



NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL
May 05, 2025

1	07-22-25	TAC Comments
2	11-07-25	TAC Comments
3	12-01-25	DRC Comments



NINE HOLLYWOOD PHASE 2
1843 Jackson Street, Hollywood, FL

May 05, 2025

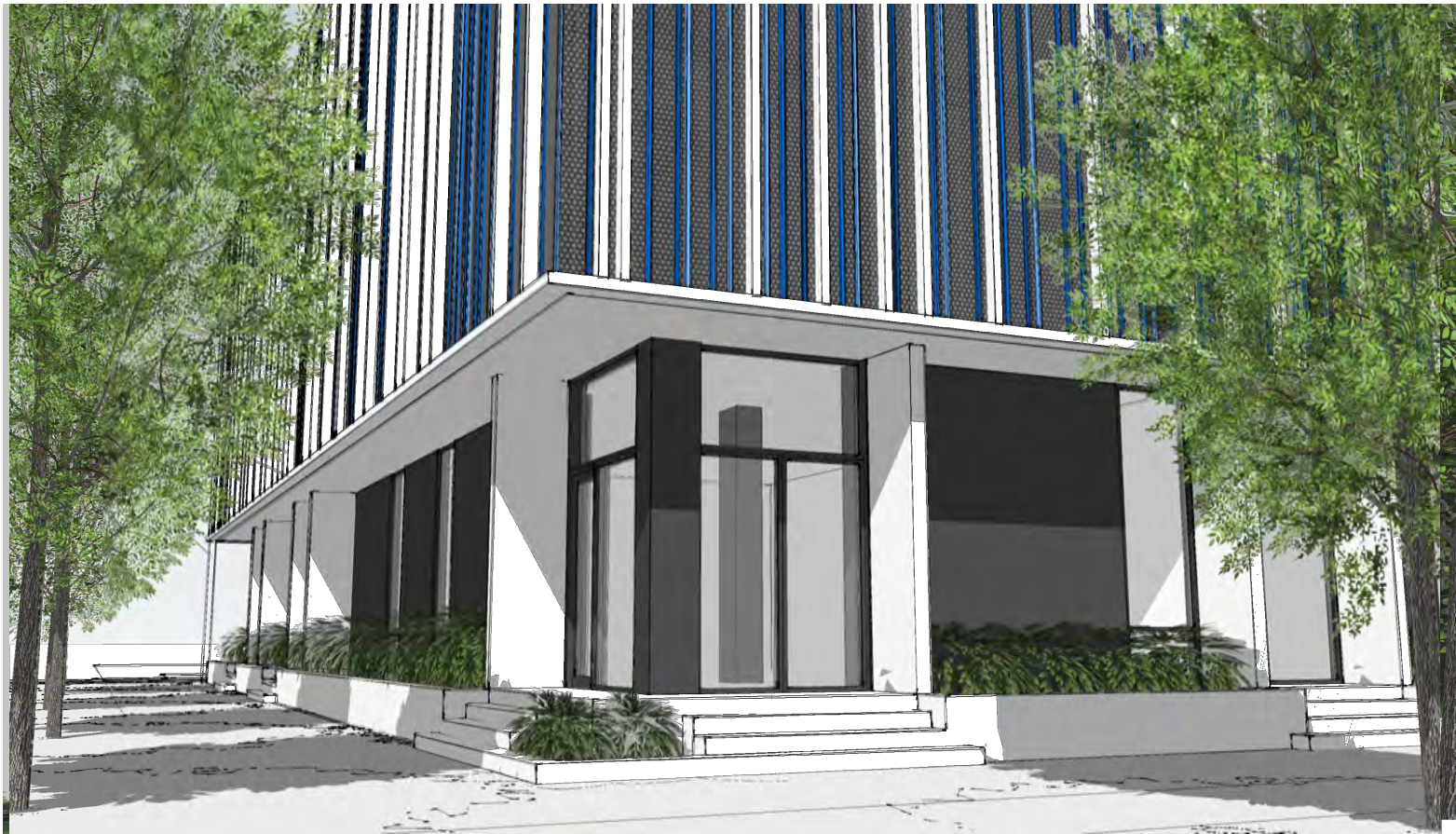
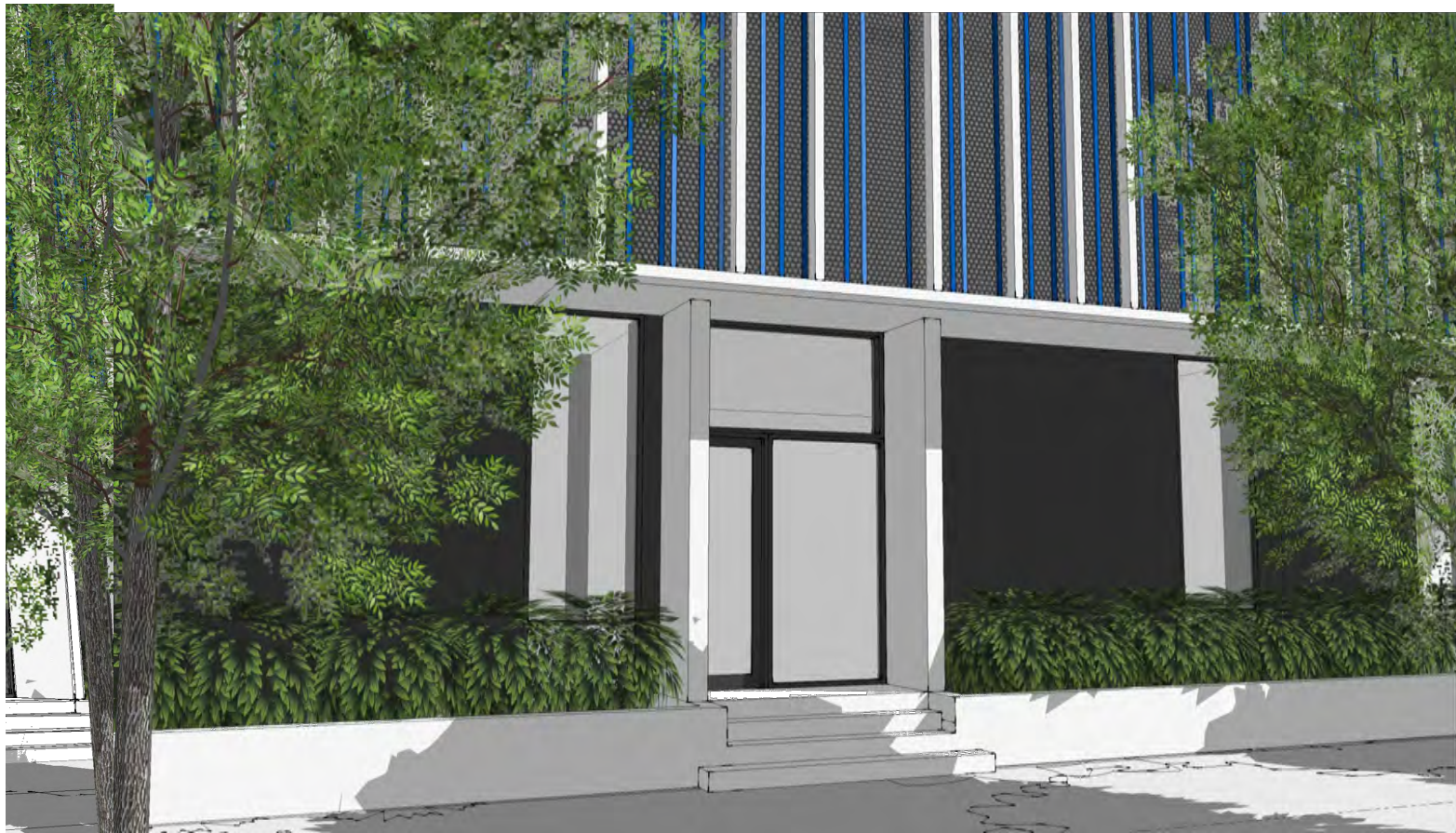
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- Notes:
- 1. Recycling to be provided via sorter located in Trash Room. Space for recycling container will be provided in unit kitchens.
 - 2. All signage to be in compliance with Zoning and Land Development regulations.
 - 3. Project will be fully compliant with all applicable Turtle Lighting Ordinances.
 - 4. Maximum foot candle levels shall not exceed 0.5 foot candles at all property lines.
 - 5. Project will comply with Green Building Ordinance, via certification through the National Green Building Standard.
 - 6. Infrastructure will be provided to allow the future installation of car charging stations in the residential parking garage.

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FN-1
Stucco Dark Gray



FN-2
Stucco Light Gray



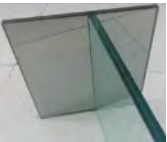
FN-3
Stucco Dark Blue



FN-4
Stucco Light Blue



FN-5
Stucco White



FN-6
Glass Color
15% Tint
Residence



FN-7
Fabric Mesh



FN-8
Glass Color
Clear
Common Areas

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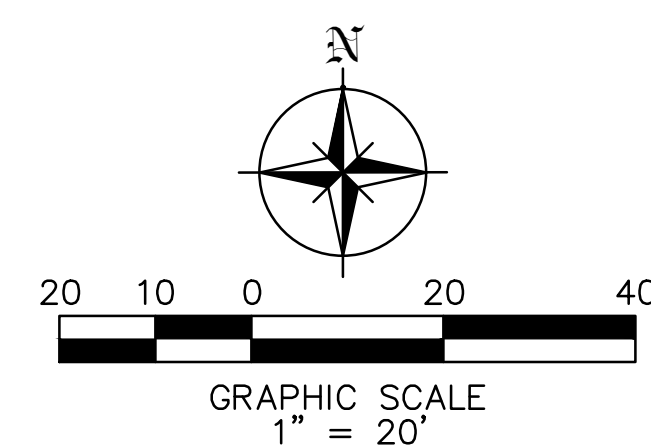


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LOCATION MAP
N.T.S.

