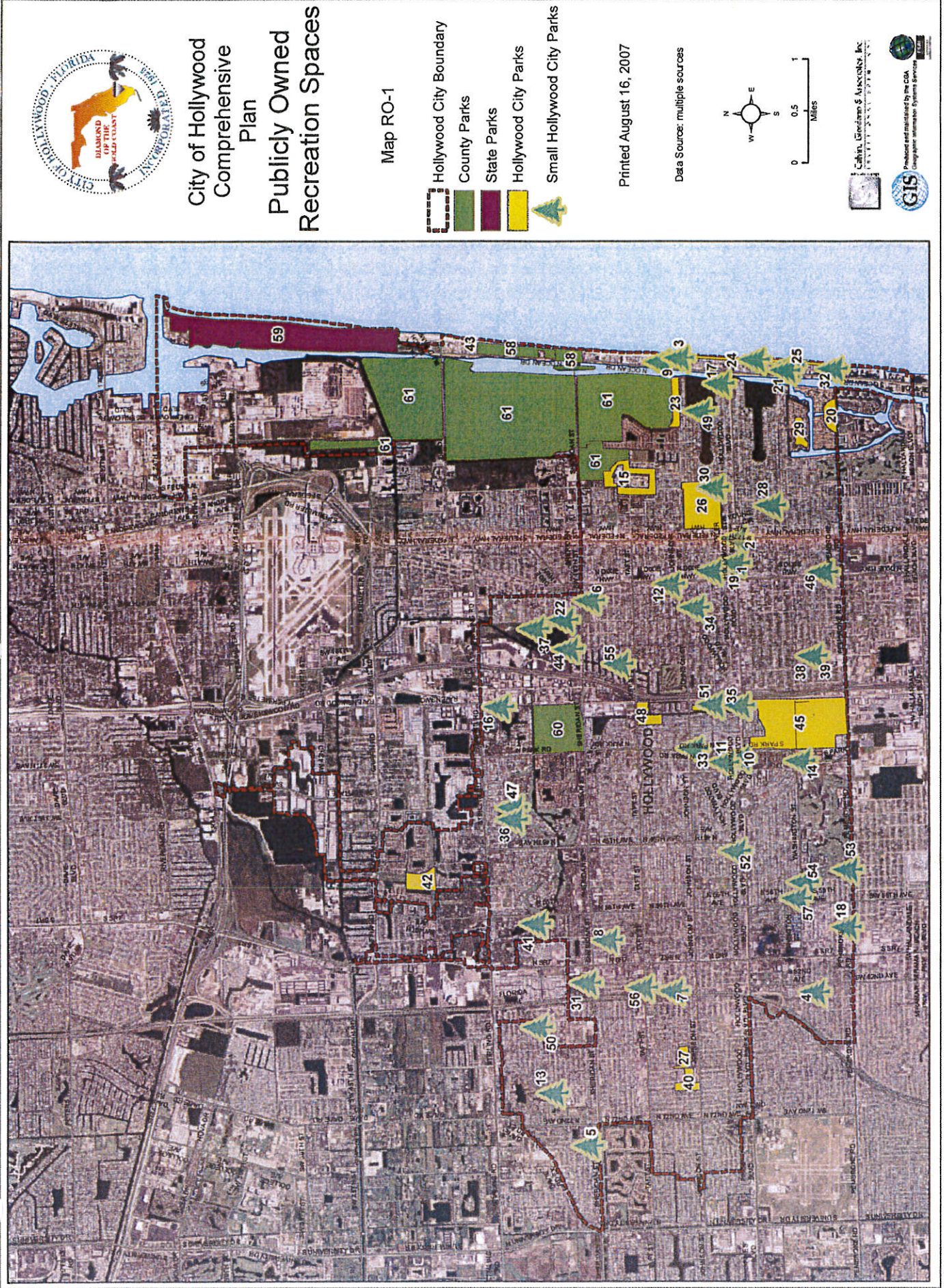
From: Jean Dolan [<mailto:JDolan@cgasolutions.com>]
Sent: Wednesday, August 21, 2013 2:55 PM
To: Bill Zabric
Subject: RE: Land Use Plan text amendment for Sheridan Station

Bill – Would you be able to confirm that the City of Hollywood can accommodate the collection and disposal of solid waste for the Sheridan Station TOD or is that someone else? I just clued in that Hollywood doesn't use Waste Management as their solid waster service provider so I'm trying to figure out who to get the required letter from.

EXHIBIT I

CITY OF HOLLYWOOD
PARKS AND RECREATION INVENTORY

Exhibit I Inventory Neighborhood Parks



HOLLYWOOD RECREATION AND OPEN SPACE LOS WORKSHEET

Buildout Population

Park Acreage requirement (3 acres/1000 persons)

215,086.00
645.26

CITY PARKS

GIS CALCULATED
ACRES ALLOWED

| PARK NAME | GIS CALCULATED ACRES | ALLOWED |
|--|-------------------------|---------|
| 1 Anderson Park | 0.74 | 0.74 |
| 2 Anniversary Park | 0.28 | 0.28 |
| 3 Beach Community Center | 1.78 | 1.78 |
| 4 Beach Paddleball & Shuffleboard | 1.56 | 1.56 |
| 5 Beach Theater | - | - |
| 6 Beverly Hills Park | 0.59 | 0.59 |
| Beverly Park | | |
| 7 Bicentennial Park | 1.47 | 1.47 |
| 8 Boggs Field | 14.07 | 14.07 |
| 9 Carlton Montayna Park | 0.76 | 0.76 |
| 10 Charnow Park | 0.30 | 0.30 |
| 11 David Park | 9.14 | 9.14 |
| 12 David Park Tennis | - | - |
| 13 Dowdy Field | 7.36 | 7.36 |
| 14 Dr Martin Luther King Comm Cntr | 5.02 | 5.02 |
| 15 Driftwood Park Recreational Cntr | 19.35 | 19.35 |
| 16 Earl Crawford Park | 1.64 | 1.64 |
| 17 Emerald Hills Lakes Park | 5.00 | 5.00 |
| 18 Epplenman Park | 0.29 | 0.29 |
| 19 Fletcher St/58 Ave | 0.14 | 0.14 |
| 20 Fred Lippman Multi-Purpose Cntr | 0.47 | 0.47 |
| 21 Garfield St/62 Ave | - | - |
| 22 Goldman Park | - | - |
| 23 Harry Berry Park | 1.03 | 1.03 |
| 24 Henry L Graham Park | 0.41 | 0.41 |
| 25 Holland Park | 24.98 | 24.98 |
| 26 Hollywood West Park | 12.15 | 12.15 |
| 27 Jefferson Park | 4.01 | 4.01 |
| 28 Joe DiMaggio Park | 0.33 | 0.33 |
| 29 John B Koozer Memorial Park | 2.57 | 2.57 |
| 30 John Williams Park/Sheidan Oak Forest | 23.52 | 23.52 |
| 31 Keating Park | 1.01 | 1.01 |
| 32 Kiwanis Park | 1.07 | 1.07 |
| 33 Lake Abraham | - | - |
| 34 Liberia Tot Lot | - | - |

5800 Thomas St.
1945 Hollywood Blvd.
1301 S.Ocean Dr.
300 Connecticut St.
100 Johnson St.
5200 Washington St.
6291 Funston St
7300 Farragut St.
2310 N. 23 Avenue
6200 Arthur St.
300 Connecticut St.
108 N. 33 court
510 N 33rd Ct
2161 Johnson St
2400 Charleston St
3000 N 69th Ave
900 S. Park Rd.
3901 N. 30 Terrace
701 Tyler St.
5749 Fletcher St.
2030 Polk St
Garfield St & 62nd Ave

301 Azalea Terr.
2350 Simms St.
801 Johnson St.
6770 Garfield St.
1501 Jefferson St.
1001 Three Island Blvd.
1401 Polk St
6101 Sheridan St

2500 S Ocean Dr & Magnolia Terr
3400 Johnson St.
9th Ave & Charleston
24th Ave & Simms St

03-24-2011
03-24-2011

| | | | |
|--|-------------------------------|--------|--------|
| 35 Lincoln Park | 2340 Lincoln Park | 4.70 | 4.70 |
| 36 Lions Park | 3003 Hollywood Blvd. | - | - |
| 37 Mara Berman Giullanti Park | 4151 N. Hills Drive | 2.03 | 2.03 |
| 38 Montella Park | 1231 N. 69 Way | 12.20 | 12.20 |
| 39 North and South Lake Jogging Parks | North and South Lakes | 1.79 | 1.79 |
| 40 Oak Lake Park | 3190 N. 56 Avenue | 9.73 | 9.73 |
| 41 Oakridge Park | 5200 S.W. 35 Avenue | - | - |
| 42 Oakwood Hills Park | 2701 N. 26 Avenue | 2.15 | 2.15 |
| 43 Poinciana Park | 1301 S. 21 Avenue | 3.01 | 3.01 |
| 44 Polk Street Multi-Purpose Cntr | 2030 Polk St | - | - |
| 45 Rainbow Tot Lot | 4001 N. Hills Dr. | 0.08 | 0.08 |
| 46 Rotary Park | 3150 Taft St | 17.27 | 17.27 |
| 47 Sailor's Point | 9th Ave & N Northlake Dr | 0.62 | 0.62 |
| 48 Seminole Park | 64th & Charleston St | 3.91 | 3.91 |
| 49 Shuffleboard Center | 309 N 21st Ave | 0.88 | 0.88 |
| 50 Stan Goldman Memorial Park | 800 Knights Road | 22.67 | 22.67 |
| 51 Washington Park & Comm Cntr | 5199 Pembroke Rd | 8.51 | 8.51 |
| 52 Water View Park | 2600 Coolidge St. | 0.70 | 0.70 |
| 53 West Lake Park | Sheridan St & 11th Ct | - | - |
| 54 Young Circle Park | 1 Young Circle | 9.98 | 9.98 |
| 55 Zinkil Park | 5451 Washington St. | 5.45 | 5.45 |
| 56 (Unknown park Near West Lake) | | 19.84 | 19.84 |
| 57 (Unknown park at Three Islands Dr) | 1002 Three Island Park | 15.45 | 15.45 |
| 58 (Unknown park at Harbor Islands Dr) | | 14.74 | 14.74 |
| 59 Alexander Park | Monroe Street & S 24th Avenue | 0.49 | 0.49 |
| | | 297.24 | 297.24 |

SCHOOLS NAME

| | | | |
|------|------------------------------|-------|-------|
| PS1 | Apollo Middle/Montella Park | - | - |
| PS2 | Boulevard Heights Elementary | 4.12 | 4.12 |
| PS3 | Chaminade High | 9.68 | 9.68 |
| PS4 | Colbert Elementary | 2.17 | 2.17 |
| PS5 | Hollywood Hills Elementary | 6.72 | 6.72 |
| PS6 | Hollywood Hills High | 12.35 | 12.35 |
| PS7 | McArthur High | 21.65 | 21.65 |
| PS8 | McNicol Middle | 6.10 | 6.10 |
| PS9 | Nativity School | 2.92 | 2.92 |
| PS10 | Oakridge Elementary | - | - |
| PS11 | Orangebrook Elementary | 3.66 | 3.66 |
| PS12 | Quest School | - | - |
| PS13 | Sheridan Hills Elementary | 2.31 | 2.31 |

| | | | | |
|-------------------|------------------------------------|----------------------------------|---|---------|
| PS14 | South Broward High | 1901 N. Federal Highway | 12.49 | 12.49 |
| PS15 | Stirling Elementary | 5500 Stirling Rd | 3.41 | 3.41 |
| PS16 | West Hollywood Elementary | 6300 Hollywood Blvd | 4.53 | 4.53 |
| | | | 92.11 | 92.11 |
| BEACHES AND LAKES | | | | |
| B1 | Hollywood Beach | | 56.04 | 56.04 |
| B2 | Hollywood Marina | | 3.75 | 3.75 |
| B3 | North Lake | | 86.49 | 86.49 |
| B4 | South Lake | | 77.68 | 77.68 |
| | | | 223.96 | 223.96 |
| GOLF COURSES | | | | |
| GC1 | Diplomat (Hollywood portion) | 501 Diplomat Pkwy | 22.27 | 11.14 |
| GC2 | Eco Grande | 1451 Taft St | 44.90 | 22.45 |
| GC3 | Emerald Hills | 4100 N Hills Dr | 167.35 | 83.68 |
| GC4 | Hollywood Beach | 1600 Johnson St | 102.08 | 51.04 |
| GC5 | Orangebrook | 400 Entrada Dr | 257.12 | 128.56 |
| GC7 | Sunset | 2727 Johnson St | 45.60 | 22.80 |
| | | | 639.32 | 319.66 |
| REGIONAL PARKS | | | | |
| RP1 | Hollywood North Beach (County) | Sheridan St & Ocean Dr | 61.30 | 6.13 |
| RP2 | John U Lloyd (State) | 5000 N Ocean Dr | 339.09 | 10.00 |
| RP3 | Topeekeegee Yugnee (County) | 3299 Sheridan St | 148.36 | 10.00 |
| RP4 | West Lake (County) | | 1,490.00 | 10.00 |
| | | | 2,038.75 | 36.13 |
| New Parks | | | | |
| | Hollywood N Beach Park (Hollywood) | Lots 18-21, Block 197 | No built park, conservation | |
| | Church Park (Hollywood) | 200 N 46th Avenue & Tyler Street | Will include built park | |
| | John U Lloyd (State) | (Lots 3-5, 19-21, Blk 201) | Additional conservation | |
| | Name? (Broward County) | 1390 Sheridan Street | Includes drainage, conservation & education | |
| SUMMARY | | | | |
| | City Parks | | Actual | Allowed |
| | School Recreation Sites | | 297.24 | 297.24 |
| | Beaches and Lakes | | 92.11 | 92.11 |
| | Golf Courses | | 223.96 | 223.96 |
| | Regional Parks | | 639.32 | 96.79 |
| | | | 2,038.75 | 36.13 |
| | | | 3,291.38 | 746.23 |

GIS CALCULATED (Does not include "New Parks")

EXHIBIT J

MASS TRANSIT ROUTE INFORMATION

Exhibit J Mass Transit Route Information

Customer Service

Monday - Friday.....7 am - 8 pm
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,
8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

| | | |
|------------------|------------------|---------------|
| New Year's Day | Labor Day | Memorial Day |
| Independence Day | Thanksgiving Day | Christmas Day |

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at broward.org/bct and at select Broward County library locations.

TIME TABLE

ROUTE 12

Monday - Sunday
Effective 5/27/12

West Regional Terminal to
North Beach Park
via Sheridan Street



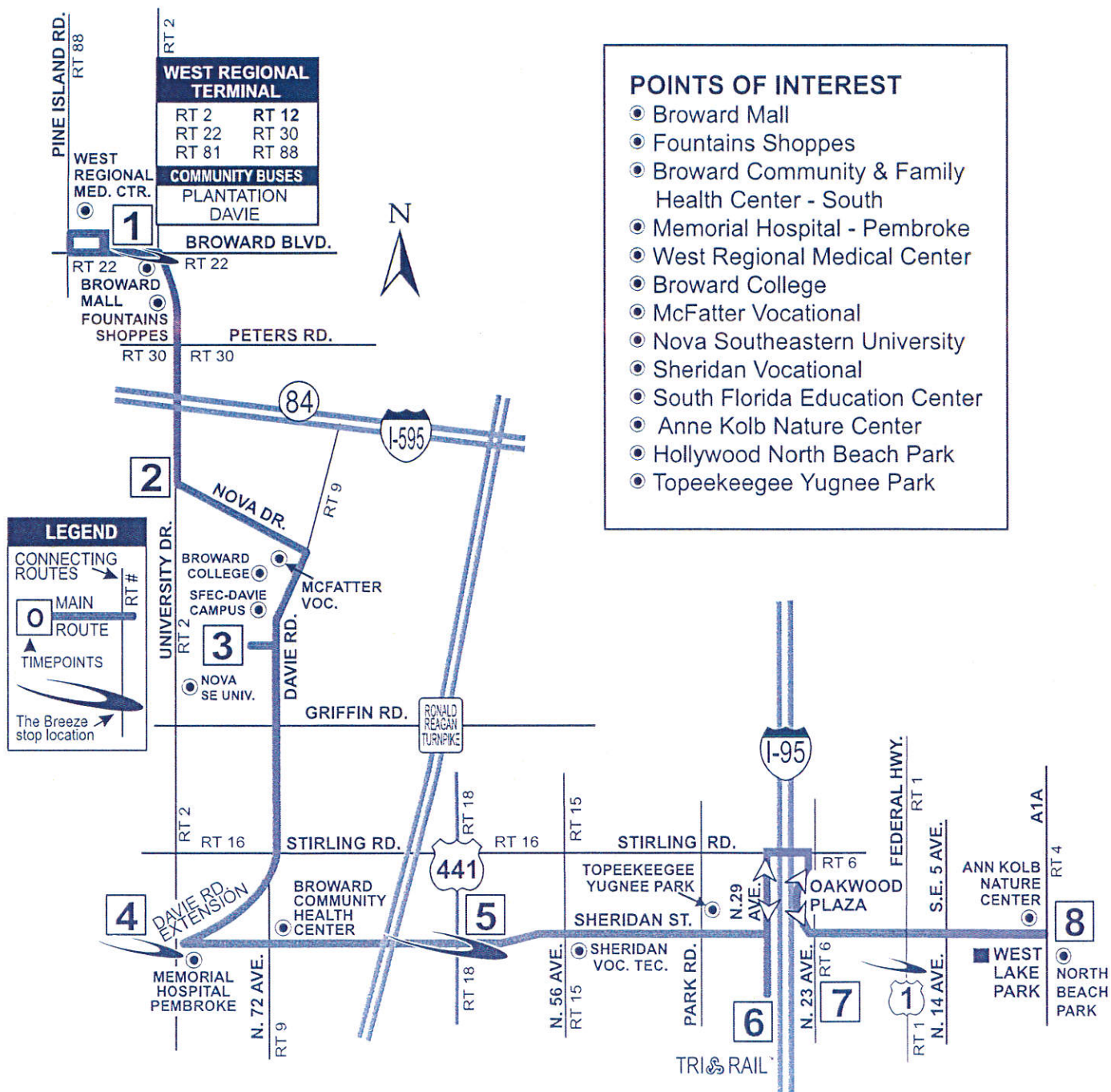
BROWARD COUNTY
Transit
A service of the
Broward County Commission

facebook

You Tube

Download & Print at broward.org/bct
Wheelchair Accessible
Bike Racks

West Regional Terminal to North Beach Park via **Sheridan Street**





Route 12

BROWARD COUNTY TRANSIT
www.broward.org/bct

West Regional Terminal to
North Beach Park
via Sheridan Street



TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS. BE ALERT.
CALL 954-357-LOOK (5665). TELL US.

MONDAY - FRIDAY

EASTBOUND

To North Beach Park

| WEST REGIONAL TERMINAL | NOVA DR & UNIVERSITY DR | BC CENTRAL CAMPUS | DAVIE RD & UNIVERSITY DR | SHERIDAN ST & US 441. | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & OAKWOOD BLVD | NORTH BEACH PARK AT SHERIDAN ST |
|---------------------------|----------------------------|----------------------|-----------------------------|--------------------------|--|-------------------------------|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 5:20a | 5:29a | 5:36a | 5:46a | 5:55a | 6:05a | 6:15a | 6:25a |
| 6:00a | 6:10a | 6:17a | 6:30a | 6:40a | 6:51a | 7:03a | 7:13a |
| 6:45a | 6:58a | 7:06a | 7:20a | 7:32a | 7:45a | 7:59a | 8:09a |
| 7:30a | 7:45a | 7:54a | 8:09a | 8:21a | 8:34a | 8:48a | 8:58a |
| 8:10a | 8:25a | 8:34a | 8:49a | 9:01a | 9:14a | 9:28a | 9:38a |
| 9:00a | 9:13a | 9:22a | 9:37a | 9:48a | 10:00a | 10:14a | 10:24a |
| 9:45a | 9:58a | 10:06a | 10:18a | 10:29a | 10:40a | 10:54a | 11:04a |
| 10:30a | 10:43a | 10:51a | 11:03a | 11:14a | 11:25a | 11:40a | 11:50a |
| 11:15a | 11:28a | 11:36a | 11:49a | 11:59a | 12:10p | 12:25p | 12:35p |
| 12:00p | 12:14p | 12:23p | 12:37p | 12:47p | 12:58p | 1:13p | 1:23p |
| 12:45p | 1:00p | 1:08p | 1:21p | 1:31p | 1:42p | 1:57p | 2:07p |
| 1:30p | 1:45p | 1:53p | 2:08p | 2:21p | 2:34p | 2:49p | 2:59p |
| 2:10p | 2:25p | 2:33p | 2:48p | 2:58p | 3:11p | 3:25p | 3:35p |
| 3:00p | 3:15p | 3:23p | 3:38p | 3:48p | 4:00p | 4:14p | 4:24p |
| 3:40p | 3:56p | 4:04p | 4:20p | 4:32p | 4:44p | 4:59p | 5:09p |
| 4:30p | 4:46p | 4:54p | 5:10p | 5:23p | 5:35p | 5:50p | 6:00p |
| 5:15p | 5:34p | 5:41p | 5:56p | 6:07p | 6:19p | 6:33p | 6:43p |
| 6:00p | 6:16p | 6:24p | 6:38p | 6:49p | 7:00p | 7:13p | 7:23pG |
| 6:45p | 7:01p | 7:08p | 7:20p | 7:31p | 7:40p | 7:54p | 8:04pG |

WESTBOUND

To West Regional Terminal

| NORTH BEACH PARK AT SHERIDAN ST | SHERIDAN ST & OAKWOOD BLVD | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & US 441. | DAVIE RD & UNIVERSITY DR | BC CENTRAL CAMPUS | NOVA DR & UNIVERSITY DR | WEST REGIONAL TERMINAL |
|---------------------------------------|-------------------------------|--|--------------------------|-----------------------------|----------------------|----------------------------|---------------------------|
| 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 6:00a | 6:11a | 6:22a | 6:31a | 6:40a | 6:55a | 7:03a | 7:13a |
| 6:40a | 6:51a | 7:05a | 7:16a | 7:26a | 7:41a | 7:50a | 8:00a |
| 7:30a | 7:43a | 7:58a | 8:09a | 8:18a | 8:34a | 8:43a | 8:53a |
| 8:10a | 8:25a | 8:40a | 8:53a | 9:02a | 9:18a | 9:27a | 9:37a |
| 9:00a | 9:11a | 9:25a | 9:38a | 9:45a | 10:00a | 10:09a | 10:19a |
| 9:40a | 9:51a | 10:06a | 10:17a | 10:24a | 10:39a | 10:49a | 10:59a |
| 10:30a | 10:41a | 10:56a | 11:07a | 11:14a | 11:29a | 11:39a | 11:49a |
| 11:10a | 11:24a | 11:39a | 11:53a | 12:00p | 12:15p | 12:26p | 12:38p |
| 12:00p | 12:14p | 12:29p | 12:43p | 12:51p | 1:05p | 1:16p | 1:28p |
| 12:40p | 12:52p | 1:07p | 1:20p | 1:28p | 1:42p | 1:52p | 2:02p |
| 1:30p | 1:41p | 1:56p | 2:08p | 2:16p | 2:31p | 2:41p | 2:53p |
| 2:10p | 2:23p | 2:38p | 2:53p | 3:01p | 3:16p | 3:27p | 3:40p |
| 3:00p | 3:13p | 3:27p | 3:42p | 3:50p | 4:05p | 4:16p | 4:30p |
| 3:40p | 3:52p | 4:06p | 4:19p | 4:28p | 4:43p | 4:54p | 5:08p |
| 4:30p | 4:40p | 4:55p | 5:08p | 5:17p | 5:32p | 5:43p | 5:55p |
| 5:10p | 5:20p | 5:34p | 5:49p | 5:57p | 6:12p | 6:22p | 6:35p |
| 6:00p | 6:10p | 6:24p | 6:38p | 6:46p | 6:59p | 7:06p | 7:16pG |
| 6:45p | 6:55p | 7:09p | 7:20p | 7:28p | 7:41p | 7:48p | 7:58pG |

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" after them indicate bus returns to garage.