- A. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THIS STORM WATER POLLUTION PREVENTION PLAN. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- B. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- C. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- D. CONTRACTOR TO LIMIT DISTURBANCE OF SITE IN STRICT ACCORDANCE WITH EROSION CONTROL SEQUENCING SHOWN ON THIS PLAN, OR AS REQUIRED BY THE APPLICABLE GENERAL PERMIT. NO UNNECESSARY OR IMPROPERLY SEQUENCED CLEARING AND / OR GRADING SHALL BE PERMITTED.
- E. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES. CONTRACTOR SHALL CONSTRUCT TEMPORARY BERM ON DOWNSTREAM SIDES.
- F. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- G. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- H. DUST ON THE SITE SHALL BE MINIMIZED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- I. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGHOUT THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- J. ALL DENUDE / BARE AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE, MUST BE STABILIZED IMMEDIATELY UPON COMPLETION OF MOST RECENT GRADING ACTIVITY, WITH THE USE OF FAST-GERMINATING ANNUAL GRASS / GRAIN VARIETIES, STRAW / HAY MULCH WOOD CELLULOSE FIBERS, TACKIFIERS, NETTING OR BLANKETS.
- K. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED AS SHOWN ON THE PLANS. THESE AREAS SHALL BE SEEDED, SODDED, AND / OR VEGETATED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND / OR LANDSCAPE PLAN.
- L. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO PREVENT TRACKING OF DIRT, DUST OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE ONLY USE INGRESS / EGRESS LOCATIONS AS PROVIDED
- M. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- N. CONTRACTOR OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
- O. ON-SITE AND OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.

P. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

Q. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT , THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION AND POLLUTANT DISCHARGE.

R. GENERAL CONTRACTOR IS TO DESIGNATE / IDENTIFY AREAS ON THE SITE MAPS, INSIDE OF THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.

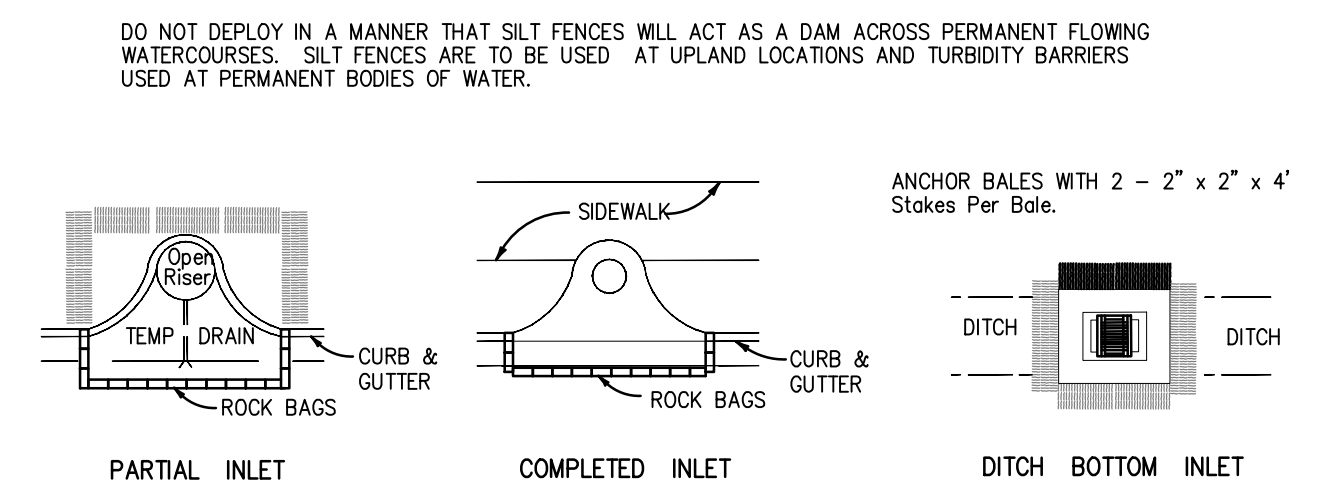
S. WHEN INSTALLATION OF SILT FENCE IS PERFORMED, THE CONTRACTOR SHALL STABILIZE THE DISTURBED AREA ALONG THE DOWNWARD SLOPE BY SEEDING OR MULCHING AS CONDITIONS WARRANT.

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
2. ALL SEEDED / SODDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED / RESODDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.
7. PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. AND DEBRIS AND I OR SEDIMENT REACHING THE PUBLIC STREET SHALL BE CLEANED IMMEDIATELY BY A METHOD OTHER THAN FLUSHING.

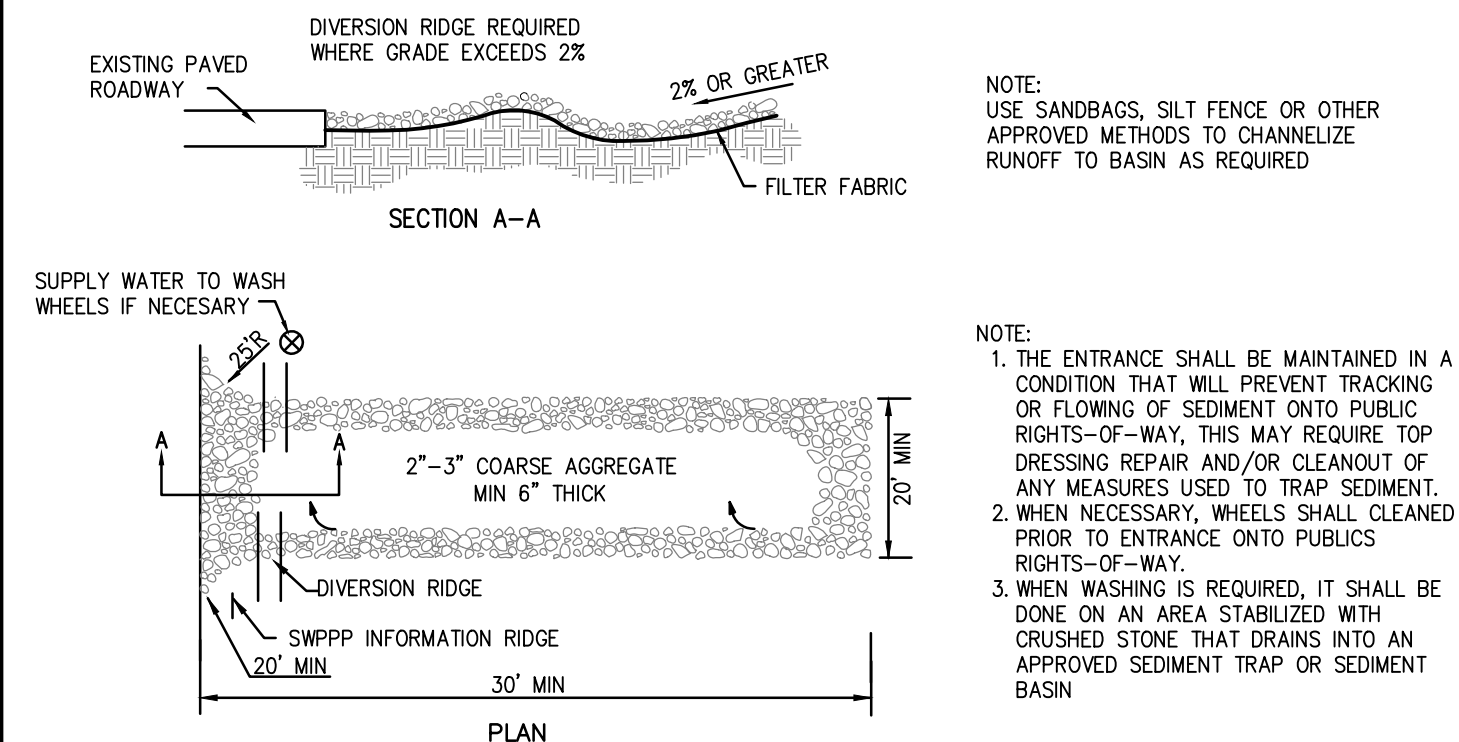
VEHICLES SUCH AS CEMENT OR DUMP TRUCKS AND OTHER CONSTRUCTION EQUIPMENT SHOULD NOT BE WASHED AT LOCATIONS WHERE THE RUNOFF WILL FLOW DIRECTLY INTO A WATERCOURSE OR STORM WATER CONVEYANCE SYSTEM. SPECIAL AREAS SHOULD BE DESIGNATED FOR WASHING VEHICLES. THESE AREAS SHOULD BE LOCATED WHERE THE WASH WATER WILL SPREAD OUT AND EVAPORATE OR INFILTRATE DIRECTLY INTO THE GROUND, OR WHERE RUNOFF CAN BE COLLECTED IN A TEMPORARY HOLDING OR SEEPAGE BASIN. WASH AREAS SHOULD HAVE GRAVEL BASES TO MINIMIZE MUD GENERATION.