TRANSFER POLICY 7/10/11

TRANSFERS BETWEEN REGULAR BUS ROUTE SERVICE AND PREMIUM EXPRESS BUS SERVICE

A BCT 31-Day Premium Express Bus Pass is acceptable on all BCT regular bus service. Passengers transferring from regular route bus service to express bus service with an All Day, 7-Day or 31-Day bus pass, must pay a premium upgrade fee of \$1.00. Passengers with a regular 10-Ride bus pass or paying by cash on regular service will not be able to transfer between bus services and must pay the full premium fare when boarding the Express bus.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Express, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare. Transfer from MDT or Tri-Rail to Express, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Express does not connect with Palm Tran. • The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

SATURDAY

There are additional bus stops in between

EASTBOUND

To North Beach Park

| WEST REGIONAL TERMINAL | NOVA DR & UNIVERSITY DR | BC CENTRAL CAMPUS | DAVIE RD & UNIVERSITY DR | SHERIDAN ST & US 441. | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & OAKWOOD BLVD | NORTH BEACH PARK AT SHERIDAN ST |
|---------------------------|----------------------------|----------------------|-----------------------------|--------------------------|--|-------------------------------|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 6:00a | 6:08a | 6:15a | 6:25a | 6:34a | 6:44a | 6:54a | 7:04a |
| 7:00a | 7:09a | 7:16a | 7:26a | 7:36a | 7:46a | 7:57a | 8:07a |
| 8:00a | 8:10a | 8:17a | 8:29a | 8:39a | 8:49a | 9:01a | 9:11a |
| 9:00a | 9:10a | 9:18a | 9:30a | 9:40a | 9:51a | 10:04a | 10:14a |
| 10:00a | 10:12a | 10:19a | 10:31a | 10:41a | 10:52a | 11:05a | 11:16a |
| 11:00a | 11:13a | 11:20a | 11:32a | 11:42a | 11:53a | 12:07p | 12:18p |
| 12:00p | 12:14p | 12:22p | 12:35p | 12:45p | 12:56p | 1:10p | 1:21p |
| 1:00p | 1:14p | 1:21p | 1:33p | 1:43p | 1:54p | 2:09p | 2:20p |
| 2:00p | 2:14p | 2:21p | 2:33p | 2:43p | 2:54p | 3:08p | 3:19p |
| 3:00p | 3:15p | 3:22p | 3:35p | 3:45p | 3:56p | 4:10p | 4:20p |
| 4:00p | 4:15p | 4:22p | 4:35p | 4:45p | 4:55p | 5:09p | 5:19p |
| 5:00p | 5:14p | 5:21p | 5:33p | 5:43p | 5:53p | 6:07p | 6:17p |
| 6:00p | 6:14p | 6:21p | 6:33p | 6:43p | 6:53p | 7:06p | 7:16pG |
| 7:00p | 7:13p | 7:20p | 7:32p | 7:41p | 7:51p | 8:03p | 8:13pG |

WESTBOUND

To West Regional Terminal

| NORTH BEACH PARK AT SHERIDAN ST | SHERIDAN ST & OAKWOOD BLVD | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & US 441. | DAVIE RD & UNIVERSITY DR | BC CENTRAL CAMPUS | NOVA DR & UNIVERSITY DR | WEST REGIONAL TERMINAL |
|---------------------------------------|-------------------------------|--|--------------------------|-----------------------------|----------------------|----------------------------|---------------------------|
| 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 6:30a | 6:40a | 6:54a | 7:01a | 7:08a | 7:22a | 7:29a | 7:39a |
| 7:30a | 7:40a | 7:54a | 8:02a | 8:09a | 8:23a | 8:30a | 8:41a |
| 8:30a | 8:40a | 8:54a | 9:03a | 9:10a | 9:24a | 9:31a | 9:42a |
| 9:30a | 9:41a | 9:56a | 10:06a | 10:13a | 10:27a | 10:34a | 10:45a |
| 10:30a | 10:41a | 10:56a | 11:07a | 11:14a | 11:29a | 11:36a | 11:47a |
| 11:30a | 11:41a | 11:56a | 12:07p | 12:14p | 12:29p | 12:36p | 12:47p |
| 12:30p | 12:42p | 12:57p | 1:08p | 1:15p | 1:30p | 1:37p | 1:49p |
| 1:30p | 1:42p | 1:57p | 2:08p | 2:15p | 2:30p | 2:37p | 2:49p |
| 2:30p | 2:42p | 2:57p | 3:08p | 3:15p | 3:30p | 3:37p | 3:50p |
| 3:30p | 3:42p | 3:57p | 4:08p | 4:15p | 4:30p | 4:37p | 4:49p |
| 4:30p | 4:41p | 4:56p | 5:06p | 5:13p | 5:28p | 5:35p | 5:47p |
| 5:30p | 5:41p | 5:56p | 6:06p | 6:12p | 6:26p | 6:33p | 6:44p |
| 6:30p | 6:41p | 6:56p | 7:05p | 7:11p | 7:25p | 7:32p | 7:42pG |

SUNDAY

EASTBOUND

To North Beach Park

| WEST REGIONAL TERMINAL | NOVA DR & UNIVERSITY DR | BC CENTRAL CAMPUS | DAVIE RD & UNIVERSITY DR | SHERIDAN ST & US 441. | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & OAKWOOD BLVD | NORTH BEACH PARK AT SHERIDAN ST |
|---------------------------|----------------------------|----------------------|-----------------------------|--------------------------|--|-------------------------------|---------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 10:00a | 10:10a | 10:17a | 10:29a | 10:39a | 10:49a | 11:01a | 11:10a |
| 11:00a | 11:12a | 11:19a | 11:31a | 11:41a | 11:51a | 12:04p | 12:14p |
| 12:00p | 12:13p | 12:21p | 12:33p | 12:43p | 12:53p | 1:06p | 1:18p |
| 1:00p | 1:13p | 1:22p | 1:34p | 1:45p | 1:55p | 2:08p | 2:20p |
| 2:00p | 2:14p | 2:22p | 2:34p | 2:45p | 2:56p | 3:09p | 3:21p |
| 3:00p | 3:14p | 3:22p | 3:34p | 3:43p | 3:55p | 4:09p | 4:21p |
| 4:00p | 4:14p | 4:21p | 4:32p | 4:41p | 4:52p | 5:05p | 5:17p |
| 5:00p | 5:14p | 5:21p | 5:32p | 5:41p | 5:51p | 6:04p | 6:16p |
| 6:00p | 6:14p | 6:21p | 6:32p | 6:41p | 6:50p | 7:02p | 7:14p G |

WESTBOUND

To West Regional Terminal

| NORTH BEACH PARK AT SHERIDAN ST | SHERIDAN ST & OAKWOOD BLVD | TCRA SHERIDAN TRI-RAIL PARK & RIDE | SHERIDAN ST & US 441. | DAVIE RD & UNIVERSITY DR | BC CENTRAL CAMPUS | NOVA DR & UNIVERSITY DR | WEST REGIONAL TERMINAL |
|---------------------------------------|-------------------------------|--|--------------------------|-----------------------------|----------------------|----------------------------|---------------------------|
| 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 10:30a | 10:41a | 10:54a | 11:04a | 11:11a | 11:24a | 11:31a | 11:41a |
| 11:30a | 11:41a | 11:54a | 12:04p | 12:11p | 12:25p | 12:32p | 12:42p |
| 12:30p | 12:41p | 12:55p | 1:05p | 1:12p | 1:27p | 1:34p | 1:45p |
| 1:30p | 1:41p | 1:56p | 2:06p | 2:14p | 2:29p | 2:36p | 2:48p |
| 2:30p | 2:41p | 2:56p | 3:06p | 3:14p | 3:28p | 3:35p | 3:47p |
| 3:30p | 3:41p | 3:56p | 4:06p | 4:13p | 4:27p | 4:34p | 4:46p |
| 4:30p | 4:42p | 4:58p | 5:08p | 5:15p | 5:28p | 5:35p | 5:48p |
| 5:30p | 5:41p | 5:57p | 6:07p | 6:14p | 6:26p | 6:33p | 6:44p G |
| 6:30p | 6:41p | 6:56p | 7:05p | 7:12p | 7:24p | 7:31p | 7:41p G |

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

For more details on our fares please
visit our web site at
broward.org/bct/faresandpasses.htm
or call customer service: 954.357.8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

**Not paying your fare is a crime per
Florida Statute 812.015.
Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

Information: 954.357.8400

Hearing-speech impaired/TTY:
954.357.8302

This publication can be made
available in large print, tape cassette,
or Braille, by request.



This symbol is used on bus stop signs to indicate
accessible bus stops.



BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

This public document was promulgated at a cost of \$1,064, or \$.038
per copy, to inform the public about the Transit Division's schedule
and route information. Reprinted 5/12

EXHIBIT K
TRANSIT PROVIDER LETTER

Exhibit K Transit Provider Letter



Transportation Department – **Transit Division** – Service and Capital Planning
One N. University Drive, Suite 3100A, Plantation, FL 33324 ♦ Phone: 954-357-8340 ♦ Fax: 954-357-8482

July 12, 2013

Jean E. Dolan, AICP
Calvin, Giordano & Associates, Inc.
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

RE: Sheridan Station Transit Oriented Development Land Use Plan Amendment Text
Change CGA Project No. 13-5958

Dear Mr. Dolan:

Broward County Transit (BCT) has reviewed your request dated July 12, 2013 regarding Sheridan Station Transit Oriented Development Land Use Plan Amendment Text Change, for current and planned bus service. Current fixed-route county bus service to the amendment site is currently provided by BCT Route 12. Please see the following table for detailed information:

| BCT ROUTE | DAYS OF SERVICE | HOURS OF SERVICE A.M. – P.M | SERVICE FREQUENCY |
|--------------|---------------------------------------|--|--|
| 12 | Monday – Friday Saturday Sunday | 5:20a – 7:58p 6:00a – 8:11p 10:00a – 7:43p | 45 Minutes 60 Minutes 60 Minutes |

Additionally, this site is serviced by the Tri-Rail Shuttle and the Miami-Dade I-95 Express. Future fixed-route bus services including weekday & weekend span of service transit improvements are specified in the Broward County Transit Development Plan (TDP) and Broward MPO 2035 Long Range Transportation Plan (LRTP).

If you have any additional questions concerning this matter, please feel free to call or email me at 954-357-8450 / jramos@broward.org if you require any additional information.

Sincerely,

A handwritten signature in black ink, reading "John A. Ramos".

John A. Ramos, Senior Planner
Service and Capital Planning

EXHIBIT L

HISTORIC RESOURCES LETTER

Exhibit L Historic Resources Letter



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

July 15, 2013

Jean Dolan
Calvin, Giordano & Associates, Inc.
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Phone: 954.921.7881
Email: jdolan@calvin-giordano.com



In response to your inquiry of July 15, 2013, the Florida Master Site File lists two archaeological sites, eight surveys, and one standing structure, found in the following parcels of Broward County:

The portions of T51S R42E Sections 04, 05, 08, & 09, indicated by the map submitted with search request (including a project area and a ½ mile buffer).

When interpreting the results of our search, please consider the following information:

- This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.
- Because vandalism and looting are common at Florida sites, we ask that you limit the distribution of location information on archaeological sites.
- While many of our records document historically significant resources, the documentation of a resource at the Florida Master Site File does not necessarily mean the resource is historically significant.
- Federal, state and local laws require formal environmental review for most projects. This search **DOES NOT** constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Sincerely,

Gabrielle McDonnell
Archaeological Data Analyst
Florida Master Site File
Gabrielle.McDonnell@DOS.myflorida.com

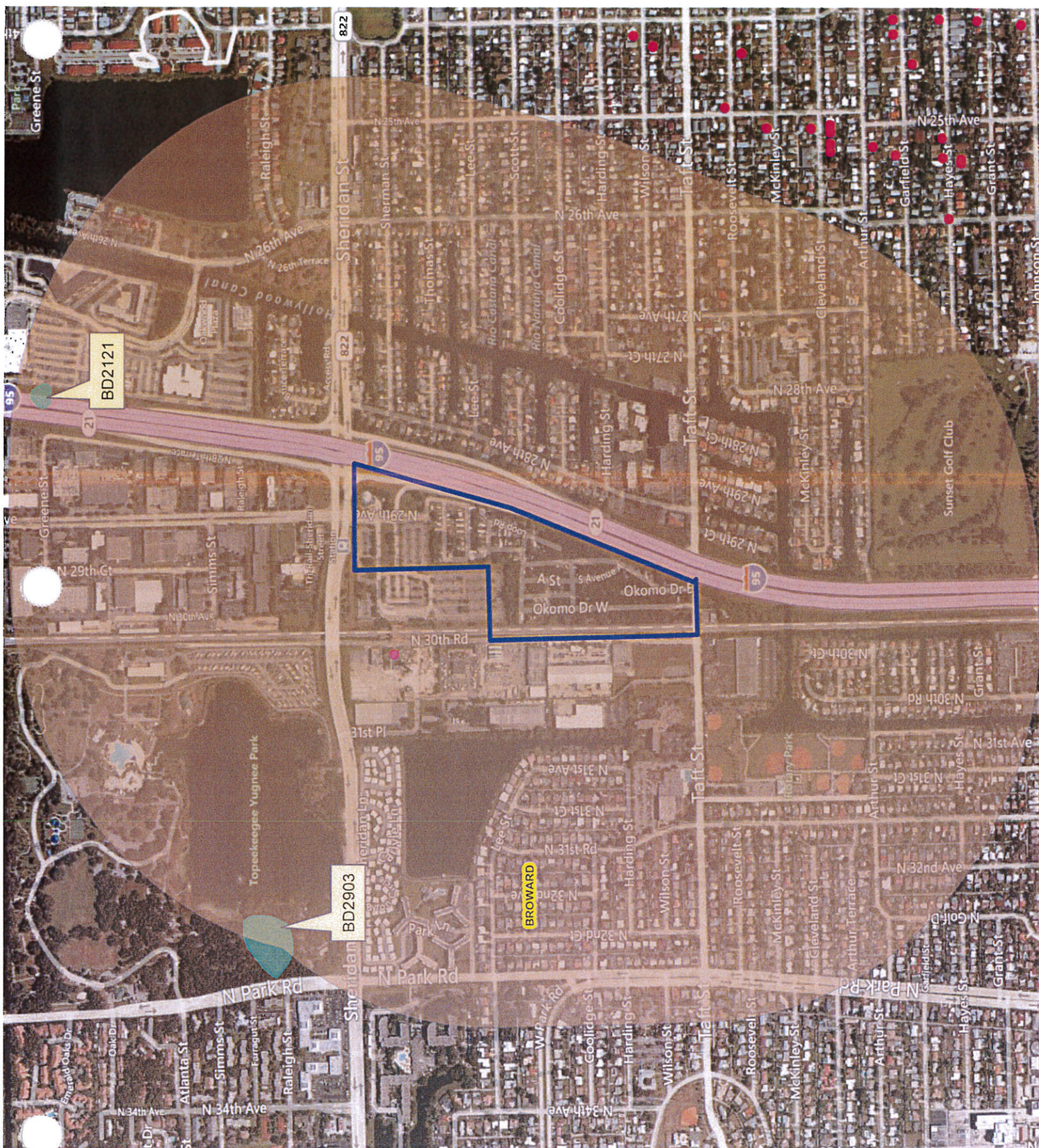


EXHIBIT M
PRIORITY PLANNING AREAS FOR SEA LEVEL RISE

- zoomed in to Hollywood TOC Sheridan Station



0 170 340 680

Feet



Area under consideration



Priority Planning Areas for Sea Level Rise: Areas near tidal water bodies at an increased risk of inundation under a 2 foot sea level rise scenario, projected to occur by 2060.

EXHIBIT N

CITY OF HOLLYWOOD
OBJECTIVES AND POLICIES

EXHIBIT N
CONSISTENCY WITH
CITY OF HOLLYWOOD COMPREHENSIVE PLAN
GOALS, OBJECTIVES AND POLICIES

Future Land Use Element:

Transit Oriented Development

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit stations, through the establishment of a Transit Oriented Development (TOD) land use category within the City of Hollywood Future land Use Element. In order for an area to qualify as a Transit Oriented Development, the following criteria must be met:

Land Use Criteria

Residential use is required as a principal component within a Transit Oriented Development. Maximum residential density must be specified for each Transit Oriented Development (TOD), or may vary in the Transit Oriented Development, and must be described in the permitted uses section of the City of Hollywood Future Land Use Element. Residential densities must be specified as both units per gross acre in geographically designated areas and maximum number of permitted units within the designated TOD. When the density of the Transit Oriented Development is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be included in the designated area as a principal use: e.g. retail, office, restaurants, personal services, hotel motel, light industrial (including "live work" buildings), research business, civic, and institutional.

Additional or expanded stand-alone automobile oriented uses such as: large surface parking lots, gas stations auto repair car washes; auto dealers; self-equipment storage; "big box" warehouse; single-family detached dwelling units; and drive-through facilities are discouraged unless designed in a manner to encourage pedestrian and transit usage.

Minimum and maximum FAR (Floor Area Ratio) for non-residential uses within a TOD must be specified, in the permitted uses section of this Plan and the Broward County Land Use Plan. Minimum non-residential FAR's (Gross) of 2 are encouraged. Nonresidential intensities may carry within the development and may be specified either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [i.e. pool of square footage by perimeter use (retail, office etc.)].

Design Guidelines Principles

Shall include design features promoting and enhancing pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- a. Integrated transit stops with shelter or station (within the TOD area).
- b. Public plazas, urban open space or green space pocket park uses accessible to the public must be provided as an integrated component within a Transit Oriented Development.

- c. Wide (5 feet shall be the minimum and should be consistent with ADA requirements) pedestrian and bicycle paths minimizing conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- d. Buildings should front the street (zero or minimal setbacks are encouraged).
- e. Vehicle parking strategies encouraging and supporting transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- f. Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).
- g. Proposed Transit Oriented Developments shall include internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Development (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

Review Process Considerations

The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit-oriented design. A proposed Transit Oriented Development shall demonstrate consistency with the goals, objective and policies and other requirements of the City of Hollywood Comprehensive Plan.

Permitted Uses in Areas Designated Transit Oriented Development

The following uses are allowed within Transit Oriented Development (TOD) areas to the degree and extent permitted by the applicable zoning regulations.

1. Residential use; (single family detached dwelling units permitted only if it encourages pedestrian and transit use.)
2. Public plazas, urban open space or green space pocket park uses accessible to the public.
3. Retail, office, restaurants and personal services, hotel motel, light industrial (including "live work" buildings), research business, civic, institutional and transit related facilities.

The TOD Land Use designation encourages redevelopment or development of significant areas served by regional transit stations. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form.

Hollywood's Transit Oriented Development will:

- Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful Transit Oriented Development area;
- Encourage a pedestrian oriented core;
- Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with I-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and
- Promote creative siting of buildings, transportation routes, and open space to create vistas linking the developments together.

Future Land Use Element Goals, Objectives and Policies

GOAL:

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.

OBJECTIVE 1:

Coordinate future land uses with available public facilities, soil conditions, topography, natural resources, and endangered species.

Policy 1.8 New development shall comply with the intensities outlined in the Comprehensive Plan. The maximum Floor Area Ratio for non-residential land uses in each sub area (as determined in the City-Wide Master Plan are as follows:

Land Use Category Floor Area Ratio

- (a) Office 3.0
- (b) General Business 3.0
- (c) Employment Center 3.0
- (d) Industrial 3.0
- (e) Utilities 3.0
- (f) Transportation 3.0
- (g) Community Facilities 3.0
- (h) Opens Space and Recreation 3.0
- (i) Conservation 0.25
- (j) Electrical Generating Facilities 3.0
- (k) Transit Oriented Corridor 2.0
- (l) Transit Oriented District 2.0

OBJECTIVE 1.1

The City shall work with and assist the Broward County Office of Urban Planning and Redevelopment and the Broward County Metropolitan Planning Organization toward increasing transit usage.

Policy 1.1 The City shall work with and assist the Broward County Office of Urban Planning and Redevelopment, Broward County Metropolitan Planning Organization, and the Florida Department of Transportation to implement strategies to increase transit ridership and alleviate travel demand on the FIHS.

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.

Policy 6.3: Maintain the Zoning and Development Regulations that implement standards for different intensities of land use and residential densities as stated in the Future Land Use Categories of the *Land Use Element*.

Policy 6.4: Maintain those regulations that promote increased pedestrian access between neighborhoods and commercial uses. (CWMP Policy CW.14).

Policy 7.3: Continue to require the provision of recreation and open space sufficient to meet established level of service requirement through the development review process by the enforcement of land dedication or impact fee requirements set out in the platting regulations.

Policy 7.4: Maintain the level of service for the City's park and open space standard of 3 acres per 1000 population to assess adequacy of service.

Policy 7.6: Facilitate accessibility of recreational facilities and services to all City residents.

Policy 7.24: To ensure through coordination with the South Florida Water Management District (SFWMD), the Broward County Water Resources Management Division (WRMD), and the Broward County Environmental Protection Department in the development review process to ensure that new development is required to provide adequate drainage measures to service itself and to neutralize any deficiencies which would be created by such new development.

Policy 7.33: Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

- a) Be consistent with the Utilities Element and Coastal Management Element and not contribute to a condition of public hazard.
- b) Be consistent with the Transportation Element; Utilities Element and Recreation and Open Space Element and not exacerbate any existing condition of public facility capacity deficits.
- c) Generate public facility demands that may be accommodated by planned capacity increases.
- d) Conform with future land uses as shown on the Future Land Use Map service areas as described in the Utilities Element.
- e) Accommodate public facility demands based upon level of service (LOS) standards by provision of facilities by the developer or by the City consistent with this element.
- f) Be consistent with state agencies' and water management districts' facilities plans.

Policy 8.10: The City shall consider the individual and cumulative impacts of land use plan amendments on historic resources and on the existing and planned transportation facilities.

Policy 8.11: The City will complete the State local comprehensive plan amendment review process as specified in Chapter 163, Florida Statutes and Florida Administrative Code Rule 9J-11 prior to the recertification of the City's *Land Use Element* by the Broward County Planning Council.

Policy 8.12: The compatibility of existing and future land uses shall be a primary consideration in the review and approval of amendments to the Broward County and City land use plans.

Transportation Element

GOAL

It shall be the goal of the City of Hollywood to provide and maintain a sustainable and integrated transportation system which provides modal choices for its residents and visitors and the efficient movement of goods and freight for its existing and future businesses. This goal shall be achieved through the implementation of transportation programs and activities as outlined in the objectives below.

Objective 2:

The City of Hollywood shall coordinate with adjacent local governments, Broward County Planning Council (BCPC), The Broward County Metropolitan Planning Organization BCMPO, South Florida Regional Planning Council (SFRPC)/Tri-Rail, and appropriate state agencies to maintain and improve the functional relationship between the multimodal transportation system and future land use map. The coordination between the transportation system and the future land use maps is necessary to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing, employment patterns, and land uses.

Policy 2.1 The City shall establish parking strategies that will promote transportation goals and objectives. The City will coordinate with Broward County, the Broward County Metropolitan Planning Organization, Broward County Mass Transit Division, South Florida Regional Transit Authority (SFRTA) and Florida Department of Transportation, including South Florida Commuter Services, to accomplish this effort. These strategies include, but are not limited to:

a. Revise the City's Land Development Code to establish incentives that reduce parking requirements for redevelopment and development projects described in b. The goal of these incentives will be to promote the use of public transit and reduce single occupancy and single purpose vehicle trips.

b. Identify appropriate locations within the City to encourage greater densities and intensities to promote mixed use developments such as the transit village concept by implementing the following:

1. Coordinate with Broward County Mass Transit Division, Florida Department of Transportation and SFRTA to develop air rights at existing and proposed SFRTA stations, park and ride lots, and bus transfer stations located within the City of Hollywood. The goal of this program will be to attract public/private investment dollars for business(es) to locate at SFRTA stations and thereby reduce parking requirements for workers and customers of these business(es).

(a) Support the creation of an Inter-Modal Facility at I-95 that would connect SFRTA and other public transportation. (CWMP Policy 3.27)

2. Continue to coordinate with the Hollywood Business Council, Greater Hollywood Chamber of Commerce, and Community Redevelopment Agency (where applicable) to promote the development and redevelopment of properties adjacent to existing and proposed SFRTA stations, park and ride lots, and bus transfer stations located within the City of Hollywood. The goal of such programs will be to identify parking needs and develop parking facilities. These parking facilities will be designed to serve both workers and customers of the area's businesses as well as promoting these businesses to transit and rail passengers who would share the parking facilities.

- (a) Redevelop the area around SFRTA/Amtrak station to enhance transit opportunities and economic viability. (CWMP Policy 3.34)
- (b) Promote development that encourages transit opportunities. (CWMP Policy 3.35)
- (c) Support connection between SFRTA/Amtrak stations and major destinations throughout the City. (CWMP Policy 3.36)

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.

Policy 1.1: The City will review its codes, ordinances, and regulations to determine if modifications can be made to facilitate private sector participation in housing development by December 2009.

Policy 1.1.1: The City shall continue to update and amend the Zoning and Land Development Regulations to improve affordable housing opportunities in mixed residential districts. (CWMP Policy CW.75)

Policy 1.1.2: Emphasize code enforcement activities City-Wide in an effort to identify and correct substandard housing conditions. (CWMP Policy, CW.76)

Objective 5:

To preserve and maintain historically significant structures located within the City.

Policy 5.4: The City shall continue to identify historic districts and provide zoning guidelines to ensure the preservation of historic structures.

Conservation Element

Objective 3:

Assist the Broward County Environment Quality Control Board (Broward County Department of Planning and Environmental Protection), and any other agencies working toward improving air quality and meeting EPA attainment standards for ozone.

Policy 3.1: Coordinate with Broward County Urban Transit Section of the Office of Planning, and Mass Transit Division to find ways to encourage more people to take mass transit.

Policy 3.6: Implement transportation strategies that reduce auto travel and improve traffic flow, thereby reducing auto emissions. (CWMP Policy, CW.134)

Policy 3.7: Establish land use patterns and transportation facilities that encourage the use of public transportation and reduced trip lengths in an effort to alleviate vehicle emissions. (CWMP Policy CW.133, 145)

Objective 15:

Encourage energy conservation.

Policy 15.1: Coordinate with Broward County in encouraging more and innovative mass transit alternatives to road widening.

Policy 15.3: Investigate the possibility of more mixed uses and multi-uses in Hollywood.

Recreation and Open Space Element

GOAL:

Provide and maintain a complete range of recreational facilities and services as well as open space sites to fulfill the recreation needs of residents and visitors of all ages, including special groups such as the elderly, the developmentally impaired, and preschool age children to be consistent with environmental resources.

Objective 1:

Satisfy the recreation and open space needs of residents and visitors of all ages by the adequate and efficient provision of both facilities and programs through the coordination of both private and public development and the utilization of private and public resources.

Policy 1.5: Continue to require the provision of recreation and open space sufficient to meet established level of service requirement through the development review process by the enforcement of land dedication or impact fee requirements set out in the platting regulations.

Objective 4:

Facilitate accessibility of recreational facilities and services to all City residents.

Policy 4.9: Consider vehicle and pedestrian access points to new parks consistent with the Neighborhood and/or City-Wide Master Plans.

Potable Water Element

Objective 3.0

Maximize the use of existing potable water facilities and encourage compact urban growth patterns.

Policy 3.2 The City of Hollywood shall recommend the denial of future land use map amendments where densities or intensities are increased if:

1. Potable water facilities are not available and a consumptive use permit for the Florida Department of Environmental Protection Permitted capacity from the South Florida Water Management District (SFWMD) has not been issued; and

2. Plans to extend potable water facilities so that they become available are not included within a financially feasible capital improvements program and/or there is not a reasonable expectation that the consumptive use permit will be issued.

Policy 3.4 The City of Hollywood shall encourage the use of coordinated regulatory and programmatic approaches and financial incentives to promote compact, efficient urban growth patterns.

Policy 4.10 The City shall reduce potential groundwater pollution sources by continuing to implement the Water and Sewer Connection Ordinances.

Policy 4.11 Continue to eliminate causes of pollution to water supply. (CWMP Policy CW.130)

Policy 4.12 The City of Hollywood shall continue to protect the groundwater supply from potential sources of contamination pursuant "Water and Sewers" along with Water and Septic Tank Ordinance.

Objective 7.0

With the treatment capacity serviceable by the Reclaimed Water System, expand the reclaimed water system to replace current systems using potable water for irrigation in the public right of way and other public facilities. Investigate possible expansion of treatment capacity of the reclaimed water system.

Policy 7.1 Design large private projects to include reclaimed water. (CWMP Policy CW.34).

Sanitary Sewer Element

Objective 4.0

Maximize the use of existing sanitary sewer facilities and encourage compact urban growth patterns.