 PROPERTY LINE/LIMITS OF DISTURBANCE
 PROPOSED SILT FENCE

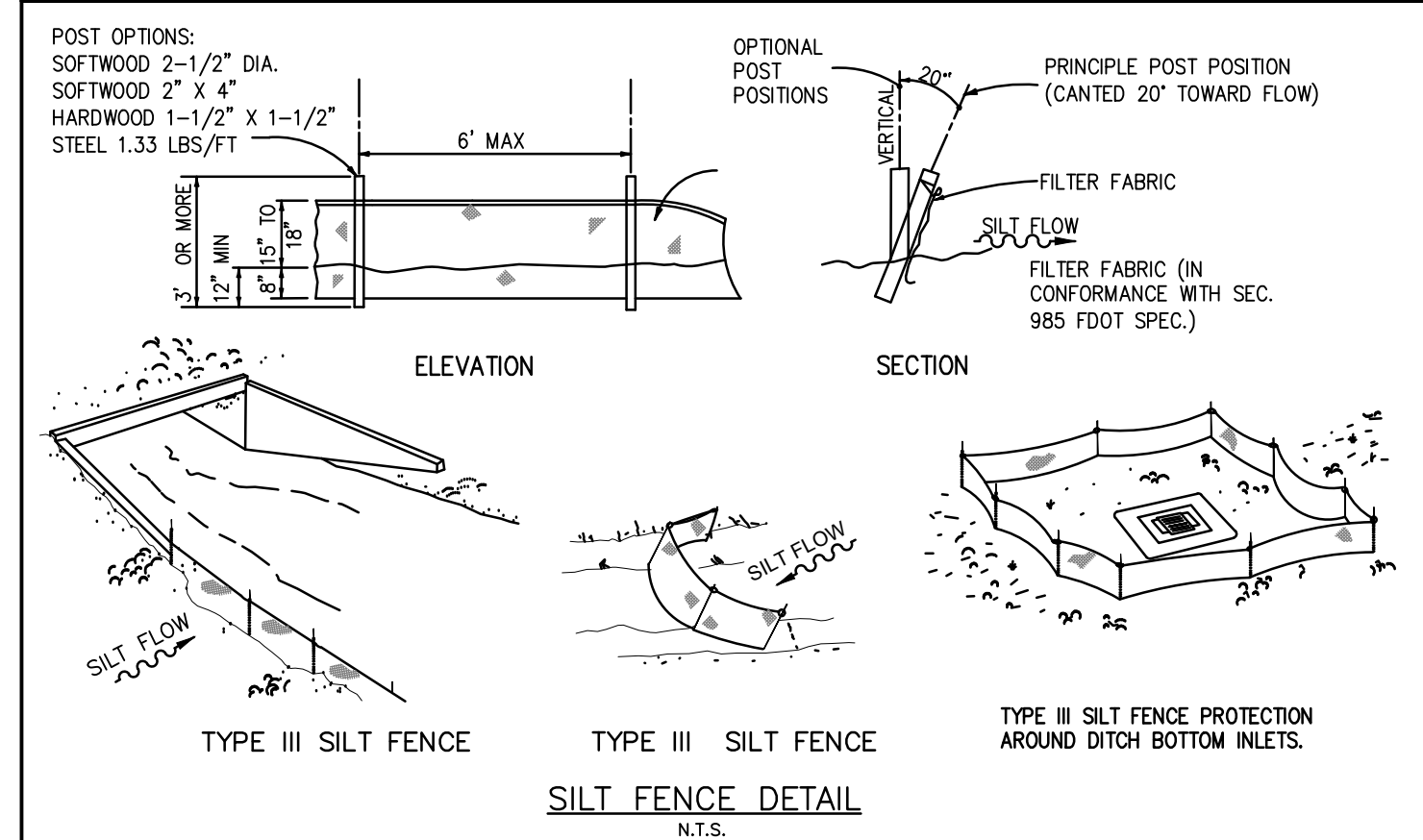
CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SEDIMENT INTRUSION INTO STORM WATER INLETS DURING CONSTRUCTION, WHEN APPLICABLE.



GUTTER BUDDY CURB INLET PROTECTION DETAIL
N.T.S.



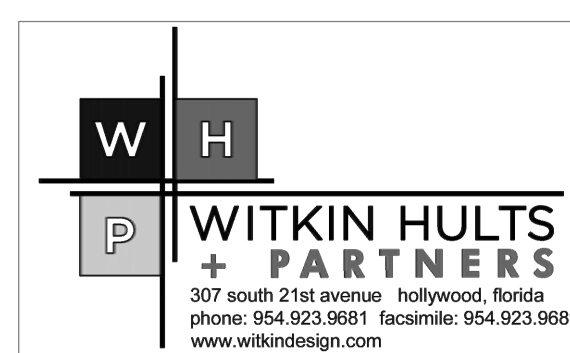
TEMPORARY CONSTRUCTION
ENTRANCE DETAIL
NTS



SILT FENCE DETAIL
N.T.S.



Szauer Engineering
Civil Engineers
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Phone: (561) 716-0159
Certificate of Authorization Number 30129



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TAC COMMENTS	07/08/2025	J.S.

EROSION CONTROL PLAN
AS SHOWN

C-02

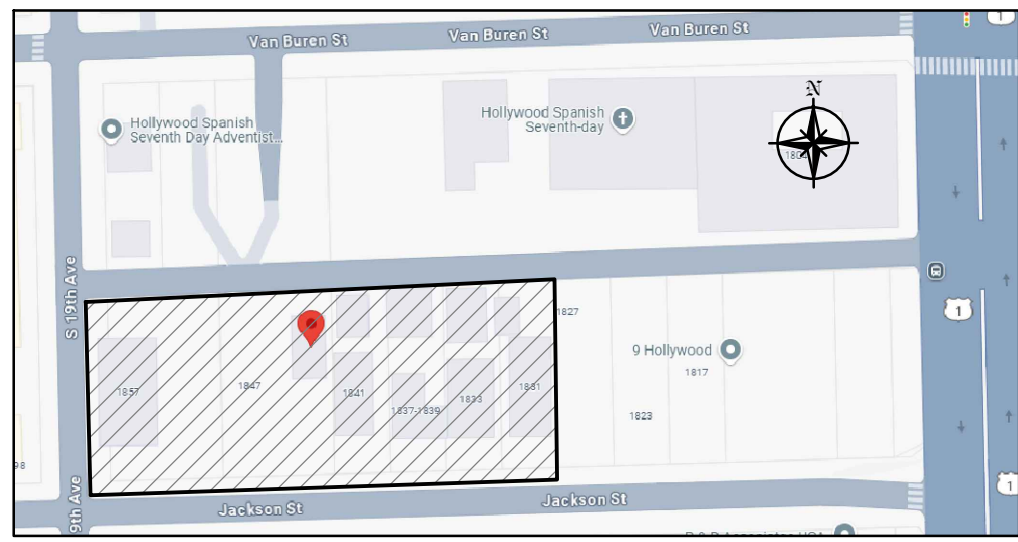
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NOTE:
ROOF DRAIN TO CONNECT TO PROPOSED STORM SYSTEM

NOTE:
ONLY STORM WATER IS PROPOSED ON DRAINAGE SYSTEM

NOTE:
GENERATOR, MAIN ELECTRIC, TRANS. VAULT,
EMERG. ELECTRIC, MDF, FIRE PUMP & ALL
EQUIPMENTS SHALL BE INSTALLED AT 9.50'
NAVD OR HIGHER



LOCATION MAP
N.T.S.

NOTES:
• ELEVATIONS ARE RELATIVE TO 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88).
• ALL BUILDINGS WITH A FINISH FLOOR ELEVATION LOWER THAN THE FEMA 100 YEAR FLOOD ELEVATION SHALL BE PROTECTED WITH FLOOD PANELS TO BE CERTIFIED BY A LICENSED STRUCTURAL ENGINEER.

NOTES:
a. CONCRETE:
CONCRETE DRIVEWAYS ON PRIVATE PROPERTY WILL BE 5-INCH THICK, 3,000 PSI WITH FIBER MESH WHILE THE PORTION OF THE DRIVEWAY LOCATED WITHIN THE ROW (OUTSIDE OF THE PROPERTY LINES) WILL BE A MINIMUM OF 6 INCHES THICK, 3,000 PSI, WITH NO METAL OR FIBER MESH AND WILL BE CONSTRUCTED FLUSH WITH THE EXISTING ROADWAY AND SIDEWALK. THE ENTIRE DRIVEWAY WILL MAINTAIN CONTROL JOINTS LOCATED EVERY 250 SQ.FT AND THE EXISTING ASPHALT IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.
b. PAVERS:
PAVER DRIVEWAYS REQUIRE A MINIMUM 2 3/8TH INCH PAVERS PLACED OVER A 1-1/2 INCH SAND BASE AND COMPACTED SUBBASE. IN ADDITION TO A MINIMUM 6-INCH EDGE RESTRAINT (CONCRETE BORDER) IS REQUIRED AROUND PERIMETER TO INTERLOCK PAVERS. THE DRIVEWAY IS TO BE CONSTRUCTED FLUSH WITH THE EXISTING ROADWAY AND THE EXISTING ASPHALT IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.
c. ASPHALT:
ASPHALT DRIVEWAY IS REQUIRED TO BE A MINIMUM 6-INCH LIMEROCK BASE, TACK COAT, AND 1-INCH LAYER OF S-III ASPHALT. THE DRIVEWAY IS TO BE CONSTRUCTED FLUSH WITH THE EXISTING ROADWAY AND THE EXISTING ASPHALT IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.

LEGEND
--- PROPERTY LINE
x11.3' EXISTING ELEVATION
7.50' PROP. GRADING ELEVATION
MEG MATCH EXISTING GRADE
GRASS
CONCRETE
ASPHALT
PAVERS
TYPE D CURB
DROP CURB
TYPE F CURB & GUTTER

PROP. 18" AREA DRAIN
RIM ELEV. 7.00'
INV. ELEV. 2.50'

PROP. ADA RAMP W/
DETECTABLE WARNINGS
PER FDOT INDEX
522-002 TYPE CR-G

6'x6' DEDICATION

PROP. CB
RIM ELEV. 7.00'
INV. ELEV. 2.50'

INSTALL 10LF OF 18"
EXFILTRATION TRENCH

INSTALL 80LF OF 18"
EXFILTRATION TRENCH

PROP. DRAINAGE WELL
RIM ELEV. 7.05'
INV. ELEV. 2.50'

10'x10' DEDICATION

PROP. ADA RAMP W/
DETECTABLE WARNINGS
PER FDOT INDEX
522-002 TYPE CR-L

PROP. 4"
TRENCH DRAIN
RIM ELEV. 7.00'
INV. ELEV. 2.50'

PROP. 4"
TRENCH DRAIN
RIM ELEV. 7.05'
INV. ELEV. 2.50'

PROP. 4"
TRENCH DRAIN
RIM ELEV. 7.00'
INV. ELEV. 2.50'

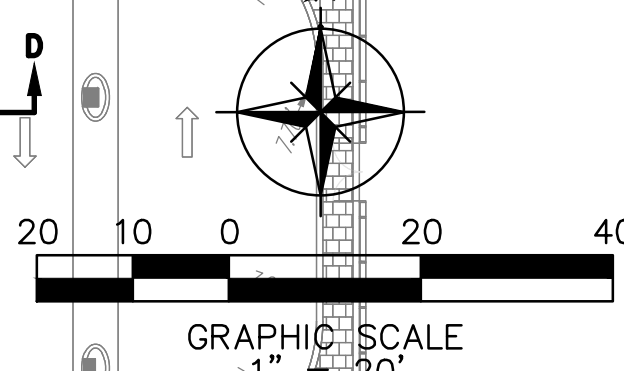
INSTALL 20LF OF 18"
EXFILTRATION TRENCH

INSTALL 40LF OF 18"
EXFILTRATION TRENCH

PROP. DRAINAGE WELL
RIM ELEV. 7.60'
INV. ELEV. 3.00'