Policy 4.1 The City shall continue to utilize the development review process of the Land Development Code to require applicants for development permits within the County's utility districts to enter into an agreement to "tie-in" to existing facilities or construct improvements to the County's sanitary sewer system necessitated by the proposed development when adequate facilities, based on adopted level of service standard, are not available and no fiscally feasible plan to construct or expand said facilities is proposed.

Policy 4.5 The City of Hollywood shall encourage the use of coordinated regulatory and programmatic approaches and financial incentives to promote compact, efficient urban growth patterns.

EXHIBIT O

BROWARD COUNTY
OBJECTIVES AND POLICIES

EXHIBIT O
BROWARD COUNTY GOALS OBJECTIVES AND POLICIES

GOAL A.00.00

PROMOTE AND COORDINATE A DESIRABLE, SUSTAINABLE AND EFFICIENT LAND USE PATTERN FOR THE BENEFIT AND ENJOYMENT OF ALL BROWARD COUNTY RESIDENTS, VISITORS AND ECONOMIC INTERESTS WHICH MAXIMIZES PRESERVATION AND CONSERVATION OF NATURAL RESOURCES.

OBJECTIVE A.01.00 DESIRABLE AND EFFICIENT LAND USE – “SMART GROWTH” PRINCIPLES

Adopt, implement and encourage land use provisions which promote the principles of the “Smart Growth” initiative seeking to maintain and create desirable and efficient communities for Broward County residents, visitors and economic interests including quality housing for all, integrated with excellent and sufficient public facilities and services, recreational opportunities and open space areas, and which maximizes preservation and conservation of natural resources.

POLICY A.01.01 Provide a range of housing opportunities and choices, including those in the “medium” to “high” densities where compatible with the physical location and services needs of residents in all age and income groups.

POLICY A.01.07 Broward County shall promote, encourage, and endeavor to make development decisions more predictable, timely and cost effective via county and in support of applicable local government plans and regulations consistent with a “smart growth” vision and to attract high quality development.

OBJECTIVE A.02.00 “GREEN”/ENERGY EFFICIENT LAND USE PATTERN

Adopt, implement and encourage provisions, incentives and methods to reduce future per capita use of natural and non-renewable resources such as water and fossil-fuel energy, and reduce the production of potentially harmful waste materials.

POLICY A.02.03 Broward County shall support Florida Governor Executive Orders 07- 126 and 07-127, regarding reduction of greenhouse gas emissions from Florida State Government and actions to reduce greenhouse gas emissions within Florida, and shall by June 30, 2009, adopt companion policy and provisions for the operations of Broward County government.

OBJECTIVE A.03.00 SUSTAINABLE AND CLIMATE RESILIENT LAND USE PATTERN

Adopt, implement and encourage land use planning strategies which increase community resiliency and protect property, infrastructure and cultural and natural resources from the impacts of climate change.

OBJECTIVE 5.04.00 PROVISION OF OPEN SPACE

Establish an extensive system of public and private open space areas including natural reservations, parks, beaches, scenic vistas, golf courses, and waterways compatible with the tropical and resort character of Broward County.

PUBLIC FACILITIES AND PHASED GROWTH

GOAL 8.00.00

PHASE GROWTH CONSISTENT WITH THE PROVISION OF ADEQUATE REGIONAL AND COMMUNITY SERVICES AND FACILITIES

OBJECTIVE 8.01.00 COORDINATE FUTURE LAND USES WITH AVAILABILITY OF REGIONAL AND COMMUNITY FACILITIES AND SERVICES

Coordinate future land uses with the availability of regional and community facilities and services sufficient to meet the current and future needs of Broward County's population and economy without endangering its environmental resources.

Local Development Review

POLICY 8.01.01 Local governments shall implement development review procedures to assure that facilities and services meet established countywide and municipal level of service standards and are available consistent with concurrency requirements and Section 163.3180 Florida Statutes (1993), pursuant to Objective 8.06.00.

POLICY 8.01.02 Development permits granted by local governments within Broward County shall be consistent with the Development Review Requirements subsection of the Plan Implementation Requirements section of this plan.

Potable Water Supply and Wastewater (Treatment) (see also Objective 9.02.00)

POLICY 8.01.04 In order to protect the health, safety, and welfare of Broward County's residents, development should not be permitted in those portions of Broward County with inadequate potable water and wastewater treatment facilities.

POLICY 8.01.05 Packaged wastewater treatment facilities should be connected to centralized facilities which have been approved by the appropriate governmental agencies.

POLICY 8.01.06 Broward County shall continue to monitor and study the impacts of septic tanks on Broward County's water supply.

POLICY 8.01.07 Broward County shall maintain regulations requiring new development to be serviced by centralized water and wastewater systems, where necessary, to protect the health, safety, and welfare of Broward County's residents.

POLICY 8.01.08 Local governments shall require all new commercial and industrial development to be serviced by centralized wastewater systems where financially feasible.

POLICY 8.01.09(1) Private septic tanks and wells in Broward County should be phased out and replaced with centralized water and wastewater systems, where necessary, to protect the health, safety, and welfare of Broward County's residents.

POLICY 8.01.09(2) In considering amendments to the Broward County Land Use Plan, analysis regarding the availability of potable water supply shall include a determination of whether such supply

will be available as per the applicable adopted 10-Year Water Supply Facilities Work Plan and Capital Improvements Element.

POLICY 8.01.10(a) Local governments shall require existing development on septic tanks and private wells to hook up to centralized sewer and water facilities as they become available.

OBJECTIVE 8.03.00 EFFICIENT USE OF URBAN SERVICES

Discourage urban sprawl and encourage a separation of urban and rural land uses by directing new development into areas where necessary regional and community facilities and services exist.

POLICY 8.03.02 Promote infill development through the provision of potable water and sanitary sewer service to those developed portions of Broward County which are currently inadequately served.

POLICY 8.03.03 When extending new services to undeveloped portions of Broward County, priority shall be given to those areas where other facilities and services are available or are anticipated to be provided concurrent with the extension of such new services.

POLICY 8.03.07 For lands within Broward County's identified Urban Infill and Redevelopment Areas, local land use plans should include policies addressing the phase out of private septic tanks and private potable water wells, where appropriate, and the upgrading of inefficient sewer systems while protecting the area's natural resource base.

POLICY 8.03.08 Local government service providers should identify appropriate funding, including private utilities and investment, to alleviate potable water and sanitary sewer system deficiencies, when based upon adequate data and analysis, and to extend sanitary sewer and potable water facilities to developed but unserved areas within Urban Infill and Redevelopment Areas, consistent with policies to encourage the desired infill and redevelopment activities.

POLICY 8.03.09 Broward County, in coordination with its municipalities, shall pursue the establishment of mandatory reuse zones in order to require the use of reclaimed water for irrigation, when source water is available, with the goal of reducing demands on the Biscayne Aquifer.

OBJECTIVE 9.08.00 PROTECTION OF HISTORIC RESOURCES

Protect historic resources within Broward County from deterioration or loss.

POLICY 9.08.03 Local governments with historic resources should implement programs which preserve and/or rehabilitate historic resources through techniques such as historic preservation ordinances, building code provisions and tax incentives.

POLICY 9.08.05 Broward County and its local governments shall consider the impacts of land use plan amendments on historic resources.

OBJECTIVE 9.14.00 PROTECTION OF AIR QUALITY

Improve the quality of air in Broward County by establishing land development regulations which promote Broward County's compliance with the Southeast Florida State Implementation Plan.

POLICY 9.14.01 Promote mass transit use and discourage automobile travel by encouraging local governments to locate mixed land uses along major roadway corridors with mass transit facilities.

MIXED LAND USES

GOAL 10.00.00

PROMOTE THE EFFICIENT USE OF PUBLIC FACILITIES AND SERVICES THROUGH PLANNED COMMUNITIES WITH MIXED LAND USES.

OBJECTIVE 10.01.00 INNOVATIVE LAND DEVELOPMENT TECHNIQUES AND REGULATIONS

Encourage the use of innovative land development regulations and techniques, for both residential and non-residential development in order to promote planned communities and activity centers designed for efficient use of public services and facilities.

POLICY 10.01.01 Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned.

POLICY 10.01.03 In order to create aesthetically pleasing living, shopping, working and recreational environments, local governments should develop and implement land development regulations to maximize opportunities for the application of innovative site planning concepts.

OBJECTIVE 10.05.00 TRANSIT ORIENTED DEVELOPMENT

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Development (TOD) land use category within the Broward County Land Use Plan. The TOD land use category must be supported by policies in the local land use element that incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a "sense of place" and is transit supportive.

Land Use Criteria

POLICY 10.05.01 Residential use is required as a principal component within a Transit Oriented Development.

POLICY 10.05.02 Maximum Residential Density must be specified by the local government, may vary in the Transit Oriented Development, and must be described in the permitted uses section of the Broward County Land Use Plan (BCLUP). Residential densities may be specified, at the option of the local government, either as units per gross acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units like in the BCLUP "Local Activity Center" (LAC) and "Regional Activity Center" (RAC) designations). When the density of the Transit Oriented

Development is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

POLICY 10.05.03 At least two non-residential uses must be permitted in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional.

POLICY 10.05.04 Additional or expanded, stand alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited, unless designed in a manner to encourage pedestrian and transit usage.

POLICY 10.05.05 Minimum and Maximum FAR (Floor Area Ratio) for non residential uses within a Transit Oriented Development must be specified, by the local government in the permitted uses section of the Broward County Land Use Plan. Minimum non-residential FARs (Gross) of 2 are encouraged. Non residential intensities may vary in the TOD and may be specified at the option of the local government, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)]. When non residential intensity is specified as a maximum FAR the percentage distribution among the mix of uses must also be identified.

Design Guideline Principles

POLICY 10.05.06 The municipality shall include within their land use element policies that ensure that Transit Oriented Development includes design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- Integrated transit stop with shelter, or station (within the TOD area).
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Development.
- Wide (5 feet shall be the minimum consistent with ADA Requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings should front the street (zero or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

POLICY 10.05.07 Local governments shall include within their local land use element policies that require internal pedestrian and transit amenities to serve the residents and employees within the Transit Oriented Development (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas).

POLICY 10.05.08 The intent of the required Design Guideline Principles is to provide guidelines for municipal implementation of the Transit Oriented Development land use category. Municipalities are encouraged to use some or all of the above design elements, or to develop other design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking Transit Oriented Development land use category designations will only determine whether the municipality has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought, and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the land use designation sought.

Review Process Considerations

POLICY 10.05.09 The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects.

POLICY 10.05.10 In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Development, the impact analysis for the designation in the Broward County Land Use Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the effective local government land use element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact analysis.

POLICY 10.05.11 An interlocal agreement between the municipality and Broward County must be executed no later than six months from the effective date of the adoption of a Transit Oriented Development which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.

OBJECTIVE 12.01.00 COORDINATE TRANSPORTATION PLANNING ACTIVITIES WITH LAND USE DECISIONS

Coordinate transportation and land use planning activities of Broward County and its local governments to ensure that regional transportation levels of service standards established within the Broward County Comprehensive Plan are met.

POLICY 12.01.08 Multi-modal transportation facilities and services should be recognized and encouraged by Broward County and its local governments when making land use planning decisions.

POLICY 12.01.12 Broward County shall continue to support and link local and state infrastructure investments to better coordinate multi-modal transportation and mixed land uses, which encourage a reduction in vehicle miles traveled and in greenhouse gas emissions, improved energy efficiency, affordable housing proximate to urban work centers, and progress toward other sustainability and quality of life measures.

POLICY 12.01.13 Broward County shall, in cooperation with its municipalities, the Broward Metropolitan Planning Organization, Florida Department of Transportation and other agencies, consider climate change impacts in the design and location of transit oriented infrastructure and development, in

order to protect public and private investment and the welfare and safety of current and future populations. The Priority Planning Areas for Sea Level Rise map in the Broward County Land Use Plan, which designates areas at increased risk of flooding due to, or exacerbated by, sea level rise over the next 50 years, shall provide guidance for this consideration in planning decisions.

REDEVELOPMENT AND INCOMPATIBLE USES

GOAL 14.00.00

ELIMINATE AREAS OF BLIGHT AND INCOMPATIBLE LAND USES.

OBJECTIVE 14.01.00 REDEVELOPMENT OF BLIGHTED AND DETERIORATING AREAS

Develop and implement land use programs to encourage redevelopment activities within identified blighted and deteriorating areas.

POLICY 14.01.01 The Broward County Land Use Plan shall give priority to plan amendment proposals which are aimed at facilitating urban redevelopment and eliminating blighted and deteriorating areas.

POLICY 14.01.02 The Broward County Land Use Plan shall encourage planned commercial or mixed use centers within non-residential redevelopment areas.

POLICY 14.01.03 Increased densities within redevelopment areas should be supported by plans to address their impacts on existing land uses and residents and by plans to improve community facilities and services.

POLICY 14.01.04 Historic resources within redevelopment areas should be protected and restored.

GOAL 17.00.00

DIRECT GROWTH TO IDENTIFIED URBAN INFILL, URBAN REDEVELOPMENT AND DOWNTOWN REVITALIZATION AREAS WITHIN BROWARD COUNTY IN ORDER TO DISCOURAGE URBAN SPRAWL, REDUCE DEVELOPMENT PRESSURES ON RURAL LANDS, MAXIMIZE THE USE OF EXISTING PUBLIC FACILITIES AND CENTRALIZE COMMERCIAL, GOVERNMENTAL, RETAIL, RESIDENTIAL AND CULTURAL ACTIVITIES.

OBJECTIVE 17.02.00 LAND USE, PUBLIC FACILITIES AND SERVICES AND EMPLOYMENT INTENSITIES

Establish criteria which encourage development of urban infill, urban redevelopment and downtown revitalization area(s) to promote economic development, increase housing opportunities, and maximize use of existing public facilities and services.

POLICY 17.02.03 The Broward County Land Use Plan and local land use plans shall encourage mixed use developments within urban infill, urban redevelopment and downtown revitalization area(s).

POLICY 17.02.05 Integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors should be encouraged to serve urban infill, urban redevelopment and downtown revitalization area(s) to reduce reliance upon automobile travel.

POLICY 17.02.06 The Broward County Comprehensive Plan and local comprehensive plans shall establish standards and monitoring procedures for the expansion of mass transit, pedestrian travel and other forms of nonautomobile travel within urban infill, urban redevelopment and downtown revitalization area(s).

ATTACHMENT B

Land Use and Zoning Map

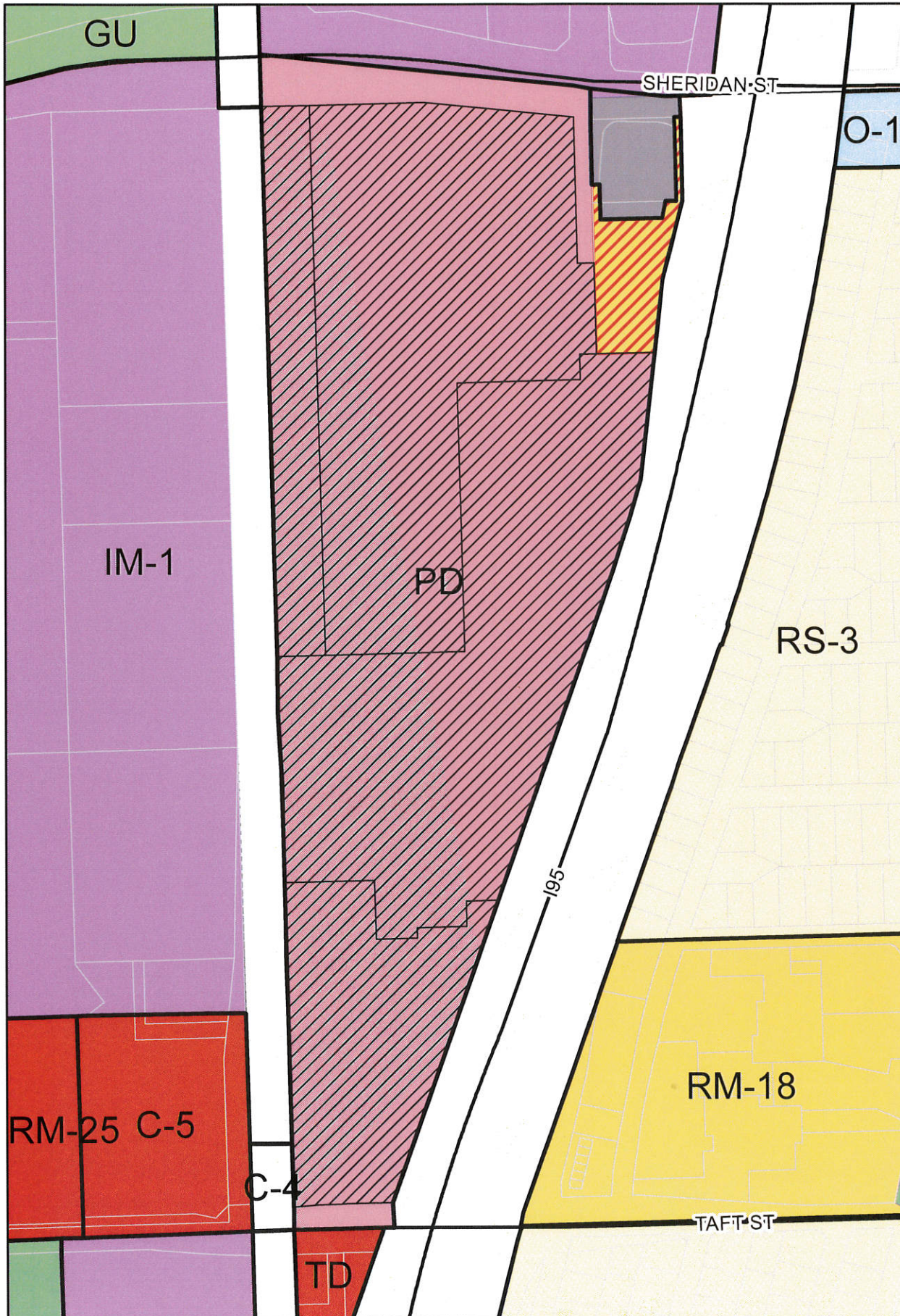
Sheridan Station



PLANNING AND
DEVELOPMENT SERVICES

Legend

- Subject Property
- Major Roads
- City Boundary
- LAND USE**
- LRES
- LMRES
- OFF
- TOD
- GBUS
- IND
- TRANS
- OSR
- UTL
- COMPLEX



ATTACHMENT C

Ordinance 2007-28

ORDINANCE NO. O-2007-28

(05-L-72a)

AN ORDINANCE OF THE CITY OF HOLLYWOOD, FLORIDA, AMENDING THE CITY'S COMPREHENSIVE PLAN BY CHANGING THE LAND USE DESIGNATION FOR PROPERTY GENERALLY LOCATED NORTH OF TAFT STREET, SOUTH OF SHERIDAN STREET, EAST OF THE CSX RAILWAY AND WEST OF I-95 IN HOLLYWOOD, FLORIDA, AS MORE SPECIFICALLY SET FORTH IN EXHIBIT "A" FROM THE LAND USE DESIGNATION OF LOW/MEDIUM RESIDENTIAL (6-10 UNITS PER ACRE), TRANSPORTATION AND INDUSTRIAL TO TRANSIT ORIENTED DEVELOPMENT (TOD); AND AMENDING THE CITY'S LAND USE MAP TO REFLECT SAID CHANGES.

WHEREAS, the City of Hollywood, pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act and in accordance with all of its terms and provisions, has prepared and adopted a Comprehensive Plan which has been approved by the State of Florida Department of Community Affairs and certified by the Broward County Planning Council; and

WHEREAS, the Zoning and Land Development Regulations provide that an application for a Land Use Plan Amendment may be filed; and

WHEREAS, a valid application was filed (05-L-72a) for a change of land use designation from Low/Medium Residential (6-10 units per acre), Transportation and Industrial to Transit Oriented Development ("TOD"), for the property generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95 that contains approximately 38.32 net acres/40.37 gross acres in Hollywood, Broward County, Florida, as more specifically described in Exhibit "A" attached hereto and incorporated herein by reference; and

WHEREAS, the existing zoning for the subject property is Trailer District (TD) and Low Intensity Industrial (IM-1); and

WHEREAS, the Director of the Office of Planning following analysis of the application, recommended it be approved; and

WHEREAS, on July 17, 2006, the Planning and Zoning Board, acting as the City's Local Planning Agency, recommended that the City Commission approve the applicant's land use request (05-L-72a); and

WHEREAS, on October 6, 2006, the Planning and Zoning Board, acting as the City's Local Planning Agency, also recommended that the issues outlined in the staff report under staff's recommendation should be resolved by the applicant prior to any transmittal of this Ordinance to Broward County; and

WHEREAS, the City Commission of the City of Hollywood has conducted duly advertised hearings on the future land use amendment proposed through the above referenced petition and has considered all comments received concerning the proposed amendment as required by state law and local ordinances; and

WHEREAS, the City Commission finds that the proposed amendment is consistent with the goals, policies, and objectives of the City's Comprehensive Plan;

WHEREAS, due to the proposed amendment, Broward County amended its Land Use Plan on September 11, 2007;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That the land use designation of the property generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95, that contains approximately 38.32 net acres, located in Hollywood, Broward County, Florida, as more specifically described in Exhibit "A" attached hereto and incorporated herein by reference, is hereby changed from Low/Medium Residential (6-10 units per acre), Transportation and Industrial to Transit Oriented Development.

Section 2: That the Transit Oriented Development for the subject property shall be developed as more specifically set forth in Exhibit "B" attached hereto and incorporated herein by reference.

Section 3: That the Official Land Use Map of the City of Hollywood is hereby amended to incorporate the above listed change in land use designation.

Section 4: That all sections or parts of sections of the Zoning and Land Development Regulations, Code of Ordinances, and all ordinances or parts thereof and all resolutions or parts thereof in conflict herewith are hereby repealed to the extent of such conflict.

Section 5: That if any word, phrase, clause, subsection or section of this ordinance is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of any remaining portions of this ordinance.

Section 6: The effective date of this ordinance shall be the date upon which the following events have occurred:

(a) The plan amendment is recertified by the Broward County Planning Council once one of the following has occurred:

(1) a final order is issued by the Department of Community Affairs finding the amendment to be in compliance with Section 163.3184, Florida Statutes; or

(2) a notice of intent is issued by the Department of Community Affairs Administrative Commission finding the amendment to be in compliance with Chapter 163, Florida Statutes.

Section 7: That no development orders, development permits, or land uses dependent on this amendment may be issued or commenced before it has become effective. If a final order of non-compliance is issued by the Administrative Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution and ordinance shall be sent to the Department of Community Affairs, Division of Community Planning, Plan Processing Team, 2555 Shumard Oak Blvd., Tallahassee, Florida 32399-2100.

Advertised this 8 day of Sept, 2006.

Advertised this 5 day of Oct, 2007.

PASSED on first reading this 20 day of Sept, 2006.

PASSED AND ADOPTED on second reading this 12 day of Oct, 2007.

ATTEST:


PATRICIA A. CERNY, MMC
CITY CLERK


MARA GIULIANI, MAYOR

APPROVED AS TO FORM & LEGALITY
for the use and reliance of the
City of Hollywood, Florida only.


ALAN FALLIK, INTERIM CITY ATTORNEY
10/18/07pac

EXHIBIT "A"

PARCEL NO. 101

THAT PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 9, A DISTANCE OF 883.90 FEET; THENCE S 01 DEGREES 04'48" E, PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 51.25 FEET TO THE INTERSECTION OF THE SOUTHERLY EXISTING RIGHT OF WAY LINE OF SHERIDAN STREET WITH THE WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE S 00 DEGREES 55'48" E ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE POINT OF BEGINNING; THENCE S 88 DEGREES 55'14" W A DISTANCE OF 214.85 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF NORTH 20TH AVENUE; THENCE S 00 DEGREES 58'28" E ALONG SAID EASTERLY RIGHT OF WAY LINE A DISTANCE OF 358.40 FEET; THENCE N 89 DEGREES 01'34" E, A DISTANCE OF 138.62 FEET TO A POINT ON SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE N 08 DEGREES 41'38" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); A DISTANCE OF 174.80 FEET; THENCE N 13 DEGREES 03'48" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 193.28 FEET TO THE POINT OF BEGINNING.

AND

COMMENCE AT THE NORTHWEST CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 888.90 FEET; THENCE S 01 DEGREES 04'48" E A DISTANCE OF 51.25 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF A PUBLIC ROAD KNOWN AS SHERIDAN STREET, AND THE POINT OF BEGINNING; THENCE S 00 DEGREES 58'28" E A DISTANCE OF 198.75 FEET; THENCE N 88 DEGREES 55'14" E A DISTANCE OF 14.85 FEET TO THE EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE OF STATE ROAD 9 (I-95); THENCE N 00 DEGREES 55'49" W ALONG SAID EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID SHERIDAN STREET; THENCE S 88 DEGREES 55'14" W ALONG SAID EXISTING SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 15 FEET TO THE POINT OF BEGINNING.

AND LESS:

PARCEL NO. 113.2:

THE EAST 25 FEET OF THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE N.W. CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST, RUN NORTH 88 DEGREES 55'14" EAST ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 869.01 FEET; THENCE SOUTH 0 DEGREES 55'49" EAST A DISTANCE OF 50 FEET TO THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING RUN SOUTH 0 DEGREES 55'44" EAST A DISTANCE OF 200 FEET; THENCE NORTH 88 DEGREES 55'14" EAST A DISTANCE OF 200 FEET; THENCE NORTH 0 DEGREES 55'49" WEST A DISTANCE OF 200 FEET; THENCE SOUTH 88 DEGREES 55'14" WEST A DISTANCE OF 200 FEET TO POINT OF BEGINNING.

PARCEL 2:

THAT PART OF THE S 1/2 OF BLOCK A, LYING EAST OF THE SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY, "CENTRAL GOLF SECTION OF HOLLYWOOD", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 8, PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS THAT PORTION DESCRIBED IN OFFICIAL RECORDS BOOK 2342, PAGE 284; AND THAT PART OF THE S 1/2 OF THE SE 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-95 (STATE ROAD NO. 9); AND THAT PART OF THE E 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-95 (STATE ROAD NO. 9); AND THAT PART OF THE SE 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-95 (STATE ROAD NO. 9); AND THAT PART OF THE W 1/2 OF THE SW 1/4 OF THE SW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-95 (STATE ROAD NO. 9), AND LESS THE SOUTH 30 FEET FOR ROAD RIGHT-OF-WAY; AND THE W 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NW 1/4; AND THAT PART OF THE E 1/2 OF THE SW 1/4 OF THE SW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-95 (STATE ROAD NO. 9); ALL THE ABOVE LYING IN SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA, CONTAINING 893,937 SQUARE FEET, OR 20.5220 ACRES, MORE OR LESS.

THAT PART OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF SECTION 9, AND THAT PART OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF SECTION 8, ALL IN TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°55'14" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE SOUTH 83°52'56" EAST, A DISTANCE OF 356.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 00°58'26" EAST, A DISTANCE OF 624.41 FEET; THENCE SOUTH 88°58'47" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 00°59'35" EAST, A DISTANCE OF 669.52 FEET TO A POINT HEREIN DESCRIBED AS POINT A; THENCE SOUTH 88°57'11" WEST, A DISTANCE OF 332.36 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY LINE, NORTH 01°06'15" WEST, A DISTANCE OF 1,338.53 FEET TO THE NORTH LINE OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°53'14" EAST, A DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

LESS

THE SOUTH 30.00 FEET OF THE WEST ONE-HALF (W.1/2), OF THE SOUTHWEST ONE-QUARTER (S.W.1/4), OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF SAID SECTION 9, AND THAT PORTION OF THE SOUTH 30.00 FEET, OF THE NORTH ONE-HALF (N.1/2), OF BLOCK 'A', "CENTRAL GOLF SECTION OF HOLLYWOOD", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 9, PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LYING EAST OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD RIGHT OF WAY, MORE, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE AFOREMENTIONED POINT A; THENCE RUN SOUTH 88°57'11" WEST, A DISTANCE OF 332.38 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD; THENCE NORTH 01°08'15" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD A DISTANCE OF 30.00 FEET; THENCE NORTH 88°49'07" EAST, A DISTANCE OF 114.90 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE NORTH 88°57'11" EAST, A DISTANCE OF 332.42 FEET; THENCE SOUTH 00°59'35" EAST, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.806 ACRES OF LAND, MORE OR LESS.

ALSO KNOWN AS:

THAT PART OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF SECTION 9, AND THAT PART OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF SECTION 8, ALL IN TOWNSHIP 51 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°30'41" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 84°17'29" EAST, A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE SOUTH 01°22'59" EAST, A DISTANCE OF 624.41 FEET; THENCE SOUTH 88°34'14" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 01°24'08" EAST, A DISTANCE OF 639.52 FEET; THENCE SOUTH 88°32'38" WEST, A DISTANCE OF 332.42 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°24'34" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY LINE, NORTH 01°30'48" WEST, A DISTANCE OF 1,308.53 FEET TO THE NORTH LINE OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°31'12" EAST, A DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.805 ACRES, MORE OR LESS.

EXHIBIT B

Proposed Sheridan Stationside Village TOD Development Standards

Sheridan Stationside Village

Acreage: Approximately 40.36 gross acres

General Location: Bound on the north by Sheridan Street, on the south by Taft Street, on the east by I-95 and the west by the CSX Railroad.

Maximum Density and Intensity of Uses:

| | | |
|-----------------|--------------------------------------|--|
| Office: | 126,000 sq. ft. | <u>299,000 sq ft</u> |
| Commercial: | 174,000 sq. ft. | <u>300,000 sq ft</u> |
| Hotel: | 80,000 sq. ft. | <u>150 rooms</u> |
| Transportation: | | <u>280,000 sq. ft. (793 space parking garage for Tri-Rail)</u> |
| Residential: | 1,501 High-rise Dwellings | <u>1,050 units</u> |
| | 99 Town homes | |
| Public Park: | | <u>6 acre minimum</u> |

- Notes: 1. Sheridan Stationside Village is directly served by a Tri-Rail Station.
2. Pursuant to Agreement between Sheridan Stationside Village Associates and FDOT, 793 parking spaces are obligated for the Tri-Rail Station.
3. The minimum non-residential FAR is 1.0.
4. Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.
5. The Sheridan Stationside Village TOD is designated as highly suitable for increased threshold intensity.

ATTACHMENT II

Correspondence

Yimey Bickford

Subject:

FW: Sheridan Station Planning and Zoning 11 14 13

From: Jeff Brodeur [<mailto:jbrodeur@mindspring.com>]

Sent: Wednesday, November 13, 2013 12:20 PM

To: Clifford Germano; Jaye Epstein

Cc: Cathy Swanson-Rivenbark; Peter Bober; Richard Blattner; Patricia Asseff; Linda Sherwood; Peter Hernandez; Kevin Biederman; Traci Callari; Sylvia Glazer; Jeffrey Sheffel; Laura Borges; Jonathan Vogt; sgunzbarger@broward.org; emrosenberg@broward.org; Shevrin.jones@myfloridahouse.gov; ejschwartz@aol.com

Subject: Re: Sheridan Station Planning and Zoning 11 14 13

I will add in here , that ANYONE who thinks or believes that "the traffic is not significant and the City should issue to the County a letter of no objection." is obviously not looking out for the residents of North Central Hollywood in particular, and Hollywood in general.

The lack of any comprehensive traffic study including ALL proposed developments in and around my neighborhood , the reality that NO traffic improvements can be made of any significant value until the CSX railroad crossing and the bridge across the C-10 canal on Taft (and Johnson for that matter) are able to be widened , and the seemingly prevalent attitude that there is no bad development or consequence of said development, is causing whatever QUALITY OF LIFE that I have had , to be ruined. And please, do not attempt to tell me that as you add 500 rental townhomes, that because the trailer park (which has been partially full for years and has what , 75 residents now) was originally rated for so many car trips and this will decrease traffic. I've listened to that argument so many times it is tiresome. You can hire whatever traffic engineer you want. PLEASE come spend some time with me in my 'hood . Let me show you in REAL TIME what is going on here with traffic.

I listened as the attorney for the proposed 2,200 student charter school at the corner of Taft and Dixie tell me that not only was his project not going to impact my neighborhood or others around it, but that Sheridan Station was " never going to be built". It happens to be the same attorney for Sheridan Station. I've listened to every project that is going to be built in North Central Hollywood tell me , that there will be no impact.

Taft Street is A TWO LANE ROAD . Johnson Street is a disaster , and has been for years . There are no detailed plans for traffic improvement that have been made public on either of these roads, despite detailed requests. At the most recent meeting on the " Complete Streets " project on Hollywood Blvd, all elected officials in attendance , and all city staff heard from resident after resident of the area on how traffic is becoming unbearable . I sent ALL of the commission and the city manager a very detailed email , that only one of eight bothered to acknowledge that you received it or made a comment on it. I thank Commissioner Hernandez for his efforts .

I have served this city for YEARS , chairing and serving on various boards since the early 90's . I am getting increasingly fed up, with the lack of attention, the outright dismissal of concerns ,

and the methods that being used as to how my neighborhood is addressed , at every level I encounter .

Approval of this project is a certainty .And I support , and have supported the project. I'm disappointed that the TOD component isn't in place , for many reasons.

But for ANYONE to state , vote for, or otherwise approve of the statement , that " the traffic is not significant" is not looking out for me or my neighbors. It is this type of attitude within the city that will most assuredly make me take pause of my efforts to support positions and participate on the city's side in the future . Only ONE of my elected officials chose to respond to me , when I sent many of the same concerns to you last week that I am voicing now. That speaks louder to me, than anything that will be said in the future .

Regards,

Jeff Brodeur

----- Original Message -----

From: Clifford Germano

To: jepstein@hollywoodfl.org

Cc: cswanson-rivenbark@hollywoodfl.org ; PBOBER@hollywoodfl.org ; RBLATTNER@hollywoodfl.org ; PASSEFF@hollywoodfl.org ; LSHERWOOD@hollywoodfl.org ; phernandez@hollywoodfl.org ; KBIEDERMAN@hollywoodfl.org ; tcallari@hollywoodfl.org ; sglazer@hollywoodfl.org ; jshettel@hollywoodfl.org ; lborges@hollywoodfl.org ; jvogt@hollywoodfl.org ; sgunzb@broward.org ; emrosenberg@broward.org ; Shevrin.jones@myfloridahouse.gov ; ejschwartz@aol.com

Sent: Wednesday, November 13, 2013 10:51 AM

Subject: Sheridan Station Planning and Zoning 11 14 13

Mr. Epstein,

I am writing this in reference to the Planning & Zoning Board meeting this Thursday, 11/14 /13.

I ask that the following concerns in the form of the attached letter be included in the Official record and package given to the Board.

Our area residents although not technically in the neighborhood where the project is to be built will surely be affected by it. Please understand that we are not against development, but need development that will not negatively impact a neighborhood for years to come.

The traffic concerns are very real. The project was to be primarily accessed on Sheridan Street and now it seems more will be on Taft running right through City neighborhoods.

The lack of ownership by the fact that only rentals are now proposed to be built adds more people with no stake in, or pride of, living in the neighborhood.

I know your Staff will recommend this project (I read the backup) but you need to really look at the traffic impact before you think "the traffic is not significant and the City should issue to the County a letter of no objection."

Thank you for your time and attention to this matter and please include the attached letter as part of the Board's package.

Cliff Germano

North Central Hollywood Civic Association

<http://www.hollywoodfl.org/AgendaCenter/ViewFile/Agenda/174?html=true>

Yimey Bickford

Subject: FW: Sheridan Station Planning and Zoning 11 14 13

From: Keith Garner [<mailto:scubafsh@bellsouth.net>]

Sent: Thursday, November 14, 2013 8:22 AM

To: Cathy Swanson-Rivenbark; Peter Bober; Richard Blattner; Patricia Asseff; Linda Sherwood; Peter Hernandez; Kevin Biederman; Traci Callari; Sylvia Glazer; Jeffrey Sheffel; Laura Borgesl; Jonathan Vogt; sgunzbarger@broward.org; emrosenberg@broward.org; Shevrin.jones@myfloridahouse.gov; ejschwartz@aol.com; Jaye Epstein; 'c germano'

Subject: RE: Sheridan Station Planning and Zoning 11 14 13

The traffic is already insane in this area. Sometimes 26th is backed up several blocks at Sheridan and Sherman is backed up with people trying to get onto 26th to get to the light at Sheridan. Sheridan Street is always congested now, from Park all the way past Federal Hwy. I cannot imagine the effects just one of these developments will have, not to mention both. I would challenge the mayor and commissioners to experience this for themselves sometimes on a busy travel time.

The large and heavy truck traffic is increasing, destroying our streets and in some cases damaging houses driving on streets that were not designed for these loads.

In addition, the city already has no control over the crime situation in this area. Not a day goes by that a house or vehicle isn't broken into. We are constantly seeing and confronting people walking onto our properties. The police response time is such that we have all but given up calling them. It can take hours for someone to respond to a theft or burglary and then it may only be a crime scene tech, as recently experienced by one of my neighbors. There seems to be no such thing as patrol anymore. How are these rental residents going to contribute to the tax base to hire more officers?

I know that some of you in our city government only care about development and not about residents, parks, green space or quality of life. Hopefully there are some that do care.

Keith Garner

Long time resident, tax payer and voter

From: c germano [<mailto:nchca@live.com>]

Sent: Wednesday, November 13, 2013 11:26 AM

To: cgermano@bellsouth.net

Subject: FW: Sheridan Station Planning and Zoning 11 14 13

I sent the following to the Director of Planning Jaye Epstein. I copied the people listed above. I know we are concerned with and still working on the Sunset Golf Course issue but if they build this Sheridan Station project at Taft and the Okomo trailer park we will get a lot more traffic. Please read what I wrote and send an e-mail voicing your neighborhood concerns(I hope you will have some) to our Commissioners and City Staff. Thank you for your time and again I am sorry about the long e-mail but I thought you should know. (Planning&Zoning is a public meeting 6PM this Thursday at City Hall)
Mr. Epstein,

I am writing this in reference to the Planning & Zoning Board meeting this Thursday, 11/14 /13.

I ask that the following concerns in the form of the attached letter be included in the Official record and package given to the Board.

Our area residents although not technically in the neighborhood where the project is to be built will surely be affected by it. Please understand that we are not against development, but need development that will not negatively impact a neighborhood for years to come.

The traffic concerns are very real. The project was to be primarily accessed on Sheridan Street and now it seems more will be on Taft running right through City neighborhoods.

The lack of ownership by the fact that only rentals are now proposed to be built adds more people with no stake in, or pride of, living in the neighborhood.

I know your Staff will recommend this project (I read the backup) but you need to really look at the traffic impact before you think "the traffic is not significant and the City should issue to the County a letter of no objection."

Thank you for your time and attention to this matter and please include the attached letter as part of the Board's package.

Cliff Germano

North Central Hollywood Civic Association

ITEM can be found at the link below:

<http://www.hollywoodfl.org/AgendaCenter/ViewFile/Agenda/174?html=true>

Yimey Bickford

Subject: FW: Questions/Comments for P/D board Thursday .. please enter into the official record at the meeting

From: Nancy Fowler [mailto:jezzana@aol.com]

Sent: Wednesday, November 13, 2013 6:15 PM

To: Peter Bober; Peter Hernandez; Linda Sherwood; Patricia Asseff; Traci Callari; Kevin Biederman; Richard Blattner; Cathy Swanson-Rivenbark; Jaye Epstein; Sylvia Glazer

Subject: RE: Questions/Comments for P/D board Thursday .. please enter into the official record at the meeting

Dear Mayor, Vice-Mayor, Commissioners, Ms. Swanson-Rivenbark, Mr. Epstein, and Ms. Glazer:

I, on behalf of myself and others living in North Central who have been discussing this project, respectfully request that this email with our concerns with comments be presented to the Planning and Development Board members when they discuss and consider the Sheridan Station item on their 11/14/2013 agenda this week (tomorrow). Likewise, we request this email be included in total into the official record of the meeting. Below are our current concerns with comments on the Sheridan Station Development and new park:

1. The class of rentals

- Originally, privately owned residents were a significant percentage of this planned development, now, only rentals are being built which makes the class of rentals a major concern due to the loss of pride of ownership that is connected to private owner-occupied residences.
- We oppose the building of rental units that don't meet the economic criteria of higher to high end market value rentals within the City of Hollywood. Higher end and high end rentals will improve the area and bring in residents with higher disposable incomes.
- Higher and high end renters may in fact decide to move into a surrounding neighborhood when they decide to purchase a home.
- Therefore, we want to know if the city can restrict the type/class of rentals being built by putting a restriction in the site plan, or through some other means that requires higher or high end rentals be built where the economic criteria is based on real estate comparables in the city.
- Is there any legally binding obligation on these developers or any other party that may purchase this development in the future to adhere to the promises made now not to turn this development into something other than higher end or high end rentals... namely, affordable housing, or any other name for moderate to low-income housing..
- Likewise, can the city restrict conversion of any rentals in this development from being transformed into moderate to lower-income rentals in the future? If so, how?
- We want a legally-binding restriction on the class of rentals in this development to be limited to higher and high end rental units.

2. Child safety concerns

- We oppose the location of the roadway meandering through the middle of the park related to our concerns for child safety.
- We also oppose the exit on Taft street related to child safety.
- The location of the roadway through the park creates an inherent safety threat to children. The parcel is narrow and a design that splits it up into two sections is an invitation for trouble. We

all know the nature of children. It is unsafe to have children in such close proximity to traffic when it is unnecessary, and with 500 rentals planned, the traffic has the potential to be significant through the middle of this narrow park. Children crossing such a roadway? Escaping their caretakers and running into the street? The best use of the green space and the safety of the children needs to be a priority. Why put the street in the middle when it could easily be constructed on the far east side of the parcel next to I-95. The safety issue should be a priority and it also relates to all pedestrians, including seniors who visit the park including those who live at the Joseph Meyerhoff residences.

- We oppose the development's planned exit onto Taft Street and the location of the roadway through the park related to our concerns for child and pedestrian safety as stated above.

3. The Complete Streets concept needs to be incorporated into this development's site plan for the park. The commission just recently voted to embrace the Complete Streets concept. Given this and the city-wide concept of Complete Streets, now is the time for it to be incorporated into the plans of this development as it relates to this park design.

- Bicyclists, pedestrians strolling to and from and through the park, access from public transportation, ADA access, and the incorporation of active exercise options in the park all need to be explored and incorporated before the site plan is approved and park is built.
- The promised Taft street improvement project in the future will no doubt include the Complete Streets guidelines since the City Commission voted to follow these guidelines for future improvements. Therefore, that concept should be incorporated into this park design now knowing it will be connected to and must be integrated into the bigger renovation of Taft Street.
- Preserving as many of the established Oak trees as possible should be a priority for this park because it adds a level of aesthetics and comfort (shade) that can't be replicated with new plantings. Supporting mental health and wellness should not be overlooked in the Complete Streets concept. The benefits to individual mental health from being surrounded by these beautiful trees may be intangible, but it exists as I hope we all have been able to experience from our personal interactions in nature. The senior citizen population continues to grow.. Many senior citizens and the differently-abled, who often are only able to sit in a park, need to have their needs considered. This is especially true with this park so close to the Joseph Meyerhoff Center.
- Shade is absolutely necessary to encourage continued use during the hot summer months when being outside is most uncomfortable. Both for those sitting and enjoying just being outdoors, as well as those who will use the park for exercise or play. Improving health is the primary goal of the Complete Streets initiative as stated in the many websites describing it. It may be mental health or physical health or both. Physical exercise must be consistent and ongoing on a weekly basis to improve health. Taking 3 - 4 months off from park outings, activities, and exercise is not consistent with this goal. For individuals who can't afford gym or YMCA memberships, a shaded park for exercise and active play for kids is needed.
- Changing the location of the roadway in the park should allow for more Oak trees to be preserved. Likewise, more contiguous green space is desirable and redesigning the road through the park to allow for more contiguous green space should be required.
- We want the Complete Streets guidelines to be researched as it relates to the park design and for those guidelines to be incorporated into the park design.
- We also oppose the development's exit through the park and onto Taft because we see it as inconsistent with the Complete Streets concept of reducing vehicle use. Instead, it promotes vehicle use. This is really a contradiction in the concept of promoting health by decreasing the need for vehicles by providing safer and more friendly streetscapes for pedestrians and bicyclists. If promoting health is the goal of Complete Streets then the rental residents of

Sheridan Station certainly have more to gain by walking, jogging, and biking through the park than driving through it.

4. **Tree City Designation.** Hollywood has taken the title of Tree City and the integrity of such a designation should also be measured by the number of established trees that are saved, not just how many new trees are planted. These Oaks are amazing trees and preserving them should be a priority. No replacement trees can match what these trees give to this site and the experience of park goers.

5. **An exit through the park is completely unnecessary.**

- The construction of a state of the art, brand new intersection at Sheridan Street should be completely sufficient to handle all traffic coming into and out of the development.
- If the current design for the exit at Sheridan Street can't handle all the traffic from the development, then it should be redesigned to do so and now is the time to address it. Not after the intersection has been completed.
- Given the already congested and very problematic traffic situations at the convergence of Taft, the railroad tracks, the convenience store, Heico, and the Yellow-Green Market --- eliminating the development's exit onto Taft Street is in the best interest of city residents and others traveling on Taft.
- With all due respect to the traffic engineering department staff, and any traffic studies, those conducting the studies and measurements don't drive that street often enough to know how what they say is "tolerable and workable" **is NOT tolerable and workable to those who do travel it regularly, myself included.** **Adding more traffic will make it even MORE INTOLERABLE.** Let's not forget the planned addition of more train traffic on those tracks as well.
- Therefore, in addition to the other reasons mentioned already, we also strongly oppose an exit from the development onto Taft Street because it is not necessary, and because additional traffic from a 500 unit development will make a bad situation much worse.

Thank you.

Respectfully,

Nancy Fowler
954-534-4694

Planning & Zoning Board
November 14, 2013
Agenda Item
RE: 13-L-99 Okomo / Sheridan Station side

Dear Board Members,

I ask that the following concerns be included as part of the Official record with respect to this item.

Our area residents although not technically in the neighborhood where the project is to be built will surely be affected by it. Please understand that we are not against development, but need development that will not negatively impact a neighborhood for years to come.

The traffic concerns are very real. The project as proposed more than 7 years ago was to be primarily accessed on Sheridan Street. With the re-design and re-routing of the internal road it now seems more vehicles will be on Taft Street running right through City neighborhoods.

Traffic will be a concern for all of us. Since this project was proposed we have seen: the Hospital expansion, the Yellow Green Market which was allowed open with no traffic study at all, Invicta watch has added 25,000 sq. ft. and more trucks every day to their building, Heico Industries has expanded, along with the YMCA, Rotary Park was redone and like the Y is more utilized than ever. Tri-Rail added a second track and in addition to Tri-Rail those same CSX tracks will have more freight trains due to a multi-million dollar Federal TIGER Grant.

Even though the other tracks FEC (@ Dixie Highway) are 9 blocks away they have an impact and will also have more trains. 32 more per day just for the "All Aboard Florida" train to Orlando which is being done now. There will be additional trains coming if the local passenger service being talked about is approved, plus the freight trains already on those tracks which also are expected to increase due to the Port expansion and other factors. Additionally if the 2200 student charter school at Dixie and Taft is approved, there will be that much more traffic.

And you still have the Meyerhoff senior center and the ambulance / rescue Taft Street route to the hospital. Couple that with the limited sight distance bridge over the Canal and the condos and apartments that already exist with the single family homes, and we have the potential for a real traffic mess.

I know Staff will recommend this project (I read the backup) but you need to really look at the traffic impact before you think "the traffic is not significant and the City should issue to the County a letter of no objection."

Additionally in the recent meeting at City Hall on this project only 500 rental units were proposed to be built. There was no discussion about the 75,000 sq. ft. of retail that is to be built as the backup now reads. The lack of ownership by the fact that only rentals are now proposed to be built is problematic. Our residential neighborhoods are being overwhelmed by rentals. Recent years have seen more and more absentee owners renting their property. All the projects being proposed seem to be rentals. (Townhouses on Johnson/Lincoln, 3500 Washington, etc.) This adds more people with no stake in, or pride of, living in the neighborhoods.

This specific project as I remember it originally was to include rentals but also had a home ownership component in the form of condos or townhouses. Now we will have strictly another no pride of ownership rental property in our community.

Finally the developer was also supposed to donate 6 acres and the Coral Rock House to the residents as a Park. That has not happened and it is now 7 years later.

Again things change as this project demonstrates with going from 300+/- thousand retail to 75 and strictly rentals. But also the area has changed with the list of additional pressures especially with respect to traffic. Also the credibility with residents witnessed by the fact that the Coral Rock House and Park has still not been finalized 7 years later.

Thank you for your time and attention to this matter and please consider the impact on the area residents. We understand that property owners have rights to develop their property, but it should be done within reason and without diminishing the property rights of the adjacent area property owners.

Cliff Germano
North Central Hollywood Civic Association
954-639-6030

ATTACHMENT II

Applicant's update for Second Reading

2. Conceptual Site Plan/Access Plan showing the proposed residential components and the access between the parcels (i.e. showing the access from the Okomo residential component to Sheridan Street).

Response: A Conceptual Access Plan is provided as Attachment 4. As reflected on this Plan, the proposed Phase 1 residential development will have gated vehicular access to the north (to Sheridan Street) and to the south (to Taft Street); pedestrian access between the Phase 1 and Phase 2 areas is as noted. The future development on the 18 acre FDOT parcel will have vehicular access only to Sheridan Street.

3. Provide dates of community outreach meetings.

Response: The City of Hollywood organized a community meeting in City Hall on September 26, 2013 where the developer and staff presented the current and future plans for this TOD. Additional input from the community was provided at the City Planning and Development Board hearing on November 14th and at the City Commission hearing on December 18, 2014. It is anticipated that the Applicant will continue to communicate with residents throughout the land use plan amendment, Planned Development (PD) Master Plan amendment and site plan amendment review for the revised project.

Should you require any further information on the above noted issues, please coordinate with Jean E. Dolan, AICP, the project's administrative planning consultant, at 954.766.2786.

Sincerely,



Debbie M. Orshefsky

Cc: Jaye Epstein (via email w/encl.)
Andria Wingett (via email w/encl.)
Hugo Pacanins (via email w/encl.)
Mitch Friedman (via email w/encl.)
Lynn Zolezzi (via email w/encl.)
Jean Dolan (via email w/encl.)
Cliff Germano (via email w/encl.)

ATTACHMENT 1

REVISED TEXT AMENDMENT
(revised pages 7 and 8 of text amendment application)

AND

**FDOT “GOAL” LETTER REGARDING INTENT TO
BUILD TRANSIT ORIENTED DEVELOPMENT**

Historical Approvals

The following development approvals were obtained for the combined 40-acre property:

- (1) City of Hollywood Ordinance No. 2007-28 changed the City's land use plan designation to Transit Oriented Development ("TOD");
- (2) Broward County Ordinance No. 2007-28 changed the County's the land use plan designation to TOD;
- (3) City of Hollywood Ordinance No. 2007-35, as amended by Ordinance No. 2008-35, rezoned the property to Planned Development ("PD");
- (4) City of Hollywood Resolution No. 2008-401 approved the Site Plan for the project;
- (5) City of Hollywood Resolution No. R-2008-252 was for plat approval. The Broward County Board of County Commissioners approved the amended plat on October 9, 2007 which was later amended on September 23, 2008.

Proposed Amendments to Existing Approvals

FDOT and Okomo have entered into an agreement whereby Okomo will be the party that prepares, files and processes the necessary applications to modify the project and associated approvals so that the FDOT Property and the Okomo Property can be developed as separate projects based on the allocation of development rights as follows:

FDOT Property: 299,000 sq ft Office
 300,000 sq ft Commercial
 150 room Hotel
 550 Residential Units
 Intermodal Facilities

Okomo Property: 500 Residential Units

This allocation of entitlements results in the need for changes to the existing development approvals as noted below.

City and County Land Use Plan Amendment (LUPA) – Text amendments must be processed for both the City and County TOD approvals to change the required phasing for the TOD as follows:

City LUPA text change:

FROM: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction.

County LUPA text change:

FROM: Prior to the issuance of building permits for more than 300 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.

TO: Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction.