INSTALL 20LF OF 18"
EXFILTRATION TRENCH

PROP. CB
RIM ELEV. 7.30'
INV. ELEV. 3.00'



SIDEWALK TO BE
FLUSHED &
CONTINUOUS THROUGH
DRIVEWAY OPENINGS

PROP. DROP CURB
PROP. TYPE D CURB

INSTALL 50LF OF 18"
EXFILTRATION TRENCH

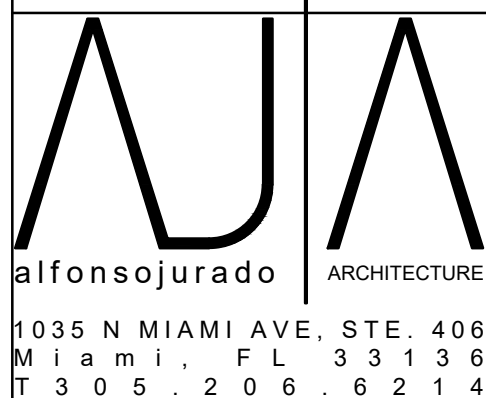
PROP. SIDEWALK
TO MATCH EXISTING
PROP. TYPE J
CATCH BASIN

NOTE:
PROPOSED LANDSCAPING SHALL
NOT OBSTRUCT STORMWATER
RUNOFF RETENTION

NOTE:
ALL PEDESTRIAN SHALL HAVE A
MAXIMUM CROSS SLOPE OF 2% AND A
MAXIMUM LONGITUDINAL SLOPE OF 5%
TO COMPLY WITH ADA REQUIREMENTS