In addition, the County's LUPA text will further be revised to reflect the fact that not all of the residential units will necessarily be classified as "high rise" units, as follows:

The total entitlements for the project will remain as follows:

| | |
|---|--|
| Commercial Land Uses: | 300,000 square feet |
| Office Land Uses: | 299,000 square feet |
| High Rise Multi-Family Residential Land Uses: | 1,050 500 dwelling units |
| High Rise Residential Land Uses: | 1,050 550 dwelling units |
| Hotel: | 150 rooms |
| Parking for Tri-Rail Station: | 280,000 square feet (793 spaces minimum) |

4. AMENDMENT SITE DESCRIPTION

- A. Concise written description of the general boundaries and gross acreage (as defined by BCLUP) of the proposed amendment.

Response: The gross acreage of the area subject to this amendment is approximately 40 gross acres. The site is bounded by I-95 on the east, the Tri-rail tracks on the west, Taft Street on the south and Sheridan Street on the north.

- B. Sealed survey, including legal description of the area proposed to be amended.

Response: The sketch and legal description is provided as *Exhibit A*.

- C. Map at a scale of 1"=300' clearly indicating the amendment's location, boundaries and proposed land uses. (Other scales may be accepted at the discretion of the Planning Council Executive Director. Please contact the Planning Council office in this regard, prior to the submittal of the application).

Response: The Map at a scale of 1"=300' clearly indicating the amendment's location, boundaries and proposed land use is provided as *Exhibit B*.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

February 3, 2014

Re: Sheridan Street Park & Ride lot

To All Interested Parties:

The Florida Department of Transportation (the Department), in cooperation with Okomo Associates LLC, has filed applications for plat note amendments and a land use plan text amendment in an effort to recognize the change resulting from the 2012 termination of the lease between these parties for the 18+/- acres comprising the Sheridan Street Park & Ride Lot. In the coming months, amendments to the previously approved PD –Planned Development for the 40+/- acres comprising the “Sheridan Stationside TOD” will also be filed.

These applications are being processed in an effort to create a land use regulatory framework for the Department’s property that will make it most attractive to a developer in the future.

If the Sheridan Street Park & Ride Lot is developed at some time in the future, the Department’s goal is to have a mixed-use Transit Oriented Development (TOD) on the 18 acre site. However, it should be understood that current and foreseeable market constraints do not support the development on the 18 acres of all of the entitled uses minus the 500 residential units to be allocated to the Okomo Associates LLC property. Additionally, development on the Department’s site will be further limited by the need to replace commuter parking spaces.

I look forward to working with all parties to accomplish shared goals.

Sincerely,

A handwritten signature in blue ink that reads "John Portera". The signature is fluid and cursive, with the first name "John" being more prominent than the last name "Portera".

John Portera
Work Program & Joint Use Administrator
District 4 Office of Right of Way

ATTACHMENT 2

**JUSTIFICATION STATEMENT FOR REVISED
DECLARATION OF RESTRICTIVE COVENANTS**

AND

**SECOND AMENDMENT TO THE DECLARATION OF
RESTRICTIVE COVENANTS (DRC)**

Justification
Second Amendment to Declaration of Restrictive Covenants
Sheridan Station Land Use Plan Text Amendment

Okomo Associates LLC ("Okomo") and the Florida Department of Transportation ("FDOT") have jointly applied (i) to amend the approved plat for the Property; and, (ii) to amend text in the TOD in the land use plan designation for the Property (the "Applications"). The Applications were filed as part of the owners' efforts to allocate the previously approved development rights attributable to the Property between the two (2) ownership interests in the Property. Okomo is the sole owner of the 22+/- acres located at the southern portion of the Property (the "Okomo Property"). In 2012, FDOT and Okomo terminated their 99 year lease for the 18 +/- acres owned by FDOT (the "FDOT Property") so FDOT retains full ownership to that portion of the Property. Given the current ownership interests, the development of the Property will now be a 2 phase project which necessitates revisions to the prior development approvals for the Property. Among the amendments to the prior development approvals which must be processed to accomplish Okomo and FDOT's objectives is to amend the Declaration of Restrictions voluntarily submitted in connection with County land use plan amendment PCT 07-1, recorded at Official Records Book 453967, Page 763, of the public records of Broward County, Florida (the "Original Declaration"), as amended by "Amendment to Declaration of Restrictive Covenants" dated June 13, 2008, recorded at Official Records Book 45454, Page 359, of the public records of Broward County, Florida (the "First Amendment"). As noted in the attached fully executed Second Amendment to Declaration of Restrictions, paragraph 5 of the Original Declaration is proposed to be deleted in its entirety and replaced with the following provision:

5. Comprehensive Traffic Mitigation Plan. Prior to issuance of a certificate of occupancy for any development within the Sheridan Stationside TOD in excess of 500 residential units, subject to regulatory approval, the road improvements more particularly described in Exhibit "C" attached hereto shall be constructed.

This proposed amendment to the Original Declaration does not change any of the traffic improvements required pursuant to this Declaration but rather would allow what is now known as Phase 1 of the TOD (500 units of development on Parcel D) to be developed prior to completion of the road improvements required pursuant to Exhibit C of the Original Declaration.

In support of this amendment, the enclosed Traffic Study was prepared to evaluate whether the Phase 1 development of 500 multi-family residential units was "significant" on the links and intersections noted for improvement on Exhibit C. As reflected in this Traffic Study, the 500 multi-family residential units in Phase 1 are not significant on any of the Exhibit C Improvements.

Based upon the foregoing, we respectfully request approval of the Second Amendment to the Declaration of Restrictive Covenants.

AMENDED DECLARATION OF RESTRICTIVE COVENANTS (DRC)
SHERIDAN STATION
February 2014

This Instrument Prepared by and Return to:

Debbie M. Orshefsky, Esq.
Greenberg Traurig, P.A.
401 East Las Olas Boulevard, Suite 2000
Fort Lauderdale, Florida 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SECOND AMENDMENT TO DECLARATION OF RESTRICTIVE COVENANTS

This Second Amendment to Declaration of Restrictive Covenants ("Declaration") related to the Sheridan Stationside Village development project ("Project") is executed this _____ day of _____, 2013, by OKOMO ASSOCIATES, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156 ("Okomo") and the Florida Department of Transportation ("FDOT") whose address is 3400 W. Commercial Boulevard, Fort Lauderdale, FL 33309; Okomo and FDOT are collectively referred to herein as the "Landowners".

WHEREAS, Okomo is the owner of that certain real property approximately 22 gross acres of land located at the intersection of Interstate 95 and Taft Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached **Exhibit "A"** ("Okomo Property"); and

WHEREAS, FDOT is the owner of that certain real property approximately 18 gross acres of land located at the intersection of Interstate 95 and Sheridan Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached **Exhibit "B"** ("FDOT Property"); and

WHEREAS, in connection with the Project, Landowners previously submitted and had approved Land Use Plan Amendment Application PCT 07-1 ("Application") for the Property, to change the Property's designation from 18.7 acres of Industrial and 21.7 acres of Medium-High (25 du/acre) Residential to Transit Oriented Development; and

WHEREAS, in connection with the Application, Landowners voluntarily agreed to enter into a Declaration regarding the items enumerated and described and made a part hereof, and did thereafter execute and record that certain "Declaration of Restrictive Covenants" dated May 27, 2008, recorded at Official Records Book 45397, Page 763, of the public records of Broward County, Florida ("Original Declaration") as amended by "Amendment to Declaration of

Restrictive Covenants" dated June 13, 2008 recorded at Official Records Book 45454, Page 359, of the public records of Broward County, Florida ("First Amendment"); and

WHEREAS, Landowners now desire to amend the Original Declaration, as amended, to provide for different timing requirements for completion of the transportation improvements required pursuant to the Original Declaration.

NOW, THEREFORE, the undersigned agree and covenant to the following:

1. The above recitals are true and correct and are incorporated herein.
2. The Original Declaration dated May 27, 2008, recorded in Official Records Book 45387, Page 763, of the Public Records of Broward County, Florida, as amended, is hereby further amended to delete paragraph 5 of the Original Declaration in its entirety and replace it with the following:
 5. Comprehensive Traffic Mitigation Plan. Prior to issuance of a certificate of occupancy for any development within the Sheridan Stationside TOD in excess of 500 residential units, subject to regulatory approval, the road improvements more particularly described in Exhibit "C" attached hereto shall be constructed.

IN WITNESS WHEREOF, the Landowners have executed this Second Amendment to Declaration of Restrictive Covenants.

[Signature Page Follows]

Signed, sealed and delivered
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF
TRANSPORTATION

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421
Attention: John Portera, Right of Way Office
Copy to: Jeb Niewood, Assistant General
Counsel

Witness: Maria Gutierrez

Print Name: Maria Gutierrez

By: [Signature]
Name: John Portera
Title: Secretary



Witness: Eveitt Wilson

Print Name: Eveitt Wilson

Legal Review:
[Signature]
Office of the General Counsel

OKOMO ASSOCIATES LLC, a Florida
limited liability corporation,

9400 South Dadeland Blvd., Ste. 100
Miami, FL 33156

Witness: _____

Print Name: _____

By: _____
Name: _____
Title: _____

Witness: _____

Print Name: _____

Copy to:
GreenbergTraurig
401 East Las Olas Blvd.
Suite 2000
Fort Lauderdale, FL 33301
Attention: Debbie Orshefsky

Signed, sealed and delivered
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF
TRANSPORTATION

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421
Attention: John Portera, Right of Way Office
Copy to: Jeb Niewood, Assistant General
Counsel

Witness: _____

Print Name: _____

By _____
Name:
Title:

Legal Review:

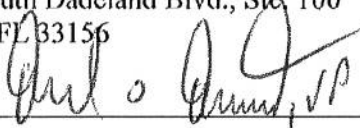
Witness: _____

Print Name: _____

Office of the General Counsel

OKOMO ASSOCIATES LLC, a Florida
limited liability corporation,

9400 South Dadeland Blvd., Ste. 100
Miami, FL 33156

By: 
Name:
Title:

David O. Deutch
Vice President

Copy to:
GreenbergTraurig
401 East Las Olas Blvd.
Suite 2000
Fort Lauderdale, FL 33301
Attention: Debbie Orshefsky

Witness: 

Print Name: Carolyn Craig

Witness: 

Print Name: Lisa M. Gonzalez

Exhibit "A"

Property Description

SKETCH OF LEGAL DESCRIPTION

A portion of that part of Block A lying East of the CSX Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

AND

That part of the W 1/2 of the NW 1/4 of Section 9, Township 51 South, Range 42 East, Broward County, Florida, lying west of U.S. 1-95 (State Road No. 9), being more particularly described as follows:

COMMENCE at the Northwest corner of said Section 9; thence North 88°33'28" East along the North line of said Section 9, a distance of 273.47 feet, said North line being the Southerly Existing Right of Way line of Sheridan Street;

THENCE continue along the Southerly Existing Right of Way line of Sheridan Street South 84°17'55" East for a distance of 358.30 feet;

THENCE South 01°19'55" East along the Westerly Existing Right of Way line of North 29th Avenue, a distance of 348.20 feet;

THENCE North 88°33'28" East a distance of 40.00 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue;

THENCE North 01°19'55" West along said Easterly Right of Way line a distance of 142.76 feet;

THENCE North 88°33'28" East, a distance of 17.81 feet;

THENCE South 01°19'55" East a distance of 40.26 feet;

THENCE North 88°33'28" East, a distance of 147.37 feet;

THENCE North 12°42'02" East, a distance of 41.52 feet;

THENCE North 88°33'28" East, a distance of 39.64 feet to a point on the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95);

THENCE South 12°42'02" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 193.26 feet;

THENCE South 08°19'52" West along said Westerly Existing Limited Access Right of Way line, a distance of 174.43 feet to the POINT OF BEGINNING;

THENCE continue South 08°19'52" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 305.57 feet;

THENCE South 14°30'38" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 204.90 feet to a point on the arc of a non-tangent curve to the right from which the center of radius of said curve bears North 71°45'27" West;

THENCE Southerly, on the arc of said curve, having a radius of 5629.65 feet, and a central angle of 01°12'05" along the said Existing Right of Way line of Interstate 95 (I-95) and the said curve for an arc distance of 118.04 feet;

THENCE South 19°26'38" West along the Westerly Existing Right of Way line of Interstate 95 (I-95), a distance of 1493.87 feet to the Northerly Existing Right of Way line of Taft Street;

THENCE South 88°28'07" West along the said Northerly Existing Right of Way line of Taft Street, a distance of 109.83 feet to a point of curvature of a curve concave to the South, said curve having a radius of 1920.08 feet, and a central angle of 03°47'53" along the said Northerly Existing Right of Way line of Taft Street and the said curve for an arc distance of 127.28 feet, to the Easterly Existing Right of Way Line of the CSX Railroad;

THENCE North 01°29'49" West on said Easterly Right of Way Line, a distance of 1309.81 feet;

THENCE departing from said Easterly Right of Way Line, North 88°35'48" East a distance of 447.49 feet;

THENCE North 01°25'37" West a distance of 639.48 feet;

THENCE North 88°32'15" East a distance of 333.43 feet;

THENCE North 01°19'55" West a distance of 60.37 feet;

THENCE North 88°40'05" East a distance of 138.76 feet to the POINT OF BEGINNING.

Said lands lying in the City of Hollywood, Broward County, Florida and containing 832,843 square feet (20.496 acres) more or less.

NOTES:

1. Not valid without the signature and original embossed seal of a Florida licensed Professional Surveyor and Mapper.
2. Lands described hereon were not abstracted, by the surveyor, for ownership, easements, rights-of-way or other instruments that may appear in the Public Records of said County.
3. The description contained herein and the attached sketch, do not represent a field Boundary Survey.
4. Bearings shown hereon are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyor's Office. Control Points utilized were D-41 and E-42. The West line of the Northwest one-quarter (NW 1/4) of the Northwest one-quarter (NW 1/4) of Section 9, Township 51 South, Range 42 East has a bearing of South 01°31'18" East.

CALVIN, GIORDANO AND ASSOCIATES, INC.

_____ Date: _____
Daniel C. Look
Professional Surveyor and Mapper
Florida Registration Number LS 5118

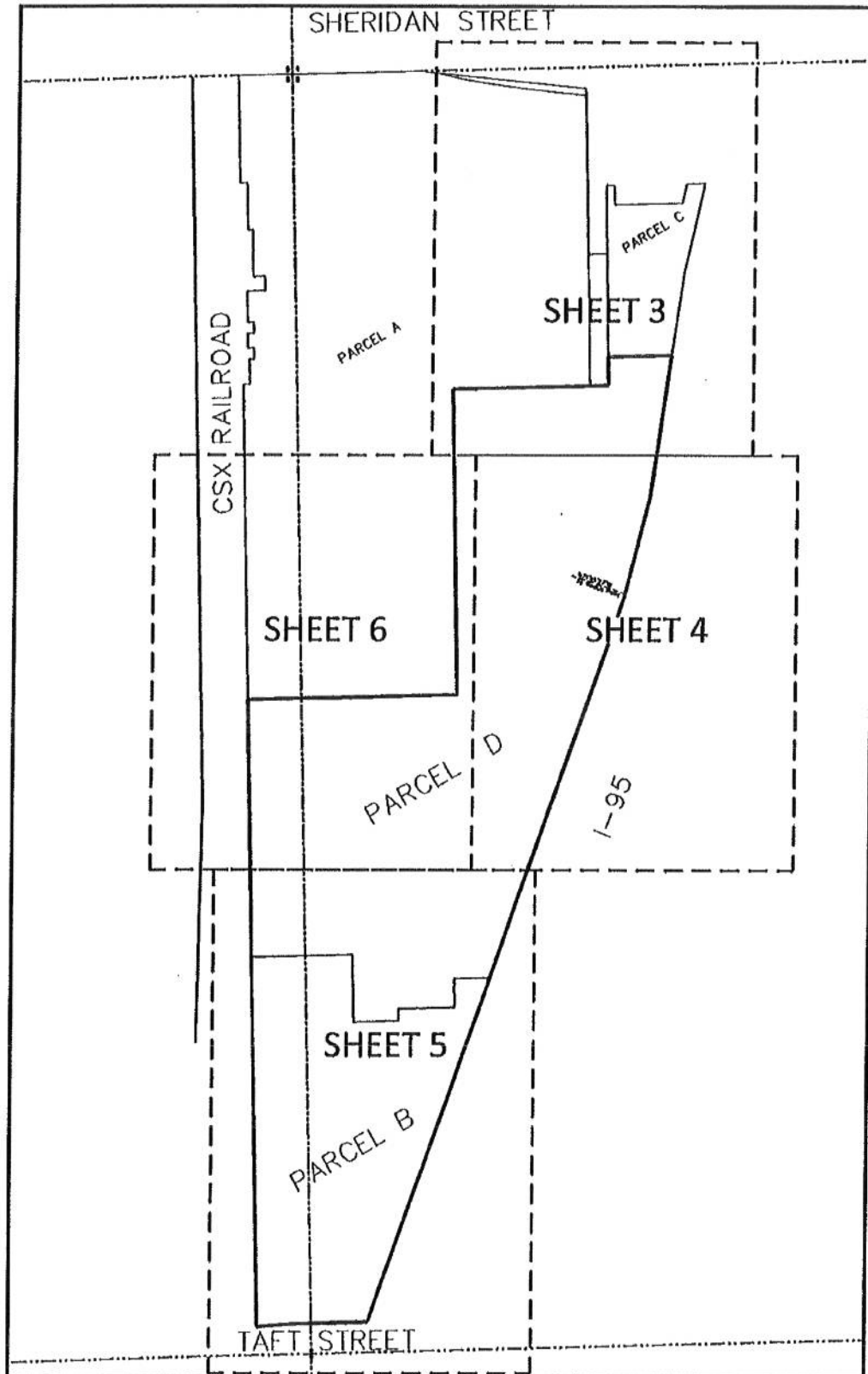


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PARCEL B-D
SHERIDAN STATION
CITY OF HOLLYWOOD

| | | |
|------------------|-----------------------|------------|
| SCALE N/A | PROJECT No 13-5958 | SHEET 1 |
| DATE 12-23-13 | CAD FILE SEE LEFT | OF 6 |

SKETCH OF LEGAL DESCRIPTION



KEY MAP
NOT TO SCALE

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CITY OF HOLLYWOOD

SCALE
NOT TO SCALE

PROJECT No
13-5958

DATE
12-23-13

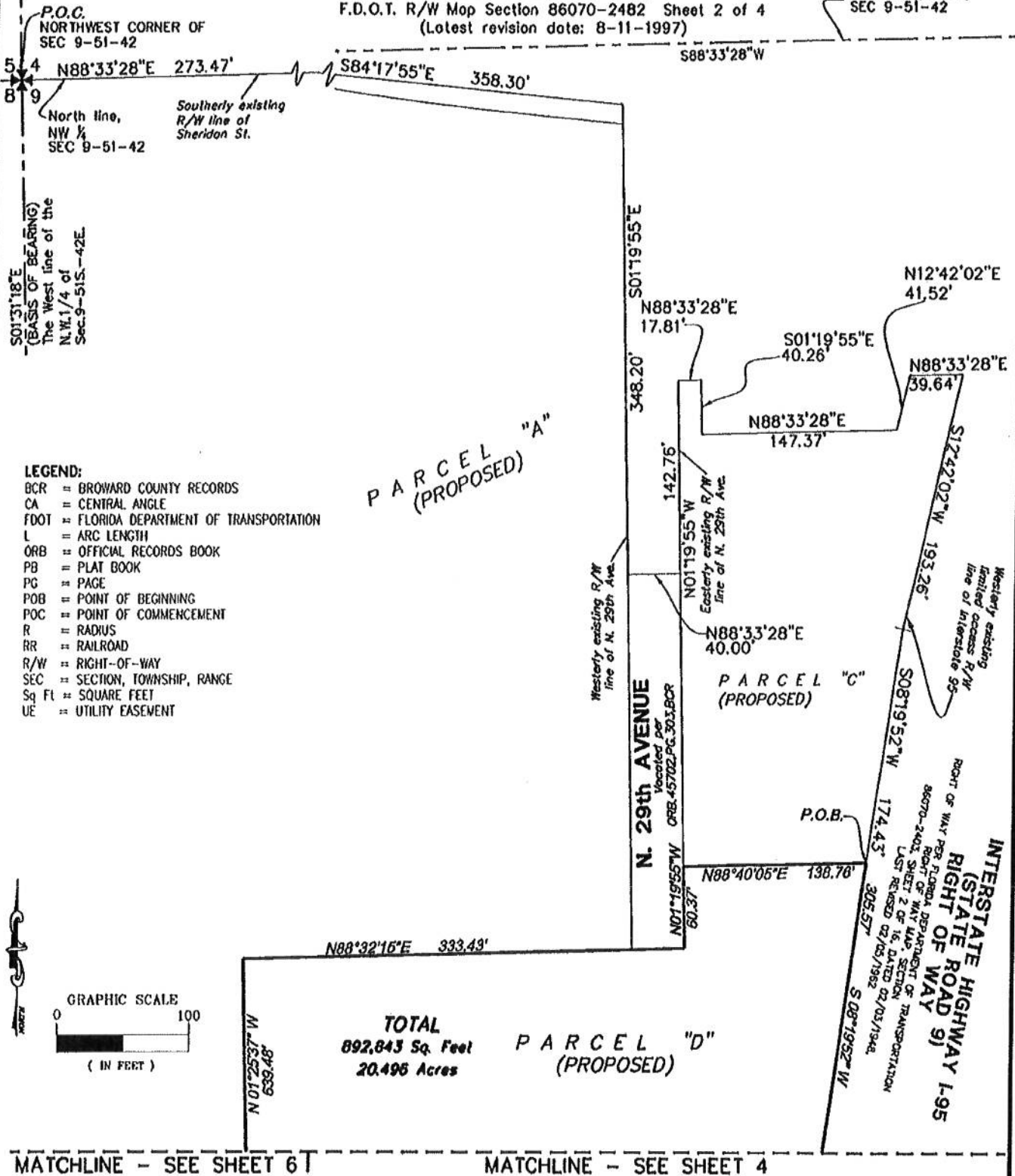
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2
OF
6

SKETCH OF LEGAL DESCRIPTION

SHERIDAN STREET
F.D.O.T. R/W Map Section 86070-2482 Sheet 2 of 4
(Latest revision date: 8-11-1997)

North line, NW 1/4
SEC 9-51-42



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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

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| SCALE 1"=100' | PROJECT NO. 13-5958 |
| DATE 12-23-13 | CAD FILE SEE LEFT |

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| SHEET 3 OF 6 |
|-----------------------|

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3

MATCHLINE - SEE SHEET 6

TOTAL
892,843 Sq. Feet
20.496 Acres

PARCEL "D"
(PROPOSED)

N71°45'27"W
To Radius Point

R=5828.63'
CA=01°12'05"
L=118.04'

INTERSTATE HIGHWAY I-95
(STATE ROAD 9)
RIGHT OF WAY

RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION
86070-2403, SHEET 2 OF 16, DATED 02/03/1948,
LAST REVISED 02/05/1962

Westerly existing
limited access R/W
line of Interstate 95

LEGEND:

BCR = BROWARD COUNTY RECORDS
CA = CENTRAL ANGLE
FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
L = ARC LENGTH
ORB = OFFICIAL RECORDS BOOK
PB = PLAT BOOK
PG = PAGE
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
R = RADIUS
RR = RAILROAD
R/W = RIGHT-OF-WAY
SEC = SECTION, TOWNSHIP, RANGE
Sq Ft = SQUARE FEET
UE = UTILITY EASEMENT



GRAPHIC SCALE
0 100
(IN FEET)

MATCHLINE-SEE SHEET 5



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PARCEL A-C
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CITY OF HOLLYWOOD

SCALE
1"=100'

DATE
12-23-13

PROJECT No.
13-5958

CAD FILE
SEE LEFT

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4

OF
6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 4

CSX RAILROAD 100' RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
86070-2453, SHEET 32 OF 71, DATED 03/23/1989,
LAST REVISED 09/23/1997

Easterly existing R/W line
CSX RR
N 01°29'49"W
1309.81'

S88°29'58"W 216.00'

140.34'
N 01°30'02"W

PARCEL "D"
(PROPOSED)

S 01°30'05"E
25.00'

S88°29'29"W
118.89'

S 01°28'28"E
59.48'

S88°30'11"W
76.44'

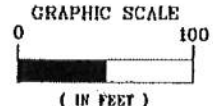
Westerly existing
limited access R/W
line of Interstate 95

TOTAL
892,843 Sq. Feet
20.496 Acres

PARCEL "B"
(PROPOSED)

INTERSTATE HIGHWAY I-95
(STATE ROAD 9)
RIGHT OF WAY

RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION
86070-2403, SHEET 2 OF 16, DATED 02/03/1948,
LAST REVISED 02/05/1962



R=1920.08'
CA=03°47'53"
L=127.28'

109.83'
S88°28'07"W

TAFT ST.

South line, NE 1/4
SEC 8-51-42

- LEGEND:**
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 - SEC = SECTION, TOWNSHIP, RANGE
 - Sq Ft = SQUARE FEET
 - UE = UTILITY EASEMENT



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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

| | |
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| SCALE 1"=100' | PROJECT No. 13-5958 |
| DATE 12-23-13 | CAD FILE SEE LEFT |

SHEET
5
OF
6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE
SEE SHEET 3

Block A
"CENTRAL GOLF SECTION OF HOLLYWOOD"
PLAT BOOK 9, Pg. 44, B.C.R.

CSX RAILROAD 100' RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
86070-2453, SHEET 32 OF 71, DATED 03/23/1989,
LAST REVISED 09/23/1997

N 01°29'49" W 659.42' (Total)

S 01°31'18"E
(BASIS OF BEARING)
The West line of the
N.W. 1/4 of Sec. 9-51S.-42E.