NOTE:
ANY LIP FROM 1/4" BUT NO
GREATER THAN 1/2" WILL BE
BEVELED TO MEET ADA
REQUIREMENTS

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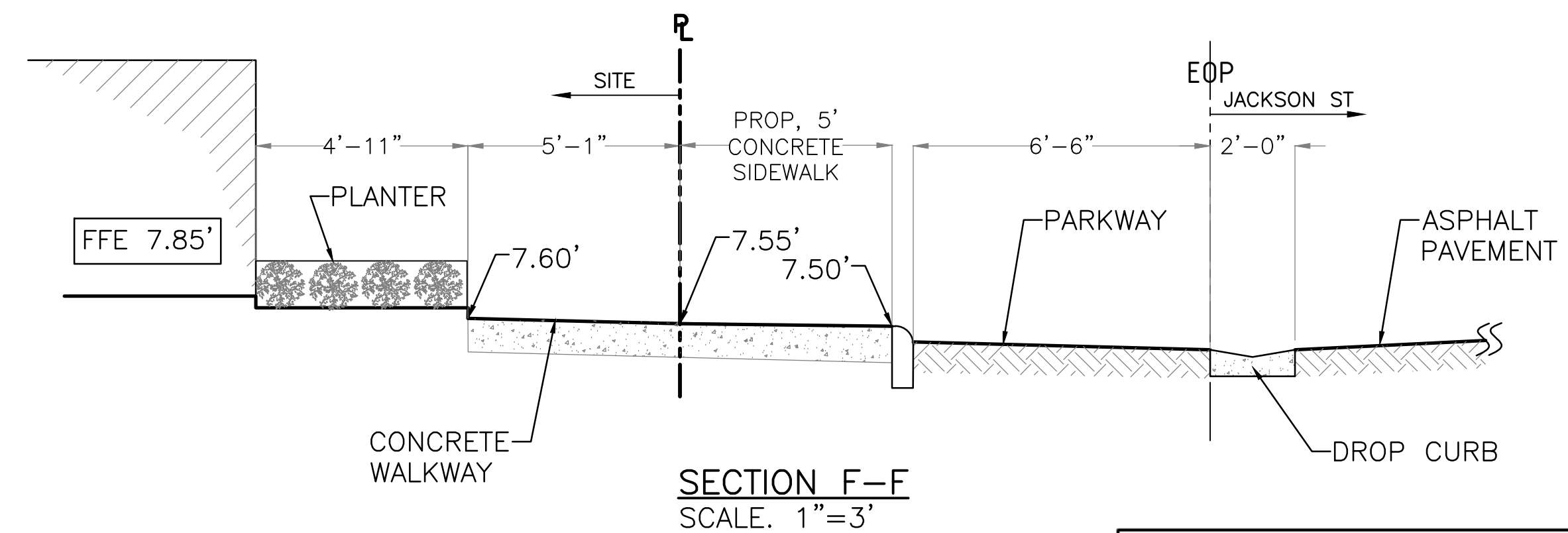