PARCEL "A"
(PROPOSED)

- LEGEND:**
- BCR = BROWARD COUNTY RECORDS
 - CA = CENTRAL ANGLE
 - FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
 - L = ARC LENGTH
 - ORB = OFFICIAL RECORDS BOOK
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 - R = RADIUS
 - RR = RAILROAD
 - R/W = RIGHT-OF-WAY
 - SEC = SECTION, TOWNSHIP, RANGE
 - Sq Ft = SQUARE FEET
 - UE = UTILITY EASEMENT

N 88°35'48"E 447.49'

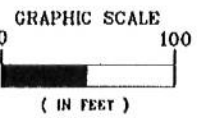
N 01°25'37" W

639.48'

MATCHLINE - SEE SHEET 4

PARCEL "D"
(PROPOSED)

TOTAL
892,843 Sq. Feet
20.496 Acres



MATCHLINE - SEE SHEET 5

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Certificate of Authorization 8701

PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE
1"=100'
DATE
12-23-13

PROJECT No.
13-5958
CAD FILE
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OF
6

Exhibit "B"

Property Description

SKETCH OF LEGAL DESCRIPTION

A portion of that part of Block A lying East of the CSX Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

AND

That part of the W ½ of the NW ¼ of Section 9, Township 51 South, Range 42 East, Broward County, Florida, lying west of U.S. 1-95 (State Road No. 9), being more particularly described as follows:

BEGIN at the Northwest corner of said Section 9; thence North 88°33'28" East along the North line of said Section 9, a distance of 273.47 feet, said North line being the Southerly Existing Right of Way line of Sheridan Street ;
 THENCE continue along the Southerly Existing Right of Way line of Sheridan Street South 84°17'55" East for a distance of 358.30 feet;
 THENCE South 01°19'55" East along the Westerly Existing Right of Way line of North 29th Avenue, a distance of 348.20 feet;
 THENCE North 88°33'28" East a distance of 40.00 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue;
 THENCE North 01°19'55" West along said Easterly Right of Way line a distance of 142.76 feet;
 THENCE North 88°33'28" East a distance of 17.81 feet;
 THENCE South 01°19'55" East a distance of 40.26 feet;
 THENCE North 88°33'28" East a distance of 147.37 feet;
 THENCE North 12°42'02" East a distance of 41.52 feet;
 THENCE North 88°33'28" East a distance of 39.64 feet to a point on the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95);
 THENCE South 12°42'02" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 193.26 feet;
 THENCE South 08°19'52" West along said Westerly Existing Limited Access Right of Way line, a distance of 174.43 feet;
 THENCE South 88°40'05" West departing from said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 138.76 feet;
 THENCE South 01°19'55" East a distance of 60.37 feet;
 THENCE South 88°32'15" West a distance of 333.43 feet;
 THENCE South 01°25'37" East a distance of 639.48 feet;
 THENCE South 88°35'48" West a distance of 447.49 feet, to the Easterly Existing Right of Way Line of the CSX Railroad;
 THENCE along said Easterly Right of Way Line, North 01°29'49" West a distance of 659.42 feet;
 THENCE North 88°30'11" East a distance of 13.44 feet;
 THENCE North 01°29'49" West a distance of 52.79 feet;
 THENCE North 88°30'11" East a distance of 10.08 feet;
 THENCE North 01°29'49" West a distance of 23.44 feet;
 THENCE South 88°30'11" West a distance of 12.90 feet;
 THENCE North 01°29'49" West a distance of 30.56 feet;
 THENCE North 88°30'11" East a distance of 13.08 feet;
 THENCE North 01°29'49" West a distance of 23.34 feet;
 THENCE South 88°30'11" West a distance of 12.78 feet;
 THENCE North 01°29'49" West a distance of 66.16 feet;
 THENCE North 88°30'11" East a distance of 39.09 feet;
 THENCE North 01°29'49" West a distance of 29.60 Feet;
 THENCE South 88°30'11" West a distance of 25.55 feet;
 THENCE North 01°29'49" West a distance of 98.50 feet;
 THENCE South 88°30'11" West a distance of 9.80 feet;
 THENCE North 01°29'49" West a distance of 98.80 feet;
 THENCE South 88°30'11" West a distance of 14.66 feet to said Easterly Existing Right of Way Line of the CSX Railroad;
 THENCE along said Easterly Right of Way Line, North 01°29'49" West a distance of 225.98 feet to the North line of the Northeast One-Quarter of Section 8;
 THENCE run along the said North line of the Northeast One-Quarter of Section 8, North 88°31'31" East a distance of 114.55 feet to the POINT OF BEGINNING.

Said lands lying in the City of Hollywood, Broward County, Florida and containing 834,548 square feet (19.158 acres) more or less.

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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE

N/A

PROJECT No.

13-5958

SHEET

1

DATE

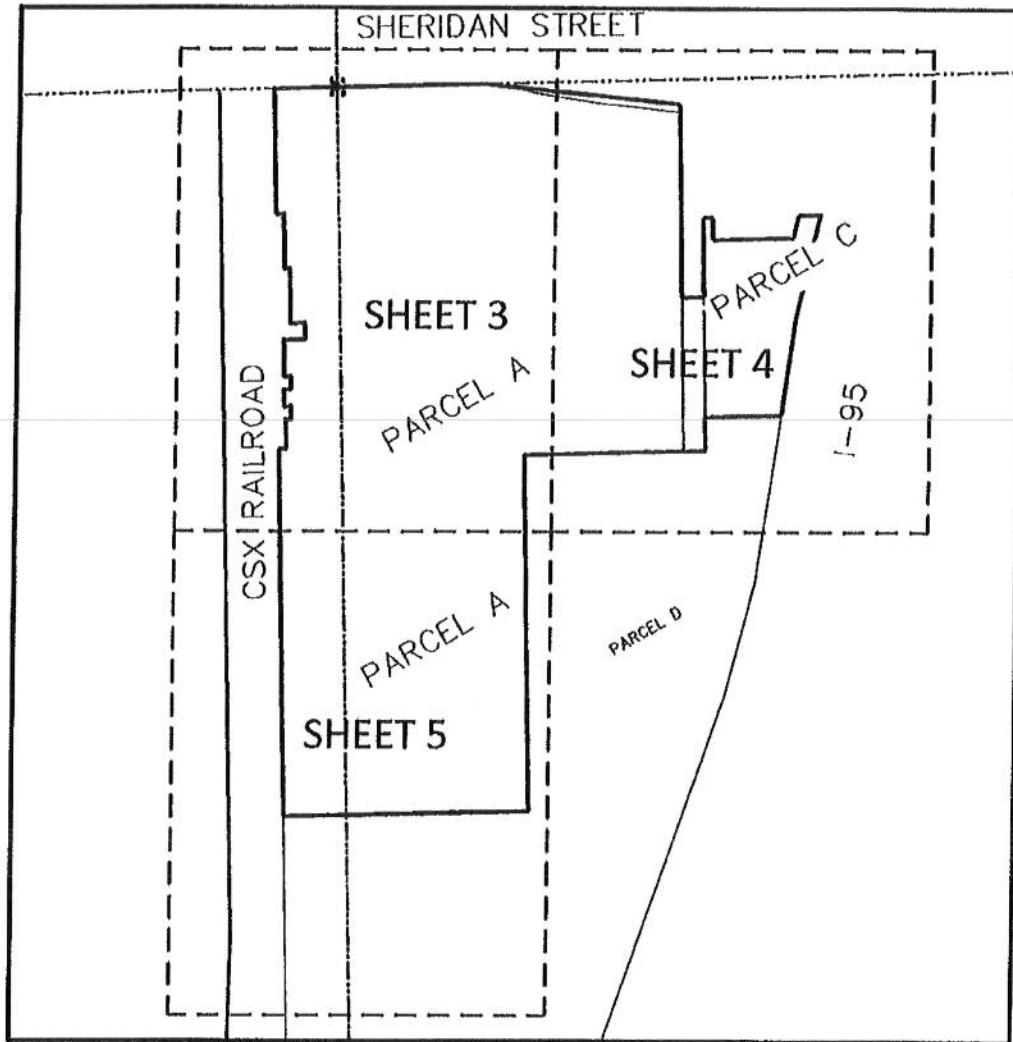
12-23-13

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5

SKETCH OF LEGAL DESCRIPTION



KEY MAP
NOT TO SCALE

NOTES:

1. Not valid without the signature and original embossed seal of a Florida licensed Professional Surveyor and Mapper.
2. Lands described hereon were not abstracted, by the surveyor, for ownership, easements, rights-of-way or other instruments that may appear in the Public Records of said County.
3. The description contained herein and the attached sketch, do not represent a field Boundary Survey.
4. Bearings shown hereon are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyor's Office. Control Points utilized were D-41 and E-42. The West line of the Northwest one-quarter (NW ¼) of the Northwest one-quarter (NW ¼) of Section 9, Township 51 South, Range 42 East has a bearing of South 01°31'18" East.

CALVIN, GIORDANO AND ASSOCIATES, INC.

Date: _____

Daniel C. Look
Professional Surveyor and Mapper
Florida Registration Number LS 5118

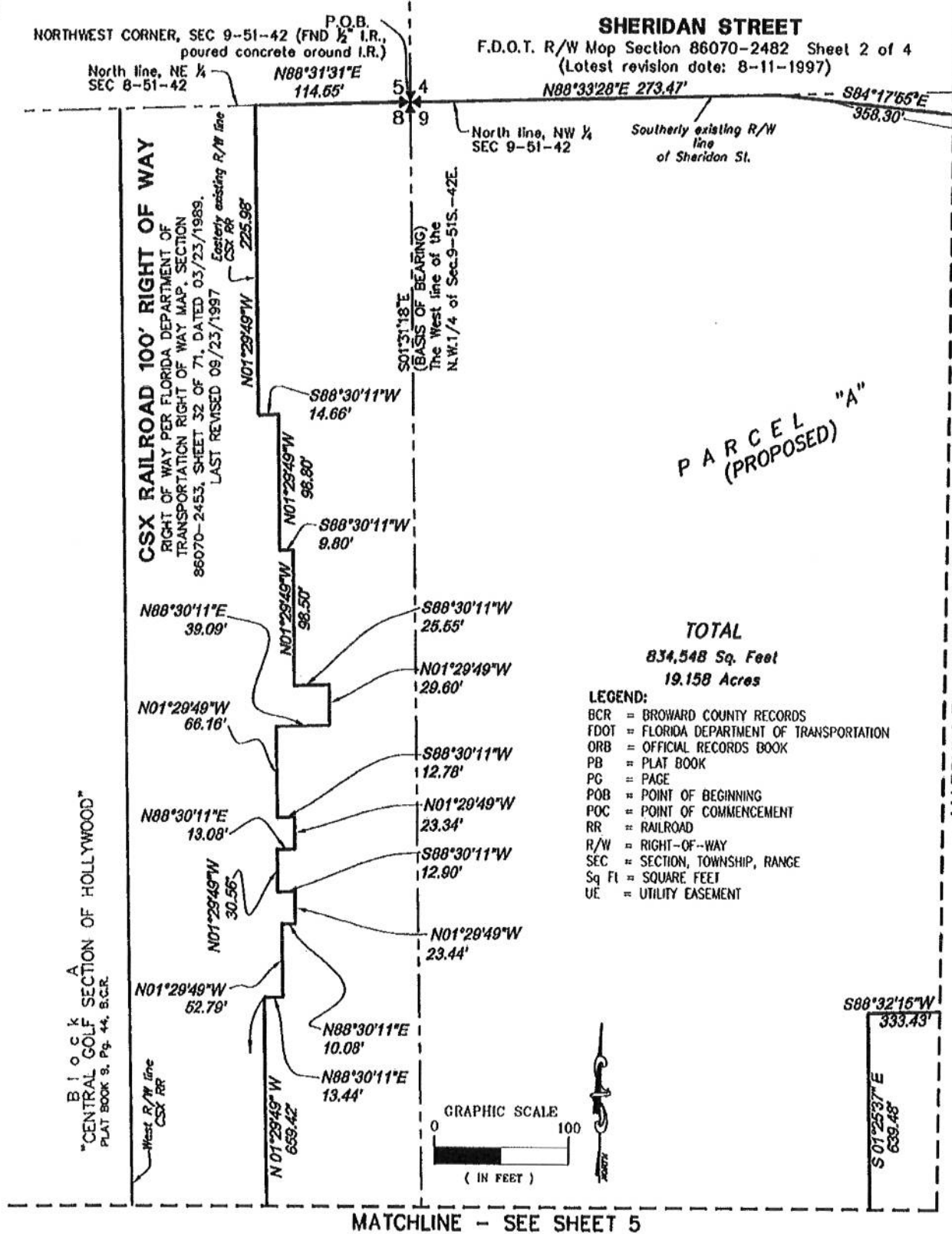


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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

| | | |
|-----------------------|-----------------------|------------|
| SCALE NOT TO SCALE | PROJECT No 13-5958 | SHEET 2 |
| DATE 12-23-13 | CAD FILE SEE LEFT | OF 5 |

SKETCH OF LEGAL DESCRIPTION



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PARCEL A-C
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CITY OF HOLLYWOOD

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| DATE 12-23-13 | CAD FILE SEE LEFT |

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| SHEET 3 OF 5 |
|-------------------------------------|

SKETCH OF LEGAL DESCRIPTION

SHERIDAN STREET

F.D.O.T. R/W Map Section 86070-2482 Sheet 2 of 4
(Latest revision date: 8-11-1997)

North line, NW 1/4
SEC 9-51-42

S88°33'28"W

S84°17'55"E 358.30'

LEGEND:

- BCR = BROWARD COUNTY RECORDS
- FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
- ORB = OFFICIAL RECORDS BOOK
- PB = PLAT BOOK
- PG = PAGE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- RR = RAILROAD
- R/W = RIGHT-OF-WAY
- SEC = SECTION, TOWNSHIP, RANGE
- Sq Ft = SQUARE FEET
- UE = UTILITY EASEMENT

MATCHLINE - SEE SHEET 3

S01°19'55"E
348.20'

N88°33'28"E
17.81'

N12°42'02"E
41.52'

S01°19'55"E
40.26'

N88°33'28"E
39.84'

N88°33'28"E
147.37'

TOTAL
834,548 Sq. Feet
19.158 Acres

142.76'
N01°19'55"W
Easterly existing R/W
line of N. 29th Ave.

N88°33'28"E
40.00'

PARCEL "C"
(PROPOSED)

N. 29th AVE.

359.00'

S01°19'55"E 088.45702.PC.303.BOR

40.0'

S88°32'15"W 333.43'

PARCEL "D"
(PROPOSED)



INTERSTATE HIGHWAY I-95
(STATE ROAD 9)
RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION
86070-2482 SHEET 2 OF 16, DATED 02/03/1994
LAST REVISION 02/03/1994

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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

| | |
|------------------|------------------------|
| SCALE 1"=100' | PROJECT No. 13-5958 |
| DATE 12-23-13 | CAD FILE SEE LEFT |

SHEET
4
OF
6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3

Block A
"CENTRAL GOLF SECTION OF HOLLYWOOD"
PLAT BOOK 9, Pg. 44, B.C.R.

CSX RAILROAD 100' RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
86070-2453, SHEET 32 OF 71, DATED 03/23/1989,
LAST REVISED 08/23/1997

West R/W Line
CSX RR

Easterly existing R/W line
CSX RR

N 01°29'49" W 659.42'

S 01°31'18"E
(BASIS OF BEARING)
The West line of the
N.W. 1/4 of Sec. 9-51S.-42E.

PARCEL "A"
(PROPOSED)

TOTAL
834,548 Sq. Feet
19.158 Acres

S 88°35'48" W 447.49'

S 01°25'37" E 639.48'



GRAPHIC SCALE
0 100
(IN FEET)

PARCEL "D"
(PROPOSED)

LEGEND:

BCR = BROWARD COUNTY RECORDS
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R/W = RIGHT-OF-WAY
SEC = SECTION, TOWNSHIP, RANGE
Sq Ft = SQUARE FEET
UE = UTILITY EASEMENT



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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE
1"=100'

DATE
12-23-13

PROJECT No.
13-5958

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OF
5

ATTACHMENT 3

3% SIGNIFICANCE ANALYSIS SHERIDAN STATION PHASE 1

Significance Analysis

Sheridan Stationside Village

prepared

by

Calvin, Giordano and Associates



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

FEBRUARY 2014

Introduction

Calvin, Giordano and Associates (CGA) was retained by Okomo Associates LLC to complete a significance analysis for the development of 500 residential units as part of the Sheridan Stationside Village project in the City of Hollywood, Florida. Based on Broward County Planning Council requirements, project traffic is considered “significant” if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways.

A previous study was completed for this project in 2007 which assessed potential impacts of the proposed project based on the following proposed land uses:

- 299,000 square feet of Office
- 300,000 square feet of Retail
- 150 Hotel Rooms
- 1,050 Residential Units


The original project had a final build-out year of 2015 and has since been revised to be completed in two (2) phases with a final build-out year of 2018:

1. Phase1 (2015)
 - a. 500 Residential Units
2. Phase 2 (2018)
 - a. 299,000 square feet of Office
 - b. 300,000 square feet of Retail
 - c. 150 room Hotel
 - d. 550 Residential Units

The project location and potential impact area are presented in **Figure 1**.

SHERIDAN STATIONSIDE VILLAGE



| | | | | | | | | |
|------|----|----------|------|--|---------------------------------------|----|----------|------|
| | | | |  <div>City of Sheridan, Idaho SHERIDAN STATIONSIDE VILLAGE 2000 W. 10th St., Ste. 200, Sheridan, ID 83440 Phone: 208-261-1700 Fax: 208-261-1800</div> | Figure 1. Location Map and Study Area | | | |
| DATE | BY | REVIEWED | DATE | | DATE | BY | REVIEWED | DATE |

Existing Conditions

The project site is bounded by Sheridan Street to the north, Taft Street to the south, I-95 to the east and N. 30th Avenue to the west; the traffic impact area is bounded by Dixie Highway to the east, SR-7/US-441 to the west, Sheridan Street to the north and Johnson Street to the south.

Trip Generation

Project traffic for Phase 1 of the development was developed using trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition). Based on input from the Broward Planning Council, the analysis was performed for "worst case scenario" for land use type and generation rate (average rate versus equation); in addition, a trip generation analysis for the streets adjacent to the generator was also completed. The trip generation rates used to estimate the project trips are based on ITE Land Use code 220 (Apartment) and Land Use Code 223 (Mid-Rise Apartment). The trip generation results for the project and the adjacent streets are summarized in **Table 1** and **Table 2**.

Table 1: Trip Generation for Peak Hour of the Generator (Phase 1)

| ITE Land Use Code | Land Use | Intensity | Units | Rate | Equation | Trips based on Rate | Trips based on Equation | Net New Trips (In) | Net New Trips (Out) |
|-------------------|-------------------|-----------|----------------|------|-------------------|---------------------|-------------------------|--------------------|---------------------|
| AM | | | | | | | | | |
| 220 | Apartment | 500 | Dwelling Units | 0.55 | $T=0.54(X)+2.45$ | <u>*275</u> | 272 | 80 | 195 |
| 223 | Midrise Apartment | 500 | Dwelling Units | 0.35 | $T=0.46(X)-14.01$ | 175 | 216 | 63 | 124 |
| PM | | | | | | | | | |
| 220 | Apartment | 500 | Dwelling Units | 0.67 | $T=0.60(X)+14.91$ | <u>*335</u> | 315 | 204 | 131 |
| 223 | Midrise Apartment | 500 | Dwelling Units | 0.44 | $T=0.53(X)-11.27$ | 220 | 254 | 150 | 90 |

***Maximum Number of Trips**

Table 2: Trip Generation for Peak Hour of Adjacent Street (Phase 1)

| ITE Land Use Code | Land Use | Intensity | Units | Rate | Equation | Trips based on Rate | Trips based on Equation | Net New Trips (In) | Net New Trips (Out) |
|-------------------|-------------------|-----------|----------------|------|-------------------|---------------------|-------------------------|--------------------|---------------------|
| AM | | | | | | | | | |
| 220 | Apartment | 500 | Dwelling Units | 0.51 | $T=0.49(X)+3.73$ | 255 | 249 | 51 | 204 |
| 223 | Midrise Apartment | 500 | Dwelling Units | 0.30 | $T=0.41(X)-13.06$ | 150 | 192 | 60 | 104 |
| PM | | | | | | | | | |
| 220 | Apartment | 500 | Dwelling Units | 0.62 | $T=0.55(X)+17.65$ | 310 | 293 | 202 | 109 |
| 223 | Midrise Apartment | 500 | Dwelling Units | 0.39 | $T=0.48(X)-11.07$ | 195 | 229 | 133 | 82 |

Based on the results of the trip generation, the maximum number of trips to be generated by the proposed project will be 275 and 335 trips during the AM and PM peak hours respectively

Trip Distribution

The trip distribution at the project driveways was taken from the previous study completed by *Kimley-Horn and Associates* in May 2007 for the Sheridan Stationside Village project. The trip distribution throughout the remaining roadway network was developed based on distribution ratios calculated from the existing turning movement counts. The trip distribution for the project is presented in **Figure 2** and **Figure 3**.

FIGURE 2: PROJECT TRAFFIC NETWORK DISTRIBUTION (Sheet 3)

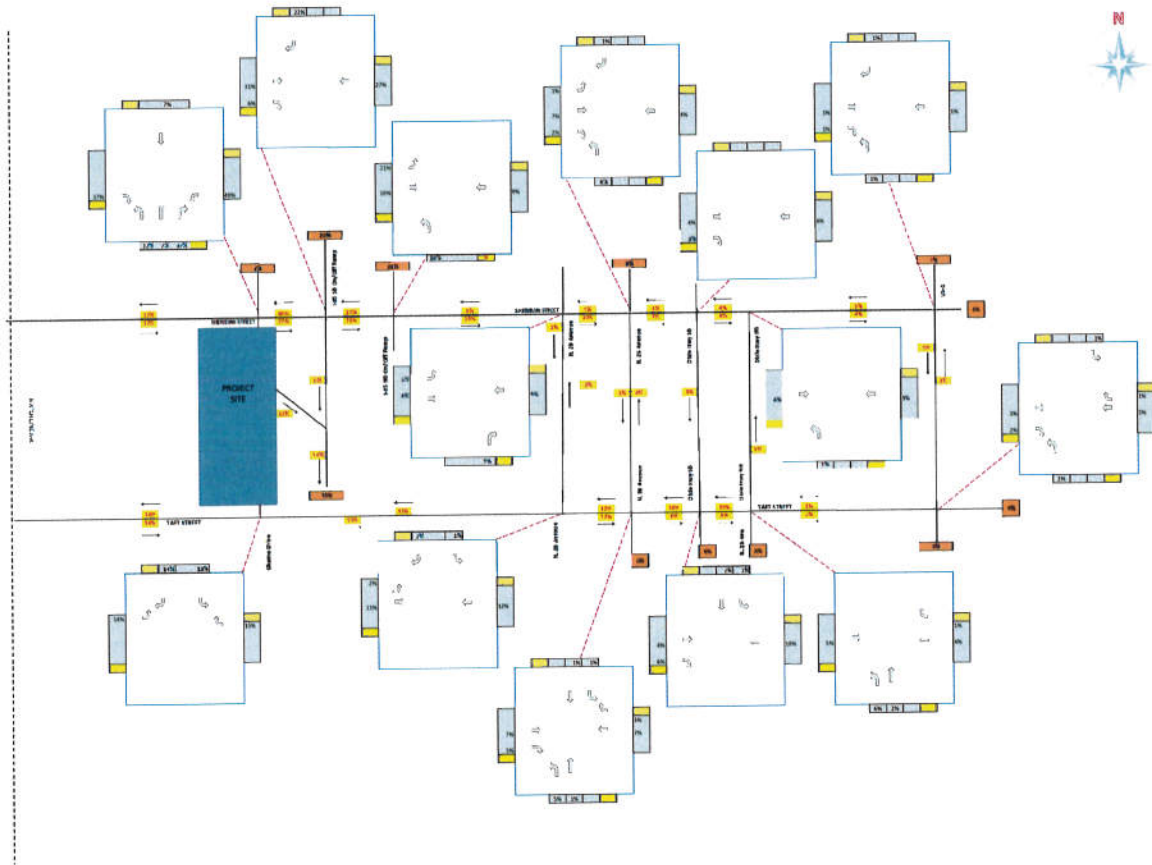
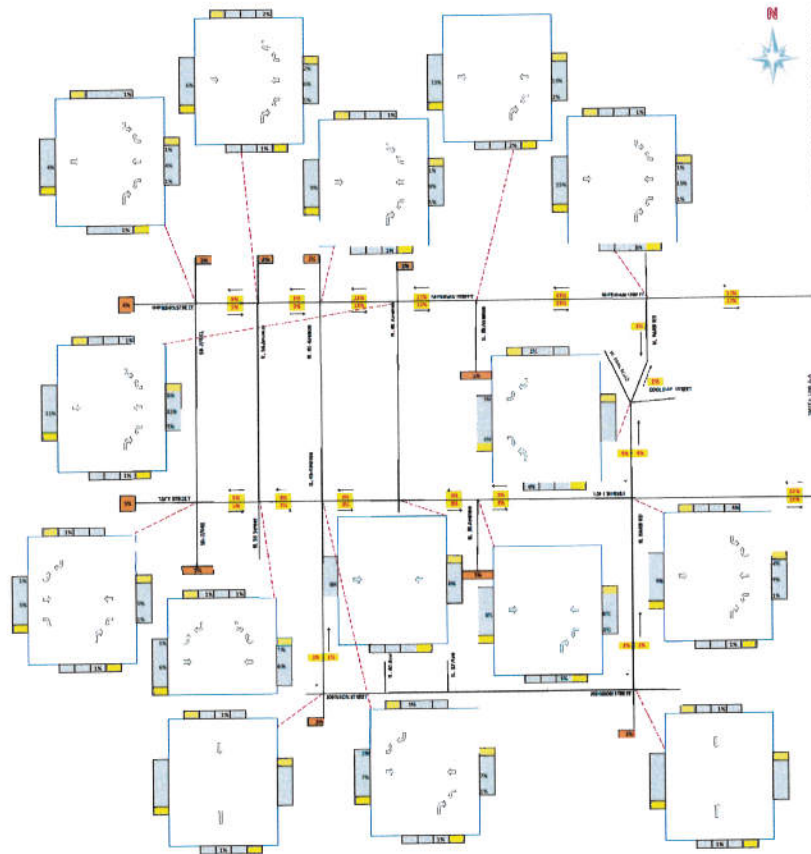


FIGURE 3. PROJECT TRAFFIC NETWORK DISTRIBUTION (Sheet 2)



Trip Assignment

Based on the trip distribution from the previous study and the calculated ratios at the study intersections, the trips generated by the project were distributed and assigned to the respective links throughout the roadway network. The new project trips for the AM and PM Peak hours are presented in **Figure 4 - Figure 7**.

FIGURE 4: PROJECT TRAFFIC AM PEAK NETWORK ASSIGNMENT (Sheet 3)

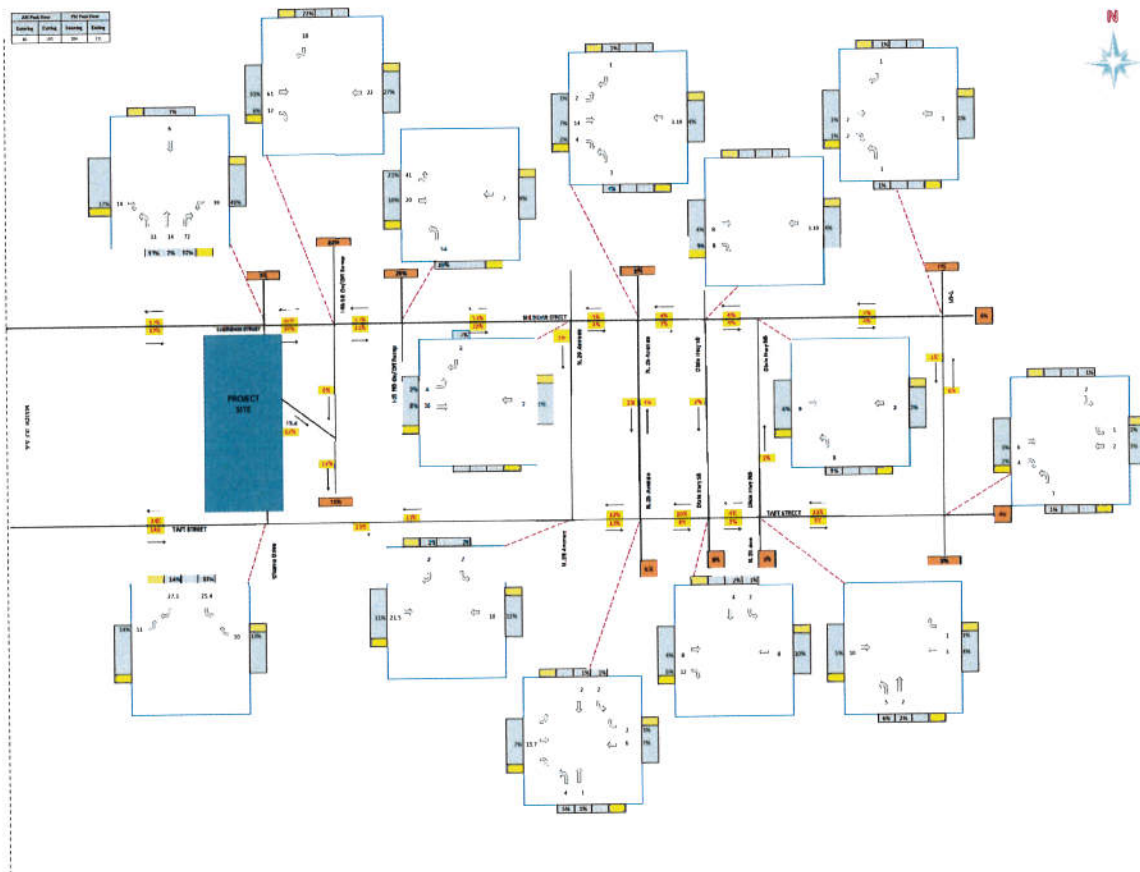


FIGURE 5: PROJECT TRAFFIC AM PEAK NETWORK ASSIGNMENT (Sheet 2)

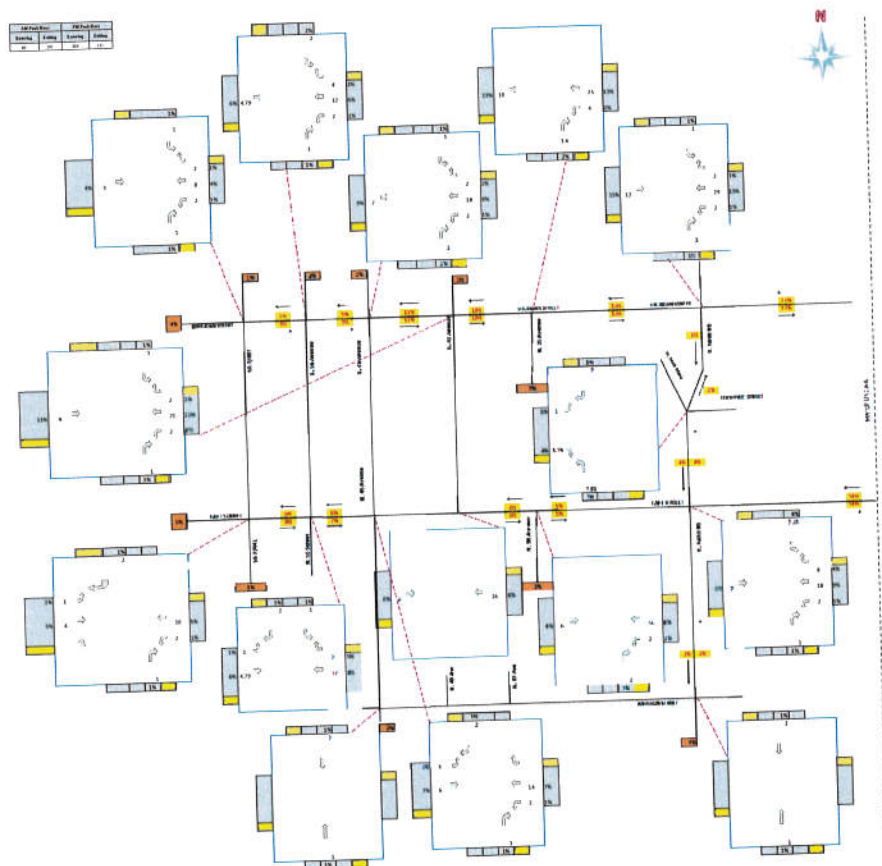
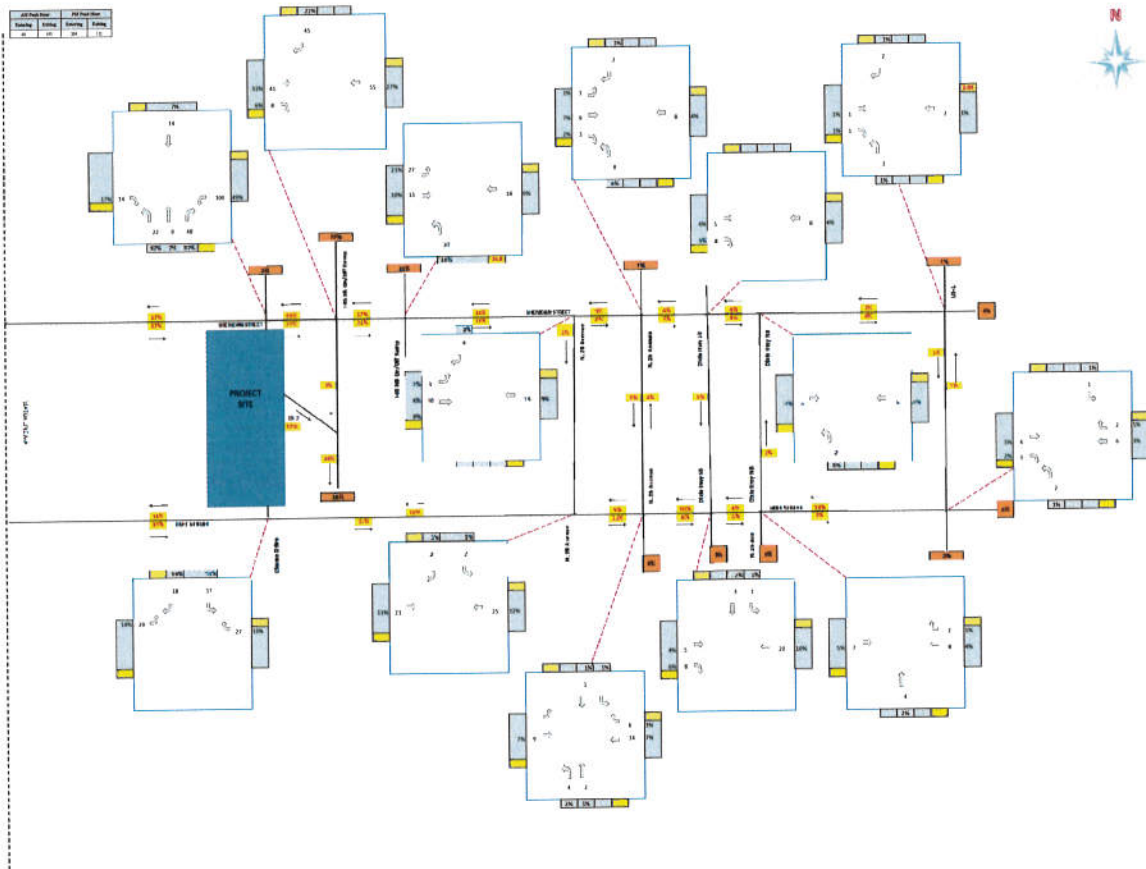


FIGURE 6. PROJECT TRAFFIC PM PEAK NETWORK ASSIGNMENT (Sheet 1)



Three Percent (3%) Significance Analysis

The original traffic study completed in 2007 identified roadway improvements based upon full build-out of the project in one single phase. In addition, improvements were identified through input from Broward County and the City of Hollywood. It should be noted that the majority of the improvements proposed by the City of Hollywood and Broward County are already being completed as part of FDOT Project# 424674-1-52-01.

Based on the trips generated by the proposed project, a significance analysis was performed to determine if the impact from Phase 1 of the project was considered “significant” on the remaining roadway links noted for improvement (improvements not completed by others or under construction by FDOT). It should be noted that although the 3% significance analysis should be completed based on the traffic generated on the adjacent streets (Table 2), the maximum number of trips (Table 1) were utilized to be conservative.

Based on Broward County Planning Council requirements, project traffic is considered “significant” if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways.

The significance analysis showed that the traffic generated by Phase 1 of the project is not considered significant on the remaining roadway links. The results of the significance analysis are presented in **Table 3**.

Table 3: Significance Analysis

| Roadway | From | To | LOS D Capacity Threshold | 3% of Capacity | Two- Way Peak Hour Trips | Trips for Existing Land Use | Net Two- Way Peak Hour Trips | Significant |
|--------------------|-------------------------|------------------------|--------------------------------|----------------------|--------------------------------------|---|---|-------------|
| AM | | | | | | | | |
| Sheridan Street | N. 35th Avenue | N. Park Road | 5390 | 162 | 41 | 14 | 27 | NO |
| | N. Park Road | N. 29th Avenue | 5390 | 162 | 47 | 16 | 31 | NO |
| Taft Street | N. 28th Avenue | N. 26th Avenue | 1330 | 40 | 37 | 13 | 24 | NO |
| | N. 26th Avenue | Dixie Highway SB | 1330 | 40 | 28 | 10 | 18 | NO |
| Taft Street | Dixie Highway NB | US-1 | 1330 | 40 | 14 | 5 | 9 | NO |
| | US-1 | East of US-1 | 1330 | 40 | 11 | 4 | 7 | NO |
| Taft Street | West of State Road 7 | State Road 7 | 1330 | 40 | 14 | 5 | 9 | NO |
| | State Road 7 | N. 56th Avenue | 1330 | 40 | 17 | 6 | 11 | NO |
| PM | | | | | | | | |
| Sheridan Street | N. 35th Avenue | N. Park Road | 5390 | 162 | 50 | 19 | 31 | NO |
| | N. Park Road | N. 29th Avenue | 5390 | 162 | 57 | 22 | 35 | NO |
| Taft Street | N. 28th Avenue | N. 26th Avenue | 1330 | 40 | 43 | 17 | 26 | NO |
| | N. 26th Avenue | Dixie Highway SB | 1330 | 40 | 34 | 13 | 21 | NO |
| Taft Street | Dixie Highway NB | US-1 | 1330 | 40 | 17 | 6 | 10 | NO |
| | US-1 | East of US-1 | 1330 | 40 | 13 | 5 | 8 | NO |
| Taft Street | West of State Road 7 | State Road 7 | 1330 | 40 | 17 | 6 | 10 | NO |
| | State Road 7 | N. 56th Avenue | 1330 | 40 | 20 | 8 | 12 | NO |

Conclusion and Recommendations

Calvin, Giordano and Associates was retained by Okomo Associates LLC to complete a significance analysis for the development of a 500 residential units as part of the Sheridan Stationside Village project in the City of Hollywood, Florida. A previous study was completed for this project in 2007 which assessed potential impacts of the proposed project based on the following proposed land uses:

- 299,000 square feet of Office
- 300,000 square feet of Retail
- 150 Hotel Rooms
- 1,050 Residential Units

The original project had a final build-out year of 2015 and has since been revised to be completed in two (2) phases with a final build-out year of 2018:

3. Phase1 (2015)
 - a. 500 Residential Units
4. Phase 2 (2018)
 - a. 299,000 square feet of Office
 - b. 300,000 square feet of Retail
 - c. 150 room Hotel
 - d. 550 Residential Units

The construction of the 500 residential units is anticipated to generate a total of 275 trips during the AM peak period and 335 trips during the PM peak period.

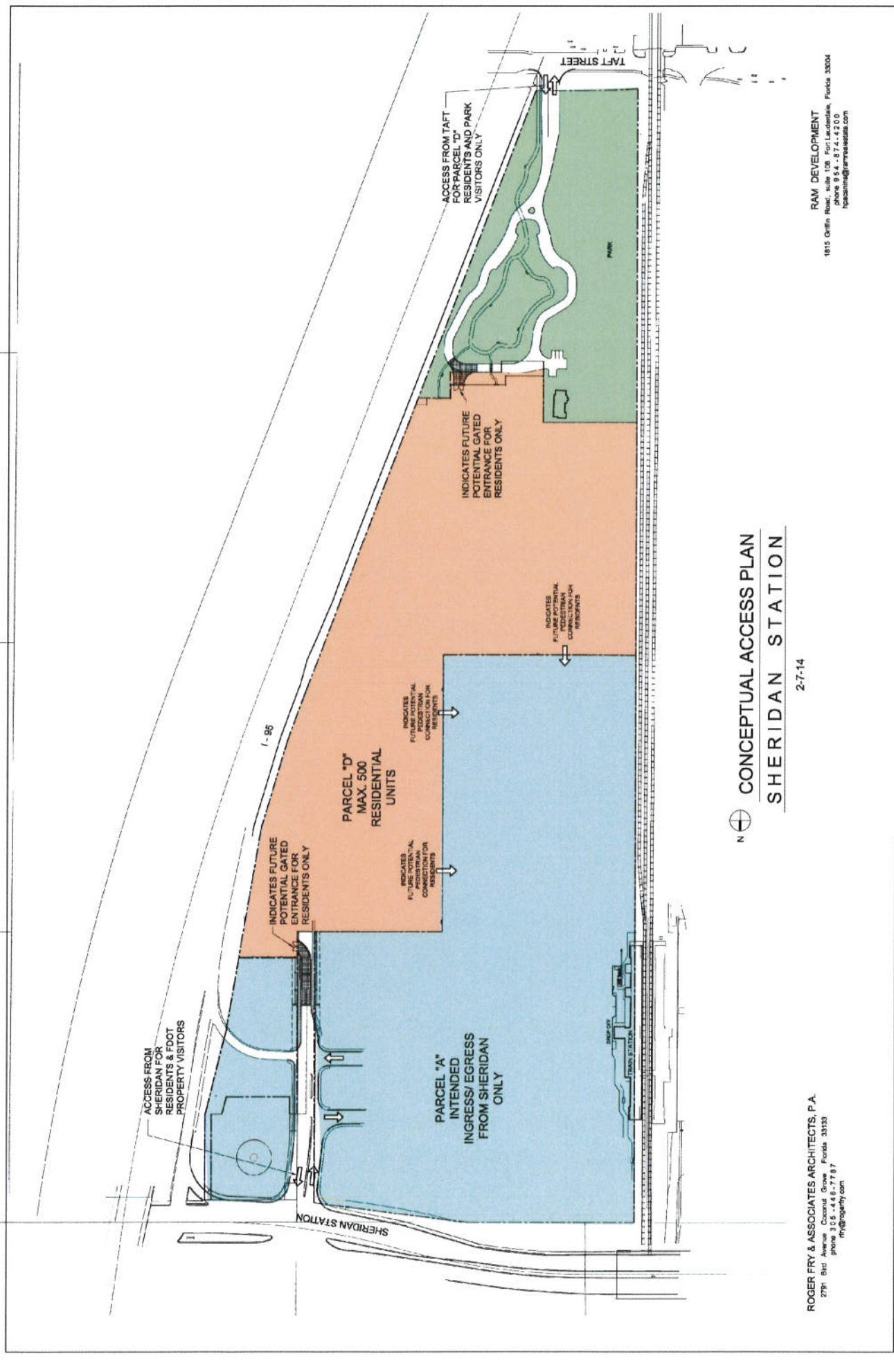
The original traffic study completed in 2007 identified roadway improvements based upon full build-out of the project in one single phase. In addition, improvements were identified through input from Broward County and the City of Hollywood. It should be noted that the majority of the improvements proposed by the City of Hollywood and Broward County are already being completed as part of FDOT Project# 424674-1-52-01.

The analysis was completed in support of an amendment to the "Declaration of Restrictive Covenants" provided by Okomo Associates LLC to determine if the impact from Phase 1 of the project was considered "significant" on several key roadways within the study area. Based on Broward County Planning Council requirements, project traffic is considered "significant" if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways

The significance analysis showed that the traffic generated by Phase 1 of the project is not considered significant.

ATTACHMENT 4

CONCEPTUAL ACCESS PLAN SHERIDAN STATION



N ⊕ CONCEPTUAL ACCESS PLAN
 SHERIDAN STATION

2-7-14

ROGER FRY & ASSOCIATES ARCHITECTS, P.A.
 2791 8th Avenue, Coconut Grove, Florida 33133
 phone 305.448.7787
 rfy@rogerfray.com

RAM DEVELOPMENT
 1815 Griffin Road, Suite 108, Fort Lauderdale, Florida 33304
 phone 954.874.4200
 hpcanning@ramdevelopment.com

**RESPONSE TO REVIEW COMMENTS
SHERIDAN STATION LAND USE PLAN TEXT AMENDMENT
AND AMENDMENT TO THE DECLARATION OF RESTRICTIVE COVENANTS
March 7, 2014**

1. The 2007 voluntary commitment to develop at least 20%, or 210 dwelling units, of the 1,050 residential units as “workforce-income” units, which is defined as no more than 140% of the area median income, remains intact. Further, the obligation to provide “workforce-income” housing will be shared pro rata by Parcels A, C and D. Therefore, the proposed Okomo residential development of up to 500 dwelling units will result in up to 100 “workforce income” dwelling units.

Response: This is correct and acknowledged by the Applicant.

2. Access to Taft Street will be restricted to the Okomo residential development only. The Okomo residential development will also have access to Sheridan Street. However, residential and non-residential development on the FDOT property will not have access to Taft Street.

Response: This is correct and acknowledged by the Applicant.

3. Please address/respond to the attached comments from County staff regarding the proposed amendment to the Declaration of Restrictive Covenants.

Response: Martin Berger’s letter dated February 28, 2014 contained the following issues:

- *The proposed change of phasing to “decrease the amount of commercial square footage that must be under construction prior to issuance of building permits for more than 500 units from 200,000 to 100,000 SF.... may be seen as contrary to the intent when the Transit Oriented Corridor designation was originally approved for the site, which was to encourage mixed use development.”*

Response: The new phasing condition still requires mixed use development consistent with the original intent and is also consistent with the original phasing condition placed on the project by the City of Hollywood. The phasing requirement adopted by the City was always 500 residential units allowed before the first 100,000 square feet of commercial had to be under construction. It is not clear from the record why the County’s phasing condition was different than the City’s requirement but both served the same mixed use intent. The proposed amendment to the County Plan will result in consistency for the initial phase of the project in both the City and County Plans.

The 2007 approved Master Plan for the TOD always showed, what is now Parcel D, as residential and the mixed use component was always intended for the 18-acre parcel near the Tri-Rail Station. FDOT has provided a letter (attached) dated February 3rd which reiterates the goal to build a mixed use, transit oriented development on the 18-acres currently owned by FDOT and used for the existing Sheridan Tri-Rail Station park and ride

lot. The access plan provided in the Supplemental Information requested by the Planning Council (attached) clearly shows the internal vehicular and pedestrian circulation between the proposed parcels which further supports the intent of creating an integrated TOD in accordance with the original land use plan designation.

- *Concern about the precedent set by allowing modifications to the DRC which contains the voluntary commitments proffered during the Land Use Plan amendment process.*

Response: The voluntary commitments for this land use change as proffered in the Declaration of Restrictive Covenants include Workforce Housing; Green Development; Reclaimed Water; Landscaping Plan; Comprehensive Traffic Mitigation Plan; and the Okomo Coral Rock House and Park. The only change being made is to the phasing of the Comprehensive Traffic Mitigation Plan, which has already been partially implemented in advance of any project-related construction. The following list of improvements from Exhibit C of the original DRC have already been built or are in the process of being built by FDOT:

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lanes, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 Northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

These improvements represent the majority of the investment required by the DRC to accommodate the project and vest the TOD for traffic concurrency. The change in timing for the completion of the remainder of the improvements, which clearly aren't needed to accommodate the traffic impacts of Phase 1 of the project, is a minor tweak to the original voluntary commitments and does not represent a significant change in the intent of the TOD land use designation approval or create any kind of remarkable precedent.

4. Please address/respond to the attached Historical Commission comments.

Response: The Historical Commission has been provided with additional information and the issues they raised have been adequately addressed.

5. Exhibit C of the Second Amendment to the DRC is missing from the Planning Council staff copy. Exhibit C is the comprehensive traffic mitigation plan.

Response: Exhibit C was not originally provided because it is not being amended and the Second Amendment was only addressing the amendments. Exhibit C has been provided to the Planning Council for clarification, however, it should be noted that it is not being amended.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

February 3, 2014

Re: Sheridan Street Park & Ride lot

To All Interested Parties:

The Florida Department of Transportation (the Department), in cooperation with Okomo Associates LLC, has filed applications for plat note amendments and a land use plan text amendment in an effort to recognize the change resulting from the 2012 termination of the lease between these parties for the 18+/- acres comprising the Sheridan Street Park & Ride Lot. In the coming months, amendments to the previously approved PD –Planned Development for the 40+/- acres comprising the “Sheridan Stationside TOD” will also be filed.

These applications are being processed in an effort to create a land use regulatory framework for the Department’s property that will make it most attractive to a developer in the future.

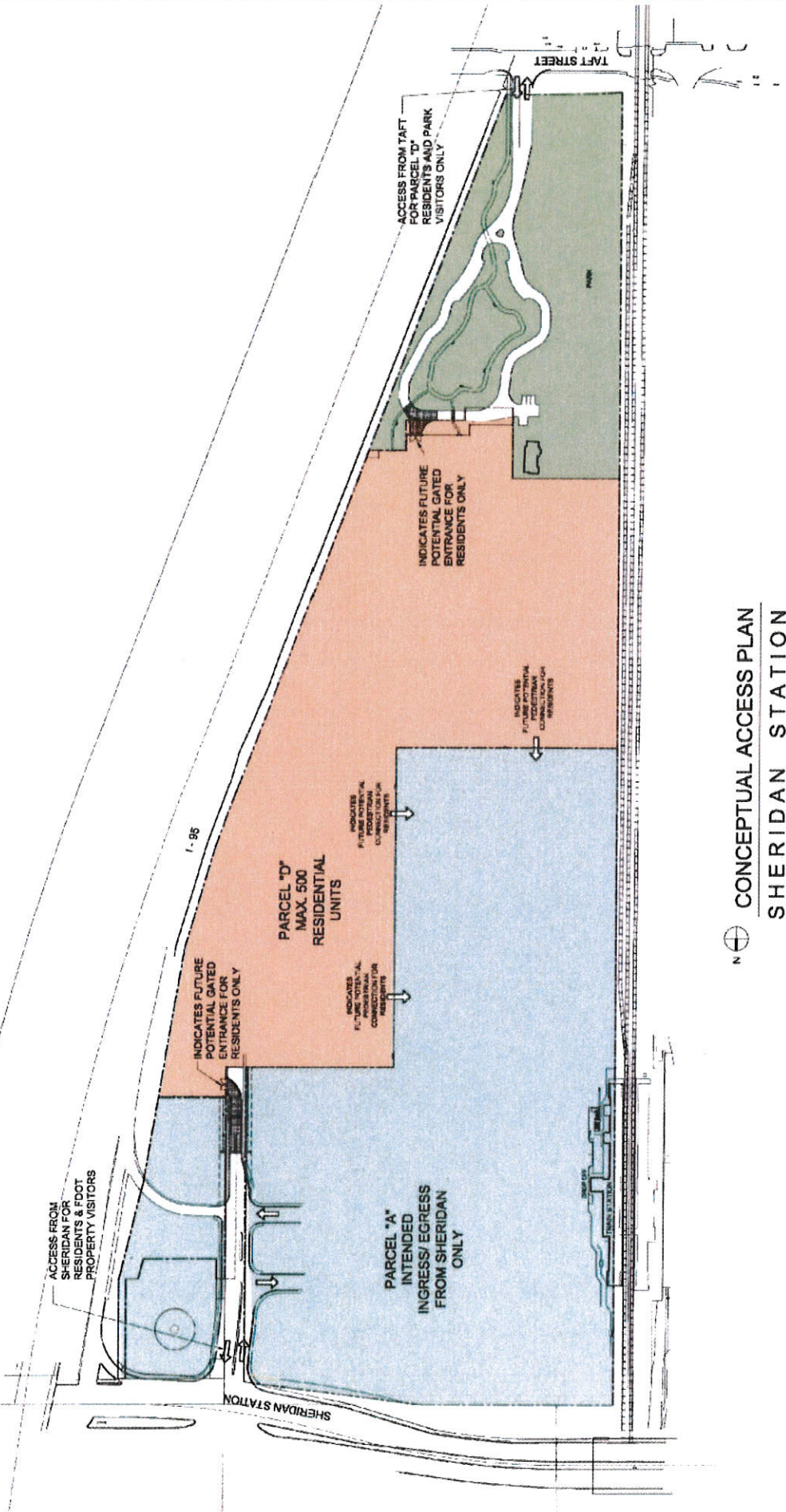
If the Sheridan Street Park & Ride Lot is developed at some time in the future, the Department’s goal is to have a mixed-use Transit Oriented Development (TOD) on the 18 acre site. However, it should be understood that current and foreseeable market constraints do not support the development on the 18 acres of all of the entitled uses minus the 500 residential units to be allocated to the Okomo Associates LLC property. Additionally, development on the Department’s site will be further limited by the need to replace commuter parking spaces.

I look forward to working with all parties to accomplish shared goals.