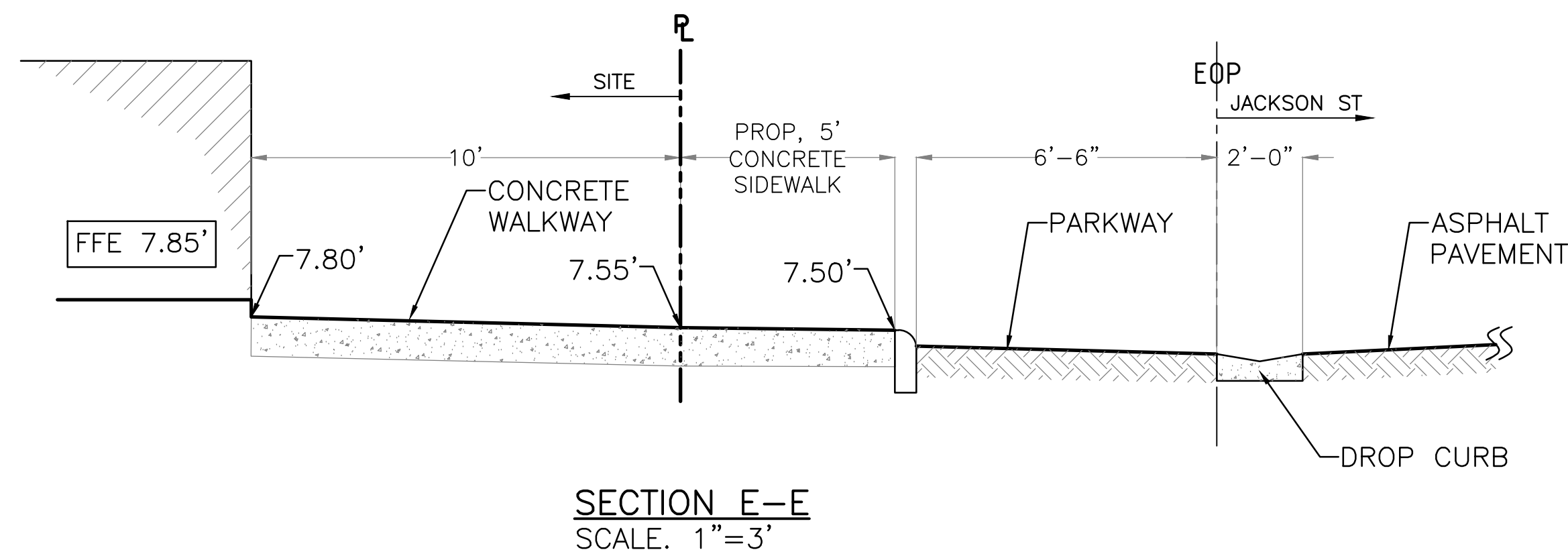
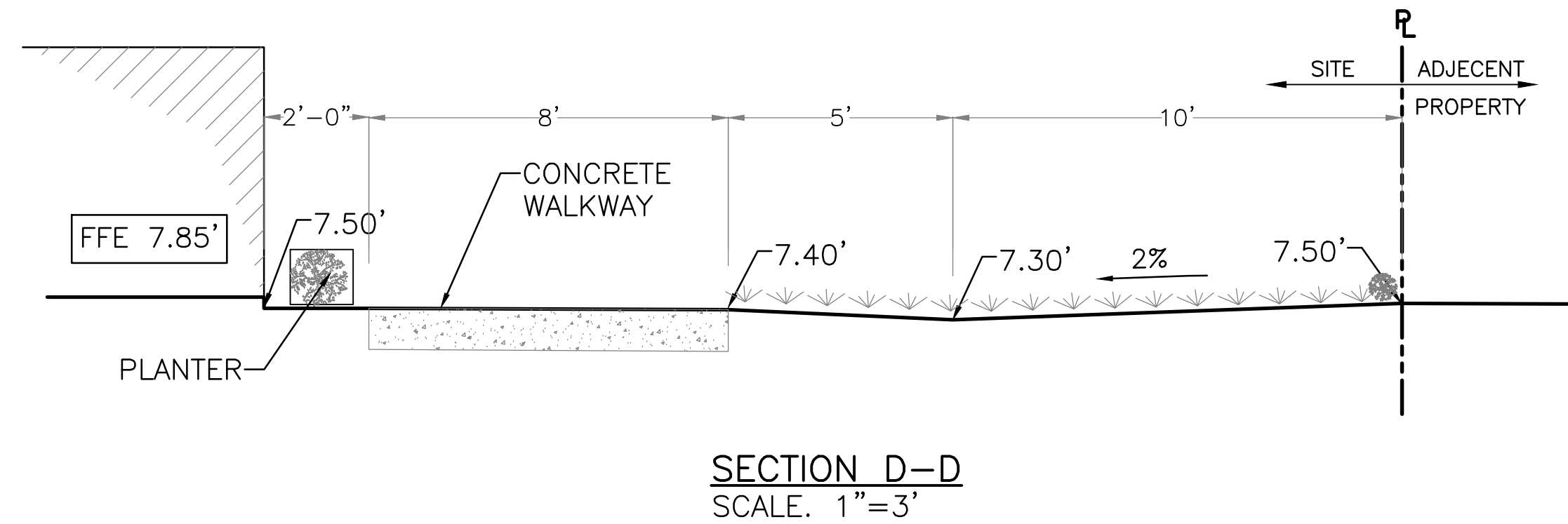
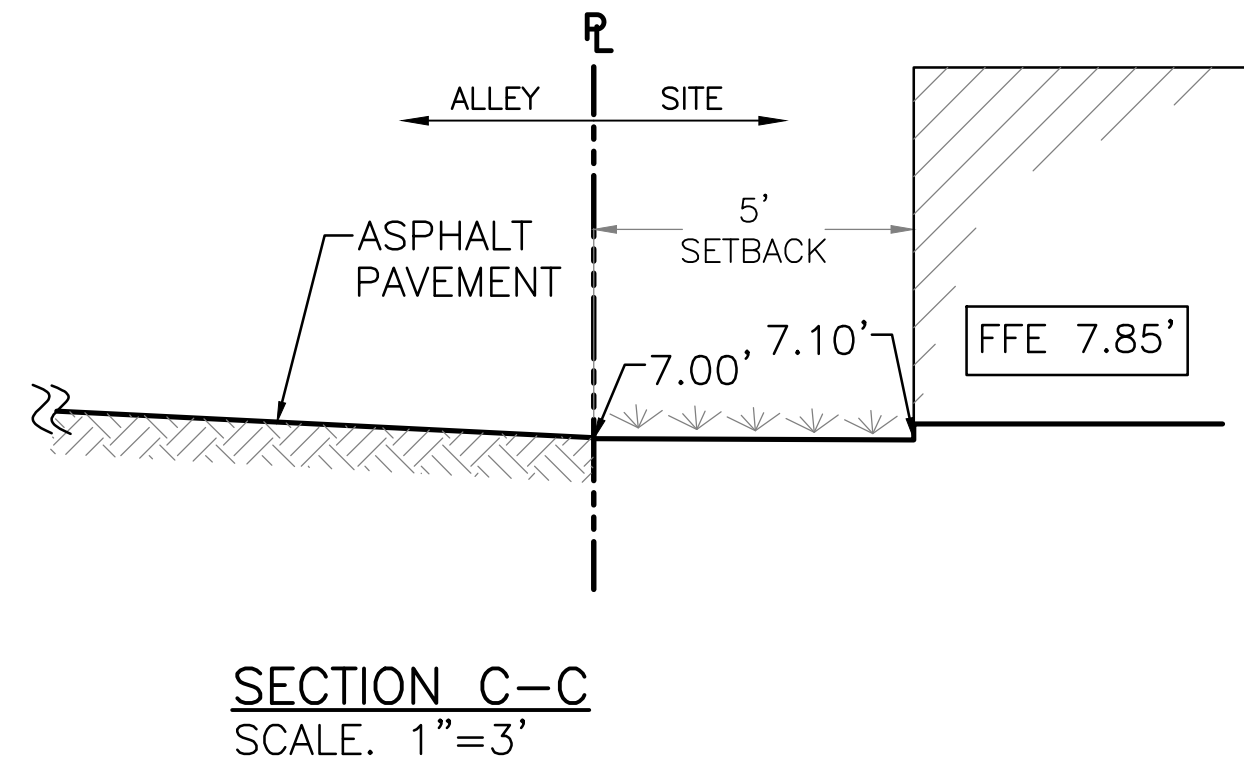
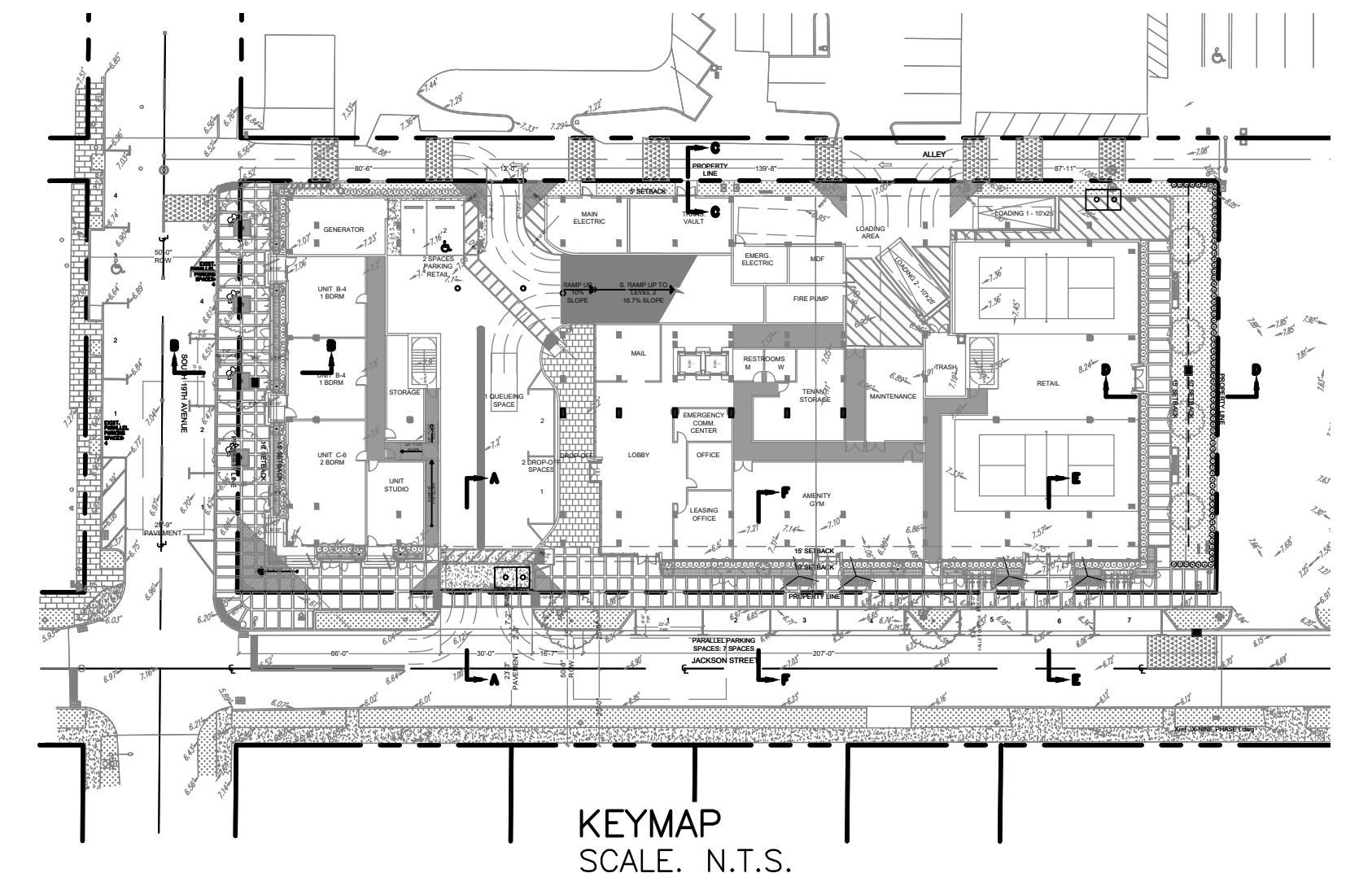
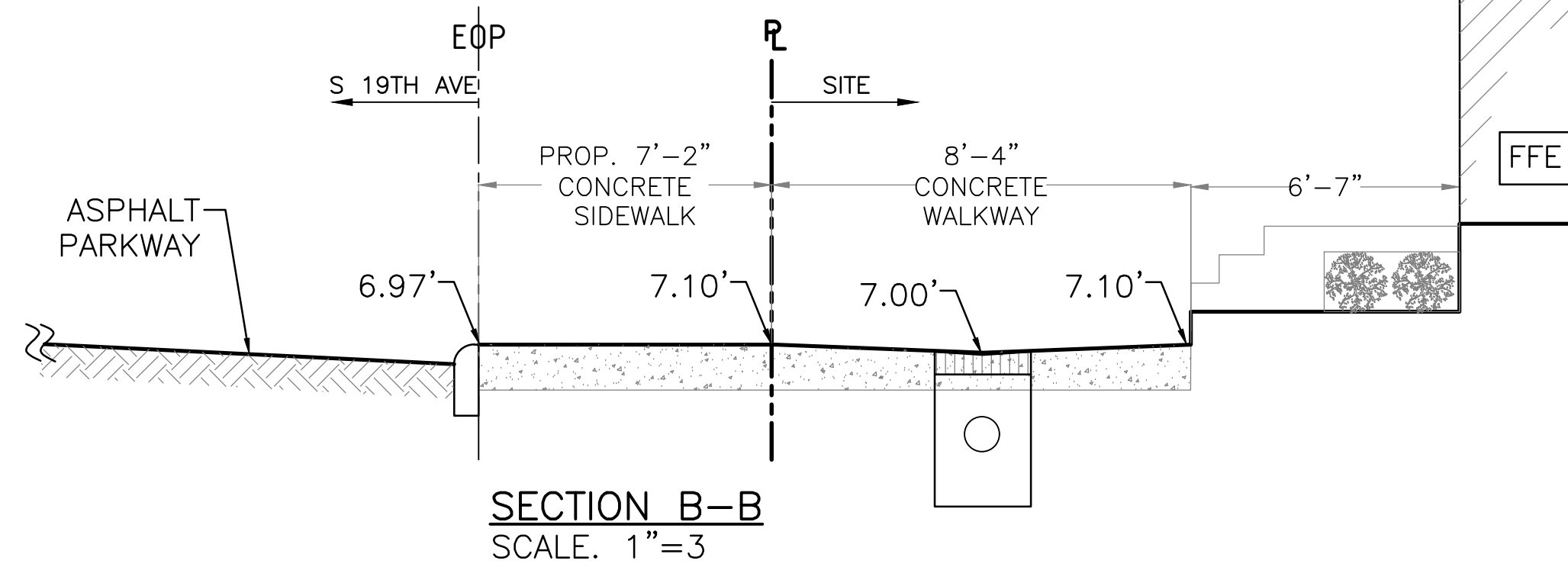