Sincerely,

A handwritten signature in blue ink that reads "John Portera". The signature is fluid and cursive, with the first name "John" being more prominent.

John Portera
Work Program & Joint Use Administrator
District 4 Office of Right of Way



CONCEPTUAL ACCESS PLAN
SHERIDAN STATION

2-7-14

ROGER FRY & ASSOCIATES ARCHITECTS, P.A.
27th Street
Coral Gables, Florida 33133
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info@rogerfray.com

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1815 Griffin Road, Suite 108 Fort Lauderdale, Florida 33304
Phone: 954.874.4200
info@ramdevelopment.com

Exhibit C
Traffic Mitigation Plan

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lanes, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 Northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

Sheridan Street at N. Park Road

- Installation of video detection software/hardware; and
- Installation of northbound right-turn lane overlap phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at SR 7US 441

- Construct a westbound right turn lane
- Installation of eastbound right-turn overlap signal (5 second head) phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at US1/Federal Highway

- Construct eastbound and westbound right turn lanes

Taft Street at N. 40th Avenue

- Construct eastbound and westbound left turn lanes

Taft Street at N. 26th Avenue

- Installation of traffic signal

ORDINANCE NO. 2014 - 24

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE BROWARD COUNTY LAND USE PLAN TEXT FOR THE CITY OF HOLLYWOOD TRANSIT ORIENTED DEVELOPMENT; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on March 27, 2014, and June 26, 2014, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on April 22, 2014, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on August 12, 2014, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community
7 Planning Act; and is in the best interests of the health, safety, and welfare of the
8 residents of Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby
12 amended by Amendment PCT 14-2, which is an amendment to the Broward County
13 Land Use Plan Text for the City of Hollywood Transit Oriented Development, as set
14 forth in Exhibit "A," attached hereto and incorporated herein.

15 Section 2. SEVERABILITY.

16 If any portion of this Ordinance is determined by any Court to be invalid, the
17 invalid portion shall be stricken, and such striking shall not affect the validity of the
18 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion
19 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),
20 or circumstance(s), such determination shall not affect the applicability hereof to any
21 other individual, group, entity, property, or circumstance.

22 Section 3. EFFECTIVE DATE.

23 (a) The effective date of the plan amendment set forth in this Ordinance shall
24 be the latter of:

- (1) Thirty-one (31) days after the Department of Economic Opportunity notifies Broward County that the plan amendment is complete;
- (2) If the plan amendment is challenged, the date a final order is entered by the Administration Commission or the Department of Economic Opportunity finding the amendment to be in compliance;
- (3) If the Department of Economic Opportunity or the Administration Commission finds the amendment to be in noncompliance, pursuant to Section 163.3184(8)(b), Florida Statutes, the date the Board of County Commissioners, nonetheless, elects to make the plan amendment effective notwithstanding potential statutory sanctions; or
- (4) If a Declaration of Restrict Covenants or agreement is applicable, as per Exhibit "B," the date the Declaration of Restrictive Covenants or agreement is recorded in the Public Records of Broward County.
- (b) This Ordinance shall become effective as provided by law.

ENACTED August 12, 2014

FILED WITH THE DEPARTMENT OF STATE

EFFECTIVE

Approved as to form and legal sufficiency:
Joni Armstrong Coffey, County Attorney

By: Maite Azcoitia 06/09/14
Maite Azcoitia (date)
Deputy County Attorney

MA/gmb

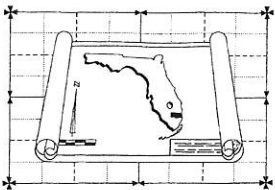
06/09/14

#14-401.09

City of Hollywood Transit Oriented Development Ordinance

ATTACHMENT III

Reviewing Agencies Comments



BROWARD COUNTY PLANNING COUNCIL

115 South Andrews Avenue, Room 307 ■ Fort Lauderdale, Florida 33301 ■ Phone: 954.357.6695

August 14, 2014

Ray Eubanks, Plan Processing Administrator
State Land Planning Agency
Florida Department of Economic Opportunity
Caldwell Building
107 East Madison, MSC 160
Tallahassee, FL 32399

Dear Mr. Eubanks:

On August 12, 2014, the Broward County Board of County Commissioners held a public hearing in accordance with Chapter 163, Florida Statutes, and voted to adopt Ordinances 2014-22 through 2014-24, amending the Broward County Comprehensive Plan (BCCP). The enclosed ordinances adopt two (2) amendments to the Broward County Land Use Plan (BCLUP) map and one (1) amendment to the Broward County Land Use Plan (BCLUP) text. The amendments were transmitted by the Board of County Commissioners on April 22, 2014, and were reviewed under the expedited State review process (DEO #14-6ESR). The amendments were adopted with no changes.

In accordance with the Florida Administrative Code, the adoption ordinances and the adopted amendments are provided (one hard copy and two digital copies). In addition, by copy of this letter, digital copies of this submittal are being provided directly to the South Florida Regional Planning Council, the Florida Department of Transportation - District IV, the South Florida Water Management District, the Florida Department of Environmental Protection, the Florida Department of State, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Agriculture and Consumer Services and the Florida Department of Education.

We appreciate the continued assistance and cooperation of the Division of Community Planning & Development in the development and refinement of the Broward County Comprehensive Plan. Please contact me or Deanne Von Stetina, AICP, Director of Planning for the Planning Council, if you have any questions or require additional information.

Respectfully,



Barbara Blake Boy
Executive Director

BBB:DDV

Ray Eubanks
August 14, 2014
Page Two

Enclosures

cc/enc: Jim Murley, Executive Director, South Florida Regional Planning Council

Gerry O'Reilly, PE, Director, Transportation Development, Florida Department of Transportation, District IV

Terry Manning, AICP, Planning & Policy Analyst, South Florida Water Management District Plan Review, Office of Intergovernmental Programs, Florida Department of Environmental Protection

Deena Woodward, Historic Preservation Planner, Florida Department of State

Scott Sanders, Conservation Planning Services, Florida Fish and Wildlife Conservation Commission

Comprehensive Plan Review, Office of Policy & Budget, Florida Department of Agriculture and Consumer Services

Tracy D. Suber, Educational Consultant-Growth Management Liaison, Florida Department of Education

cc: Bertha Henry, Broward County Administrator

Maite Azcoitia, Broward County Deputy County Attorney

Henry A. Snizek, Director, Broward County Planning and Redevelopment Division

✓ Jaye Epstein, AICP, Director, Hollywood Planning & Development Services

Dan Holmes, Director, Lauderdale Lakes Public Works & Development Services

Laurence Leeds, AICP, Director, Plantation Planning, Zoning & Economic Development



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

May 6, 2014

Ms. Andria Wingett, Assistant Director
City of Hollywood Planning Department
2600 Hollywood Blvd.
P.O. Box 229045
Hollywood, FL 33317

**Subject: City of Hollywood, DEO #14-1ESR
Comments on Proposed Comprehensive Plan Amendment Package**

Dear Ms. Wingett:

The South Florida Water Management District (District) has completed its review of the proposed amendment package submitted by the City of Hollywood (City). The package includes one proposed amendment to the Future Land Use Map. A concurrent amendment to amend the Broward County Land Use Plan for the same map amendment has been submitted separately to the Department of Economic Opportunity by Broward County. There appear to be no regionally significant water resource issues; therefore, the District forwards no comments on the proposed amendment package.

The District offers its technical assistance to the City and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the City's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact Terry Manning, Planning and Policy Analyst, at (561) 682-6779 or tmanning@sfwmd.gov.

Sincerely,

A handwritten signature in black ink that reads "De Powell".

Dean Powell
Water Supply Bureau Chief

DP/tm

c: Barbara Blake Boy, BCPC
Ray Eubanks, DEO
Terry Manning, SFWMD
Jim Murley, SFRPC
Henry Snieszek, Broward County
James Stansbury, DEO

Andria Wingett

From: Stahl, Chris <Chris.Stahl@dep.state.fl.us>
Sent: Wednesday, May 07, 2014 2:11 PM
To: Andria Wingett
Cc: Craig, Kae; DEO Agency Comments
Subject: Hollywood 14-1 ESR Proposed

To: Andria Wingett, Assistant Director of Planning

Re: Hollywood 14-1ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction. Please feel free to contact me with any questions.

Christopher Stahl
DEP Office of Intergovernmental Programs
3900 Commonwealth Blvd., MS 47
Tallahassee, FL 32399-3000
(850) 245-2169 office

Thank you!
cjs



Andria Wingett

From: Bush, Lois <Lois.Bush@dot.state.fl.us>
Sent: Wednesday, May 28, 2014 3:36 PM
To: bblakeboy@broward.org; Andria Wingett; lleeds@plantation.org;
pdokuchitz@plantation.org; danh@lauderdalelakes.org;
DCPexternalagencycomments@deo.myflorida.com
Cc: Murley, Jay; Biblo, Adam A; Portera, John
Subject: Broward 14-6ESR, Hollywood 14-1ESR, Plantation 14-2ESR, Lauderdale Lakes 14-1ESR -
FDOT District Four Review

I am writing to advise you that the Department will not be issuing formal comments for the proposed Broward County comprehensive plan amendments with DEO reference number 14-6ESR, the proposed City of Hollywood comprehensive plan amendment with DEO reference number 14-1ESR, the proposed City of Plantation comprehensive plan amendment with DEO reference number 14-2ESR, and the proposed City of Lauderdale Lakes comprehensive plan amendment with DEO reference number 14-1ESR.

Regarding the proposed amendments involving transit oriented development (TOD) by the Tri-Rail Sheridan Street station, the Department's goal of having a mixed use TOD on its site by the station is stated in the February 3, 2014, letter from the Department to interested parties included in Broward County 14-6ESR. This letter also notes market constraints do not support development of all of the entitled uses on the site and the need to replace commuter parking spaces will further limit development on the site. Accordingly, it is the Department's understanding a traffic study for any development proposal(s) on the Department's site will be conducted to determine whether remaining transportation improvements in Exhibit C to the Amended Declaration of Restrictive Covenants continue to be needed to mitigate for significant impacts to operating conditions of the regional transportation network. This approach follows the approach used for the Okomo Associates, LLC site. It also is the Department's understanding the amendment to Note 4. in the Proposed Sheridan Street Stationside Village TOD Development Standards in the City of Hollywood's comprehensive plan will be adopted as follows to match the companion amendment for the Hollywood Transit Oriented Development in the Broward County Land Use Plan:

4. Prior to the issuance of building permits for more than 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. ~~Prior to the issuance of building permits for more than 1,000 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.~~

The Department would like to request one copy, which may be on CD ROM in Portable Document Format (PDF), of all adopted plan amendment materials, including graphic and textual materials and support documents.

Thank you.

Lois Bush

Florida DOT - District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
TEL: 954-777-4654 FAX: 954-677-7892

Rick Scott
GOVERNOR



Jesse Panuccio
EXECUTIVE DIRECTOR

May 28, 2014

The Honorable Peter Bober, Mayor
City of Hollywood
2600 Hollywood Boulevard
Hollywood, Florida 33022-9045

Dear Mayor Bober:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for the City of Hollywood (Amendment No. 14-1ESR), which was received on April 28, 2014. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department's authorized scope of review that will be adversely impacted by the amendment if adopted.

We are, however, providing a technical assistance comment consistent with Section 163.3168(3), F.S. The Department's technical assistance comment will not form the basis of a challenge but is offered to ensure compliance with the provisions of the Community Planning Act.

The technical assistance comment pertains to the City's development standards for the Sheridan TriRail Station Transit Oriented Development (TOD). These development standards are embodied in the City's Ordinance O-2007-28 but are not included or referenced in the City's comprehensive plan. For purposes of transparency and convenience, and to promote the TOD's economic development potential, the City may benefit by reproducing these standards within the Comprehensive Plan or by providing a reference on the future land use map to Ordinance O-2007-28.

The City is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the City. If other reviewing agencies provide comments, we recommend the City consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held and the amendment adopted within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

We appreciate the opportunity to work with the City of Hollywood on planning and community development issues. If you have any questions concerning this review, please contact Adam Antony Biblo, at (850) 717-8503, or by email at Adam.Biblo@deo.myFlorida.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ana Richmond', with a long horizontal flourish extending to the right.

Ana Richmond, Chief
Bureau of Community Planning

AR/aab

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: Andria Wingett, Assistant Director, Department of Planning, City of Hollywood
James F. Murley, Executive Director, South Florida Regional Planning Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

ATTACHMENT IV
Broward County's Adopted Ordinance
(O-2014-24)

ORDINANCE NO. 2014 - 24

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, ADOPTING AN AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN BY AMENDING THE BROWARD COUNTY LAND USE PLAN TEXT FOR THE CITY OF HOLLYWOOD TRANSIT ORIENTED DEVELOPMENT; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

WHEREAS, Broward County adopted the 1989 Broward County Comprehensive Plan on March 1, 1989; and

WHEREAS, the Department of Economic Opportunity has found the Broward County Comprehensive Plan in compliance with the Community Planning Act; and

WHEREAS, Broward County now wishes to propose an amendment to the Plan; and

WHEREAS, the Planning Council as the local planning agency for the Broward County Land Use Plan, held its hearings on March 27, 2014, and June 26, 2014, with due public notice; and

WHEREAS, the Board of County Commissioners held its transmittal public hearing on April 22, 2014, having complied with the notice requirements specified in Subsection 163.3184(11), Florida Statutes; and

WHEREAS, the Board of County Commissioners held an adoption public hearing on August 12, 2014, at 2:00 p.m. [also complying with the notice requirements specified in Subsection 163.3184(11), Florida Statutes] at which public comment was accepted, and the comments of the Department of Economic Opportunity, South Florida Regional Planning Council, South Florida Water Management District, Department of Environmental Protection, Department of State, Department of Transportation, Fish and

Approved BCC 8/12/14, # 7PH
Submitted By Planning Council
RETURN TO DOCUMENT CONTROL

7/12 (12)

1 Wildlife Conservation Commission, Department of Agriculture and Consumer Services,
2 and Department of Education, as applicable, were considered; and

3 WHEREAS, the Board of County Commissioners, after due consideration of all
4 matters, hereby finds that the following amendment to the 1989 Broward County
5 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward
6 County Comprehensive Plan; complies with the requirements of the Community
7 Planning Act; and is in the best interests of the health, safety, and welfare of the
8 residents of Broward County,

9 BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
10 BROWARD COUNTY, FLORIDA:

11 Section 1. The 1989 Broward County Comprehensive Plan is hereby
12 amended by Amendment PCT 14-2, which is an amendment to the Broward County
13 Land Use Plan Text for the City of Hollywood Transit Oriented Development, as set
14 forth in Exhibit "A," attached hereto and incorporated herein.

15 Section 2. SEVERABILITY.

16 If any portion of this Ordinance is determined by any Court to be invalid, the
17 invalid portion shall be stricken, and such striking shall not affect the validity of the
18 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion
19 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),
20 or circumstance(s), such determination shall not affect the applicability hereof to any
21 other individual, group, entity, property, or circumstance.

22 Section 3. EFFECTIVE DATE.

23 (a) The effective date of the plan amendment set forth in this Ordinance shall
24 be the latter of:

- 1 (1) Thirty-one (31) days after the Department of Economic Opportunity
 2 notifies Broward County that the plan amendment is complete;
 3 (2) If the plan amendment is challenged, the date a final order is entered by
 4 the Administration Commission or the Department of Economic
 5 Opportunity finding the amendment to be in compliance;
 6 (3) If the Department of Economic Opportunity or the Administration
 7 Commission finds the amendment to be in noncompliance, pursuant to
 8 Section 163.3184(8)(b), Florida Statutes, the date the Board of County
 9 Commissioners, nonetheless, elects to make the plan amendment
 10 effective notwithstanding potential statutory sanctions; or
 11 (4) If a Declaration of Restrict Covenants or agreement is applicable, as per
 12 Exhibit "B," the date the Declaration of Restrictive Covenants or
 13 agreement is recorded in the Public Records of Broward County.
 14 (b) This Ordinance shall become effective as provided by law.
 15

16 ENACTED August 12, 2014

17 FILED WITH THE DEPARTMENT OF STATE August 15, 2014

18 EFFECTIVE August 15, 2014

19 Approved as to form and legal sufficiency:
 20 Joni Armstrong Coffey, County Attorney

21 By: Maite Azcoitia 06/09/14
 22 Maite Azcoitia (date)
 Deputy County Attorney

23 MA/gmb

06/09/14

#14-401.09

24 City of Hollywood Transit Oriented Development Ordinance

EXHIBIT A

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCT 14-2
(HOLLYWOOD)

| <u>RECOMMENDATIONS/ACTIONS</u> | <u>DATE</u> |
|--|------------------------------|
| <u>I. Planning Council Staff Transmittal Recommendation</u> | <u>March 18, 2014</u> |

It is recommended that the proposed amendment to the Broward County Land Use Plan (BCLUP) be approved, recognizing that the previous voluntary commitments offered as part of BCLUP amendments PC 07-1/PCT 07-1 adopted in 2007 remain in effect, as follows:

- Mitigation of projected adverse regional transportation impacts as identified in this report;
- Restriction of 20% of the total dwelling units (210 dwelling units) as “workforce income” affordable housing, as defined in Article 8 of the “Administrative Rules Document: Broward County Land Use Plan for those up to 140% of the median income;
- Maintaining the current location of the historic “coral house” and dedication of a minimum six (6) acre public park within the native oak hammock area; and
- Coordination with the appropriate Broward County staff to further identify potential preservation/mitigation concerning the existing native tree canopy and potential archeological resources.

Planning Council staff further notes that the applicant has clarified that the obligation to provide “workforce-income” housing will be shared proportionately by Parcels A, C and D. Therefore, the proposed Okomo residential development of up to 500 multi-family dwelling units will result in up to 100 “workforce-income” dwelling units.

It is also noted that access to Taft Street will be restricted to the Okomo residential development only. The Okomo residential development will also have access to Sheridan Street. However, residential and non-residential development on the FDOT property (generally the northernmost 18.7) acres will not have access to Taft Street.

| | |
|---|------------------------------|
| <u>II. Planning Council Transmittal Recommendation</u> | <u>March 27, 2014</u> |
|---|------------------------------|

Approval per Planning Council staff transmittal recommendation. (Vote of the board; Unanimous: 16-0; Aronson, Bascombe, Blattner, Boccard, de Jesus, DuBose, Furr, Good, Graham, Hobby, Kaplan, Long, Mack, Ryan, Stermer and Castro)

RECOMMENDATIONS/ACTIONS (continued)**DATE****III. County Commission Transmittal Recommendation****April, 22, 2014**

Approval per Planning Council transmittal recommendation.

IV. Summary of State of Florida Review Agency Comments**May 28, 2014**

The Florida Department of Transportation (FDOT) notes in their informal comments on the proposed amendment that its goal of having a mixed-use Transit Oriented Development (TOD) on its site at the Sheridan Street Tri-Rail station remains, and is reiterated in the February 3, 2014, letter from the Department). In addition, the FDOT offers the following:

Comment: At such time as development proposals for the FDOT parcel are contemplated, an additional traffic study should be conducted to determine whether any remaining improvements are needed. In addition, the FDOT notes that the language in the City of Hollywood's Comprehensive Plan regarding the TOD phasing requirements should be amended to match the corresponding language in the Broward County Land Use Plan (BCLUP).

Response: Planning Council staff notes that the impacts of the proposed amendment to the transportation network have been analyzed, and based on the voluntary commitments made by the applicant, have been determined to mitigate said impacts at the long-range planning horizon. Further, it is Planning Council staff's understanding that the City's Comprehensive Plan TOD language is being amended, and that said language must be consistent with the BCLUP in order for the City to recertify its future land use element with the Planning Council.

V. Planning Council Staff Final Recommendation**June 17, 2014**

It is recommended that the proposed amendment to the Broward County Land Use Plan (BCLUP) be approved, recognizing that the previous voluntary commitments offered as part of BCLUP amendments PC 07-1/PCT 07-1 adopted in 2007 remain in effect, as follows:

- Mitigation of projected adverse regional transportation impacts as identified in this report;
- Restriction of 20% of the total dwelling units (210 dwelling units) as "workforce income" affordable housing, as defined in Article 8 of the "Administrative Rules Document: Broward County Land Use Plan for those up to 140% of the median income;
- Maintaining the current location of the historic "coral house" and dedication of a minimum six (6) acre public park within the native oak hammock area; and

RECOMMENDATIONS/ACTIONS (continued)**DATE****V. Planning Council Staff Final Recommendation (continued)****June 17, 2014**

- Coordination with the appropriate Broward County staff to further identify potential preservation/mitigation concerning the existing native tree canopy and potential archeological resources.

Planning Council staff further notes that the applicant has clarified that the obligation to provide "workforce-income" housing will be shared proportionately by Parcels A, C and D. Therefore, the proposed Okomo residential development of up to 500 multi-family dwelling units will result in up to 100 "workforce-income" dwelling units.

It is also noted that access to Taft Street will be restricted to the Okomo residential development only. The Okomo residential development will also have access to Sheridan Street. However, residential and non-residential development on the FDOT property (generally the northernmost 18.7) acres will not have access to Taft Street.

VI. Planning Council Final Recommendation**June 26, 2014**

Approval per Planning Council staff final recommendation. (Vote of the board; Unanimous: 13-0; Aronson, Blattner, Boccard, DuBose, Furr, Good, Graham, Hobby, Kaplan, Kiar, Lazarow, Mack and Castro)

VII. County Commission Final Action**August 12, 2014**

Approved per Planning Council final recommendation.

INTRODUCTION AND APPLICANT’S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site

- | | | |
|----|-----------------------|---|
| A. | <i>Existing Uses:</i> | <i>North:</i> Hotel and gas station <i>East:</i> Utilities and Interstate 95 <i>South:</i> Retail <i>West:</i> CSX Railroad, vacant and industrial |
| B. | <i>Planned Uses:</i> | <i>North:</i> Industrial and Medium-High (25) Residential <i>East:</i> Utilities, Medium-High (25) Residential and Transportation <i>South:</i> Transportation and Industrial <i>West:</i> Commercial and Industrial |

VI. Applicant/Petitioner

- | | | |
|----|-------------------------|---|
| A. | <i>Applicant:</i> | Pinnacle Housing Group |
| B. | <i>Agent:</i> | Calvin, Giordano & Associates, Inc. |
| C. | <i>Property Owners:</i> | Okomo Associates, LLC and Florida Department of Transportation |

**VII. Recommendation of
Local Governing Body:**

The City of Hollywood recommends approval. The City anticipates adoption of the corresponding local amendment in September of 2014.

VIII. Applicant’s Rationale

The applicant states: “The project, previously known as Sheridan Stationside Village, is the 40± acre property bounded by Sheridan and Taft Streets on the north and south, and I-95 and the CSX (Tri-Rail) railroad tracks on the east and west. The City of Hollywood issued land use, zoning and plat approvals for the project in 2007.

FDOT is the fee simple owner of the approximately 18.7 acres of the property which includes the Sheridan Tri-Rail station. Okomo Associates, LLC is the fee simple owner of the remaining 22 acres which is adjacent to the Tri-Rail station between Sheridan and Taft and bounded on the east by I-95.

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

VIII. Applicant's Rationale (continued)

During the original approval process, Okomo was leasing the 18.7 acre FDOT property, however, that lease was terminated on May 12, 2012. The entitlements approved for Sheridan Stationside Village are now being allocated between the two owners and Okomo is amending and moving forward with the first 500 unit residential phase of the project and calling it Sheridan Station."

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OFFICIAL COPY

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN TEXT AMENDMENT
PCT 14-2

BROWARD COUNTY LAND USE PLAN

Hollywood Transit Oriented Development

Acreage: Approximately 40.4 acres

General Location: East side of the C.S.X. Railroad, between Sheridan Street and Taft Street.

Density and Intensity

| | | | |
|---------------|---|-----------------------------|-----------------------|
| of Land Uses: | Commercial Land Uses | 300,000 | square feet |
| | Office Land Uses | 299,000 | square feet |
| | High-rise Residential Land Uses | <u>1,050</u> 550 | dwelling units |
| | <u>Multi-Family Residential Land Uses</u> | <u>500</u> | <u>dwelling units</u> |
| | Hotel | 150 | rooms |
| | Transportation Uses | | |
| | Parking for Tri-Rail Station) | 280,000 | square feet |
| | | 793 spaces (minimum) | |

Notes:

1. Sheridan Stationside Village is directly served by a Tri-Rail Station.
2. Pursuant to Agreement between Stationside Village Associates and FDOT, 793 parking spaces are obligated for the Tri-Rail Station.
3. The non-residential FAR is 0.218.
4. Prior to the issuance of building permits for more than ~~300~~ 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. ~~Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.~~
5. Public park/Oak Hammock: Minimum 6 acres.

Remarks: At least 20% of the total dwelling units (210 dwelling units) must be “workforce-income” affordable housing as defined in Section 420.5095, Florida Statutes, for those persons having a total anticipated income for the household that is not more than 140% of the area median income, adjusted for household size.

NOTE: Underlined words are proposed additions. ~~Struck through~~ words are proposed deletions.

EXHIBIT B

A "Declaration of Restrictive Covenants" was previously executed by the applicant and is recorded in the Public Records of Broward County, Florida, Official Record Book 45397, Pages 763-777, and as amended in Official Record Book 45454, Pages 359-365.

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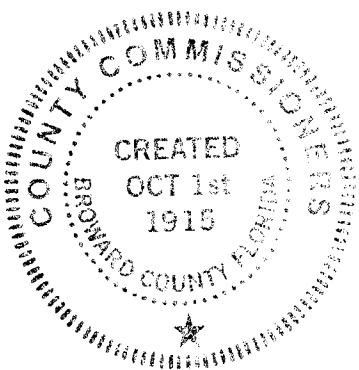
STATE OF FLORIDA)

) SS

COUNTY OF BROWARD)

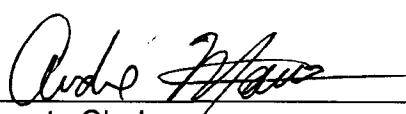
I, Bertha Henry, County Administrator, in and for Broward County, Florida,
and ex-Officio Clerk of the Board of County Commissioners of said County, DO
HEREBY CERTIFY that the above and foregoing is a true and correct copy of
Ordinance 2014-24 as the same appears of record in the minutes of said Board of
County Commissioners meeting held on the 12th day of August, 2014.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal
this 18th day of August, 2014.



(SEAL)

Bertha Henry,
COUNTY ADMINISTRATOR



Deputy Clerk