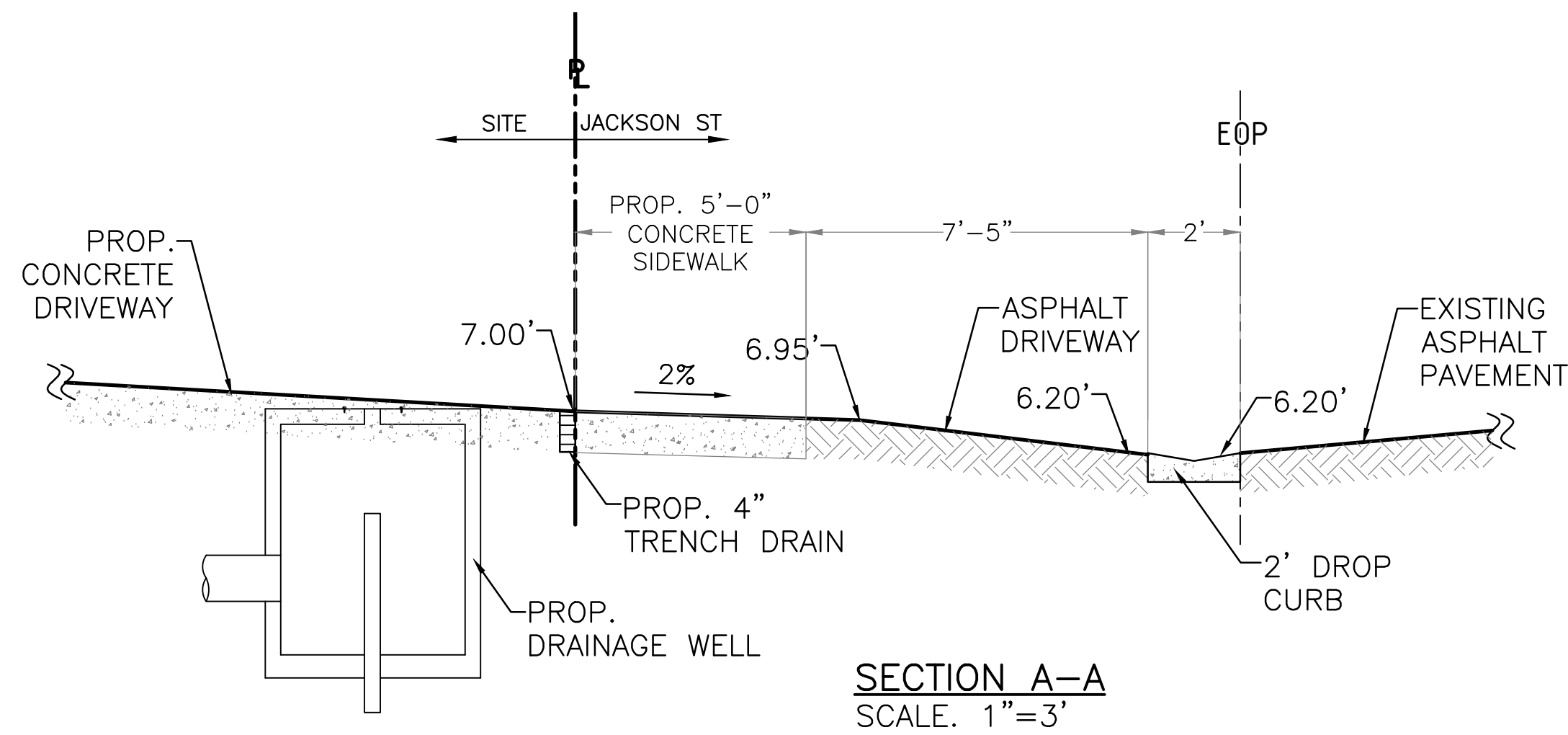
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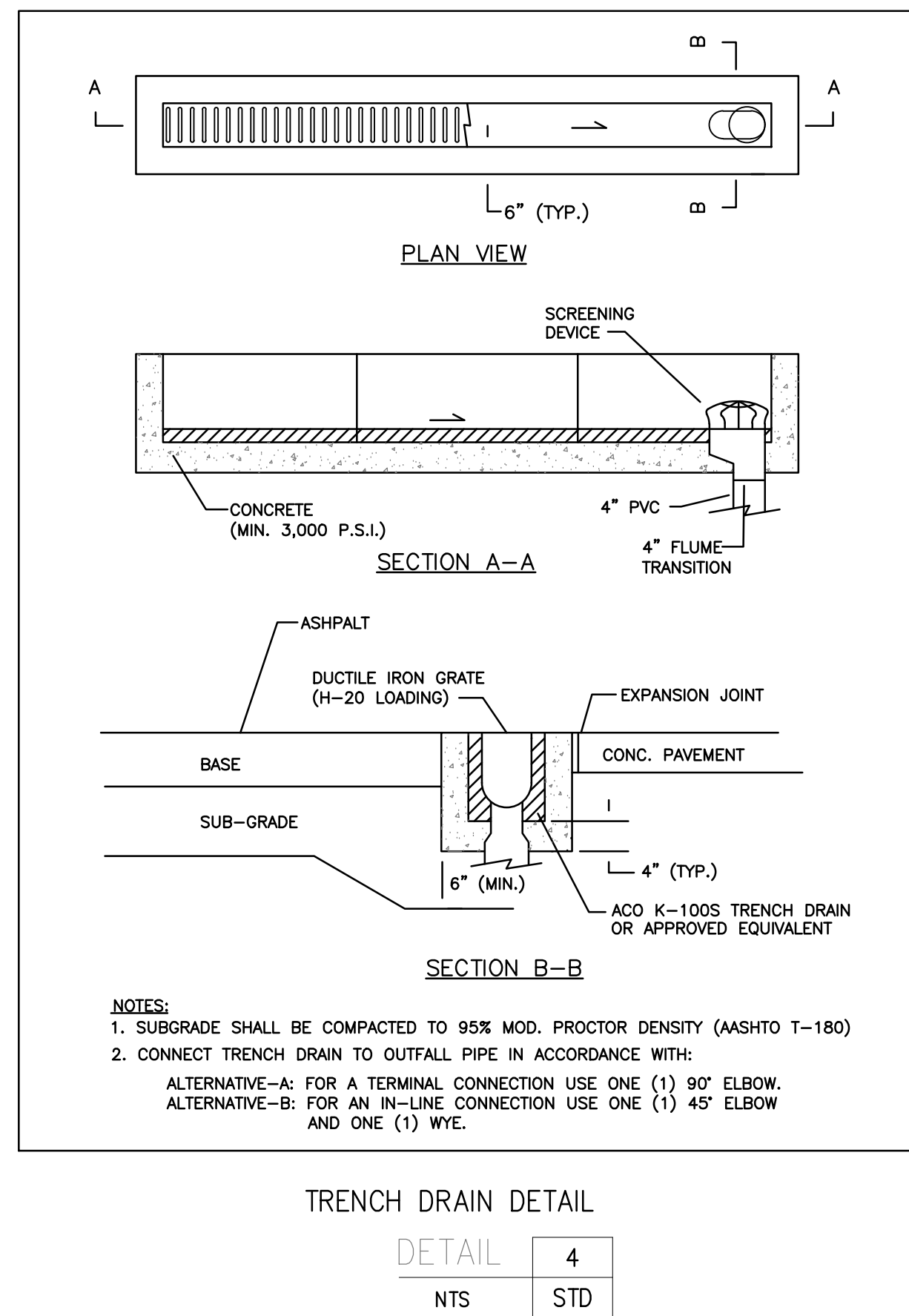
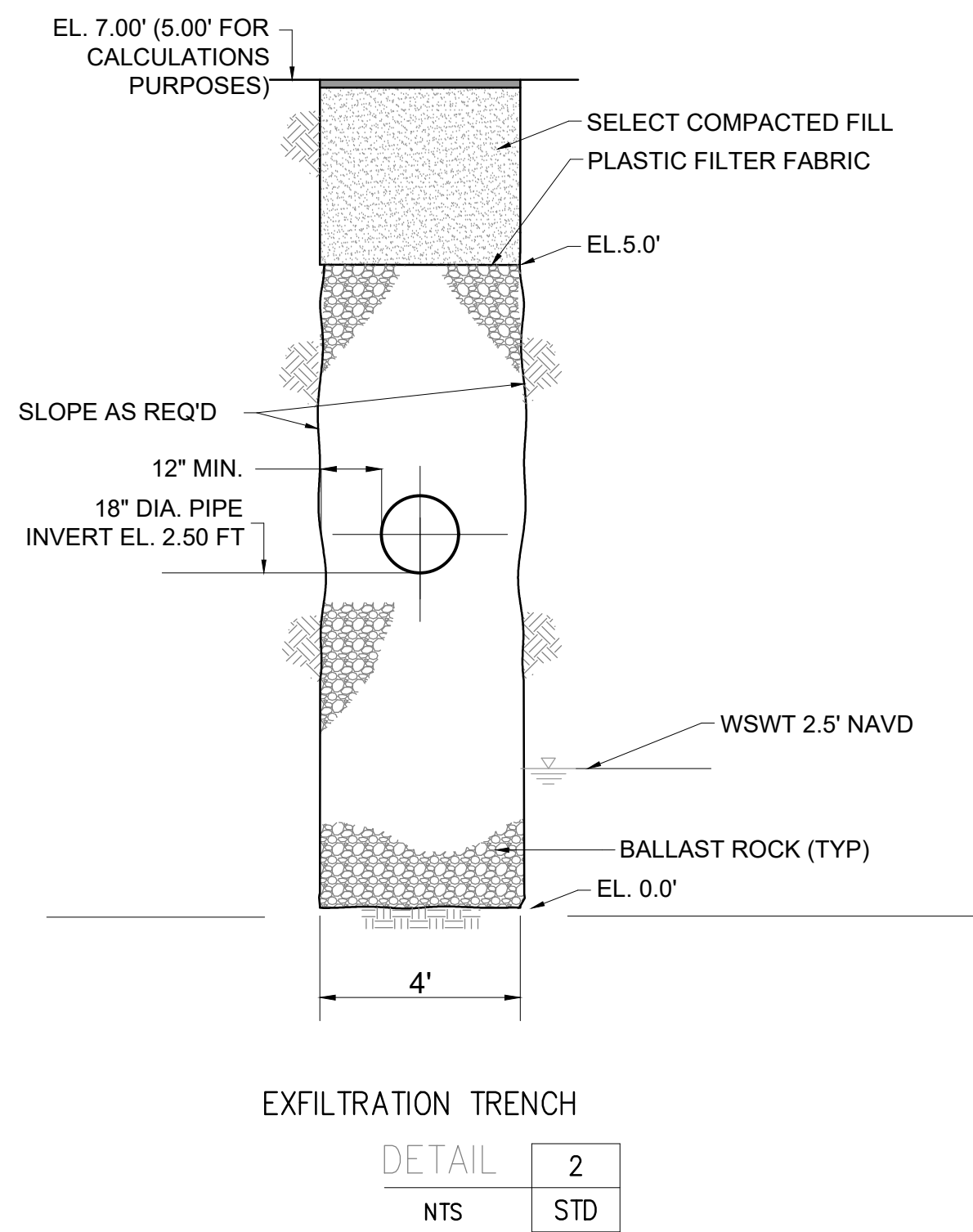
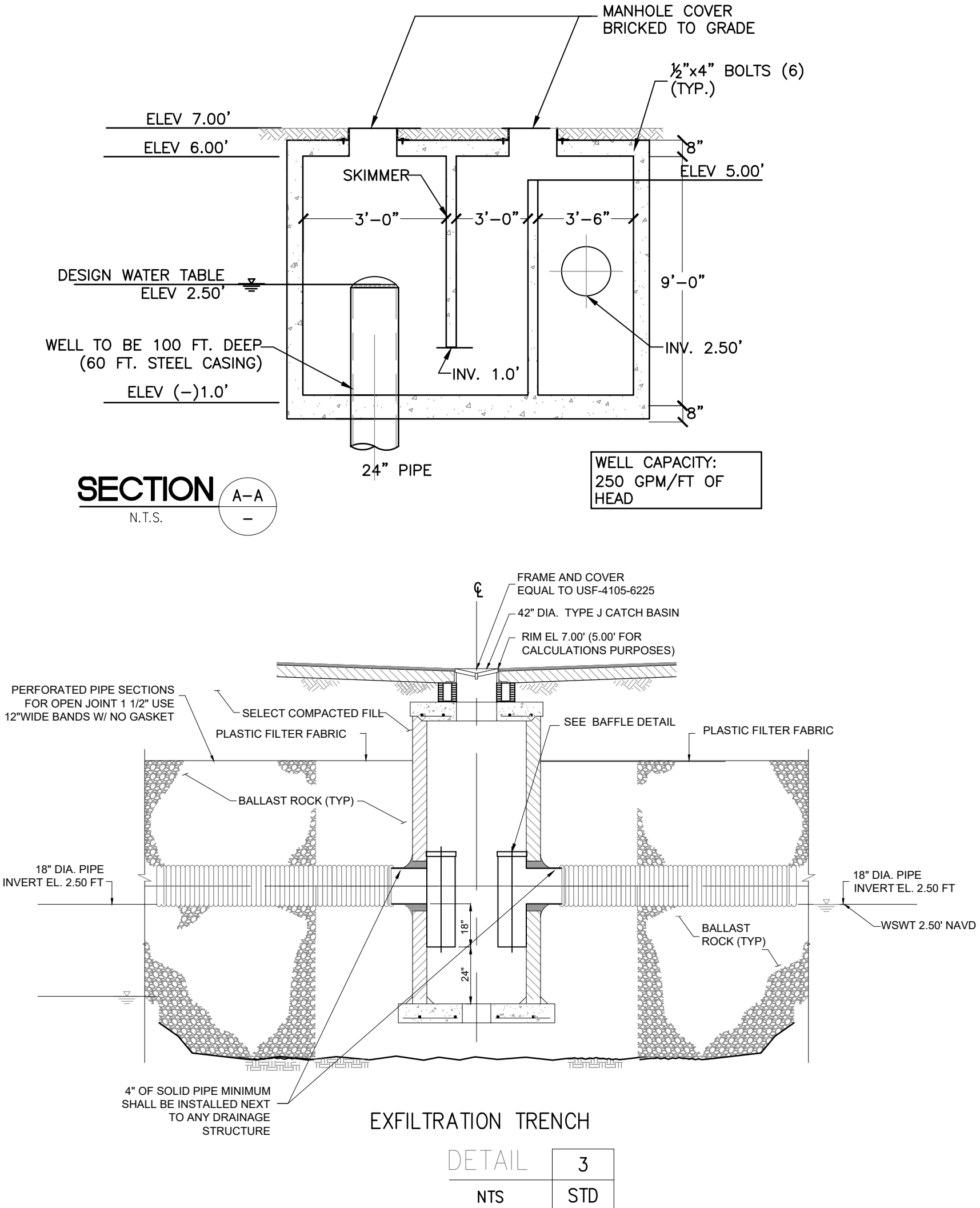
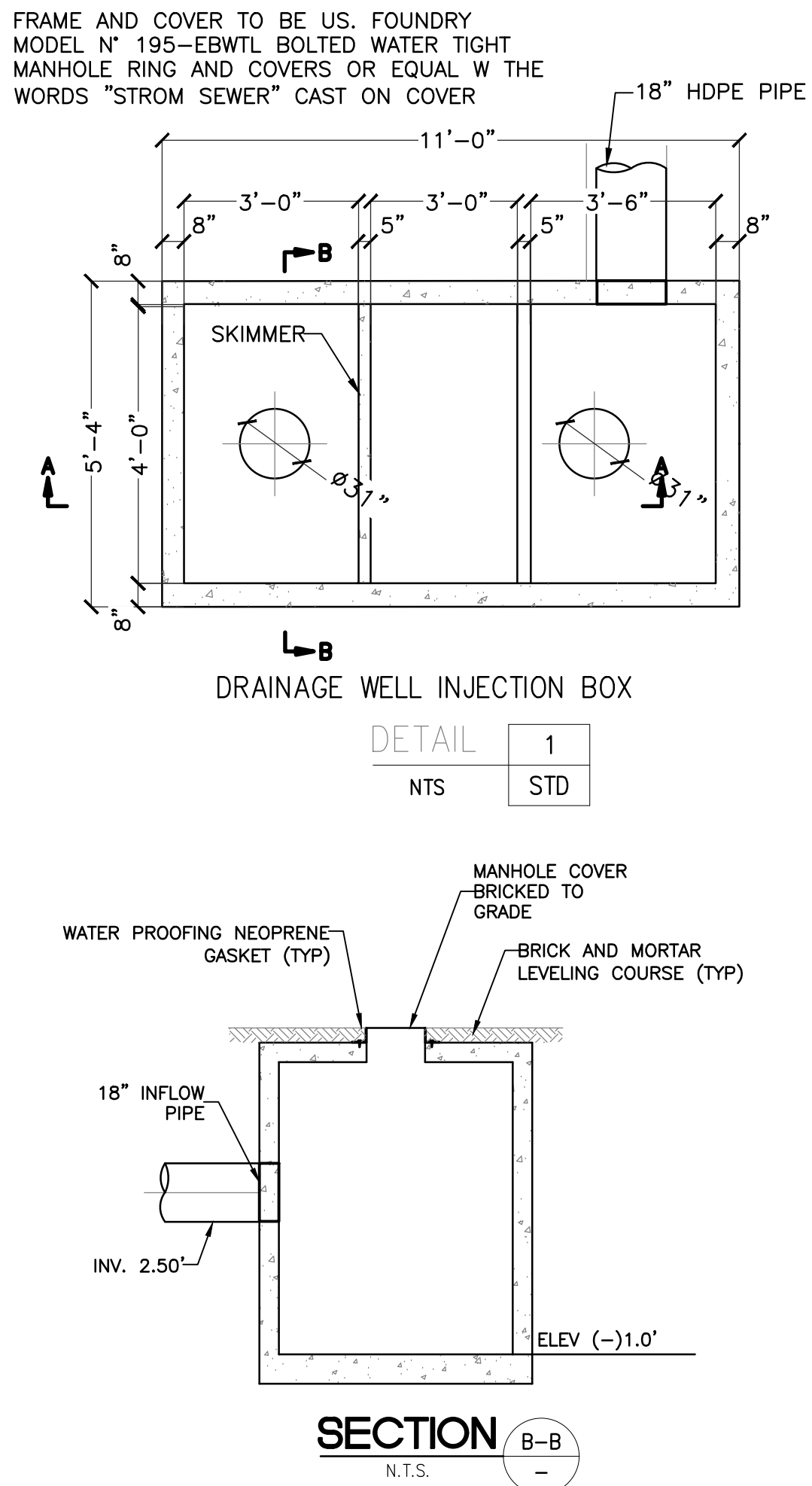
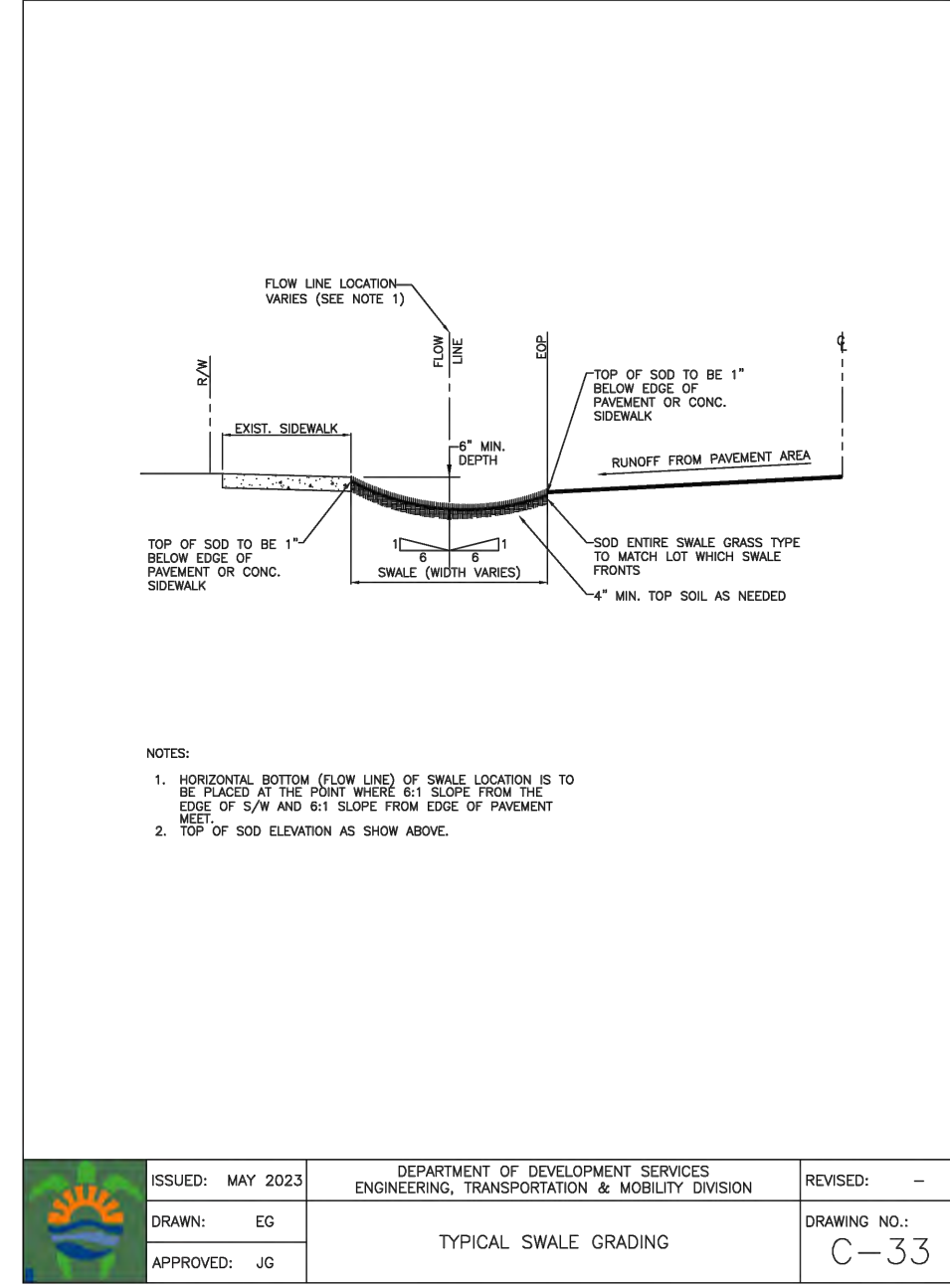
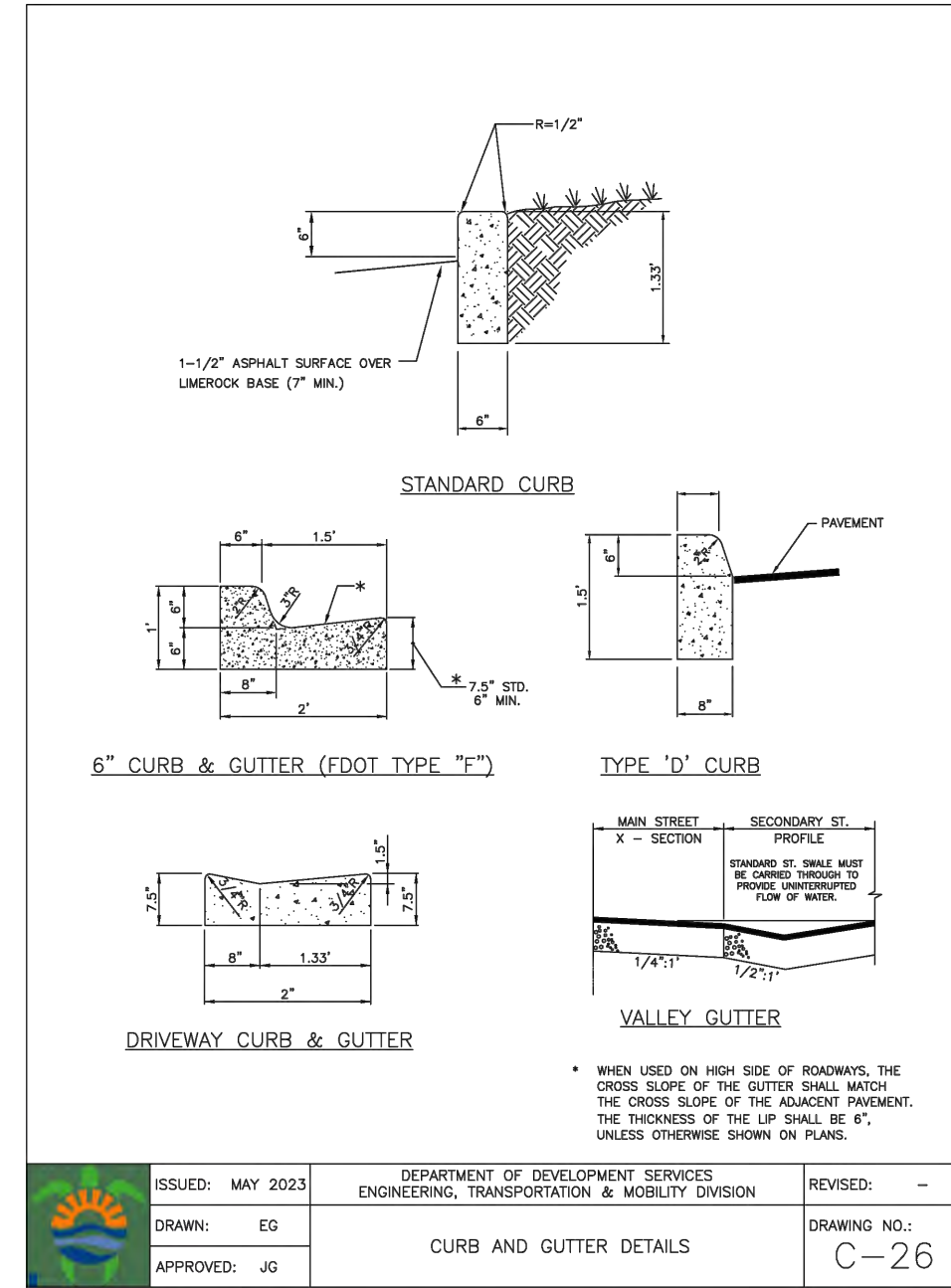
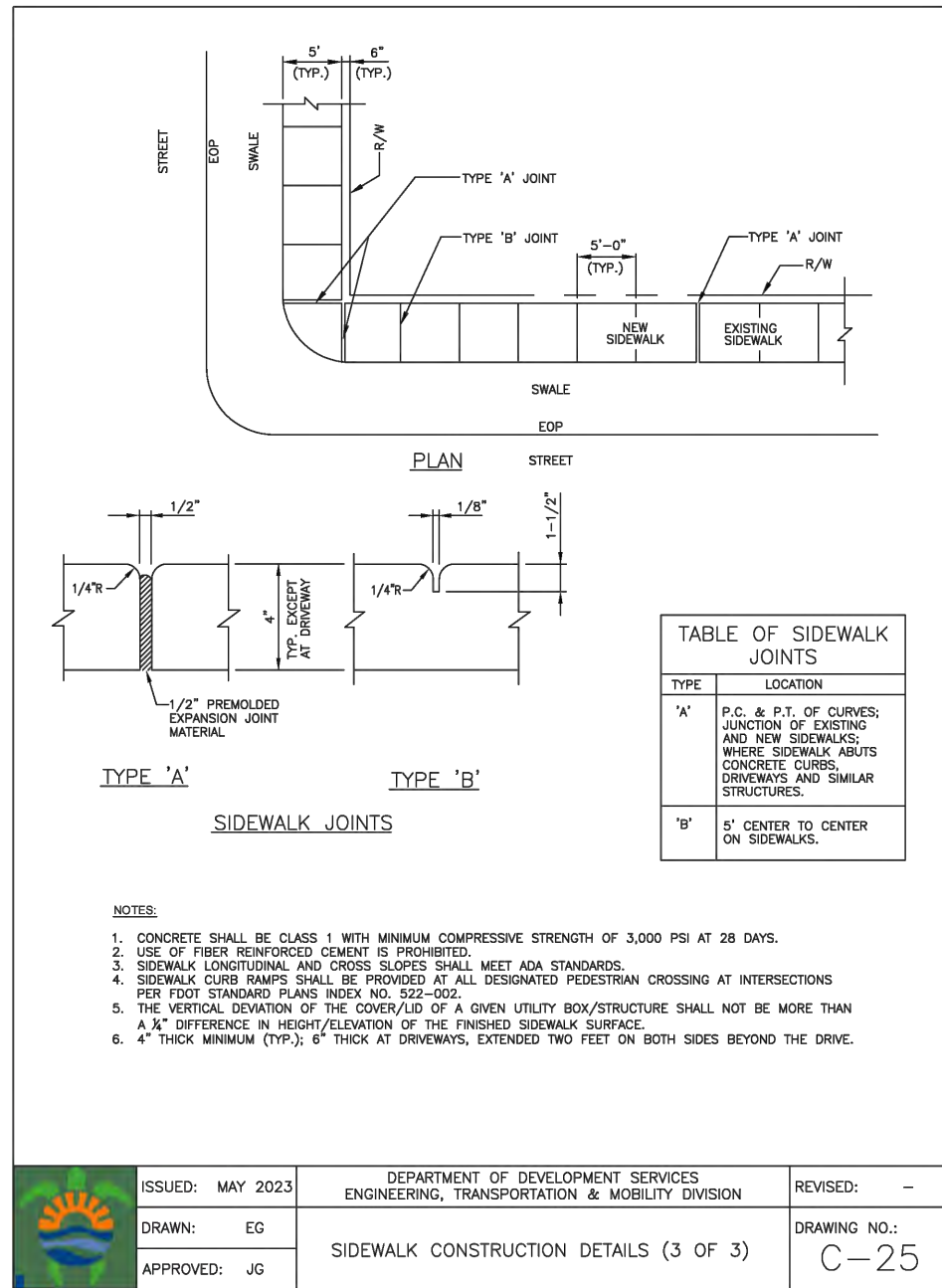
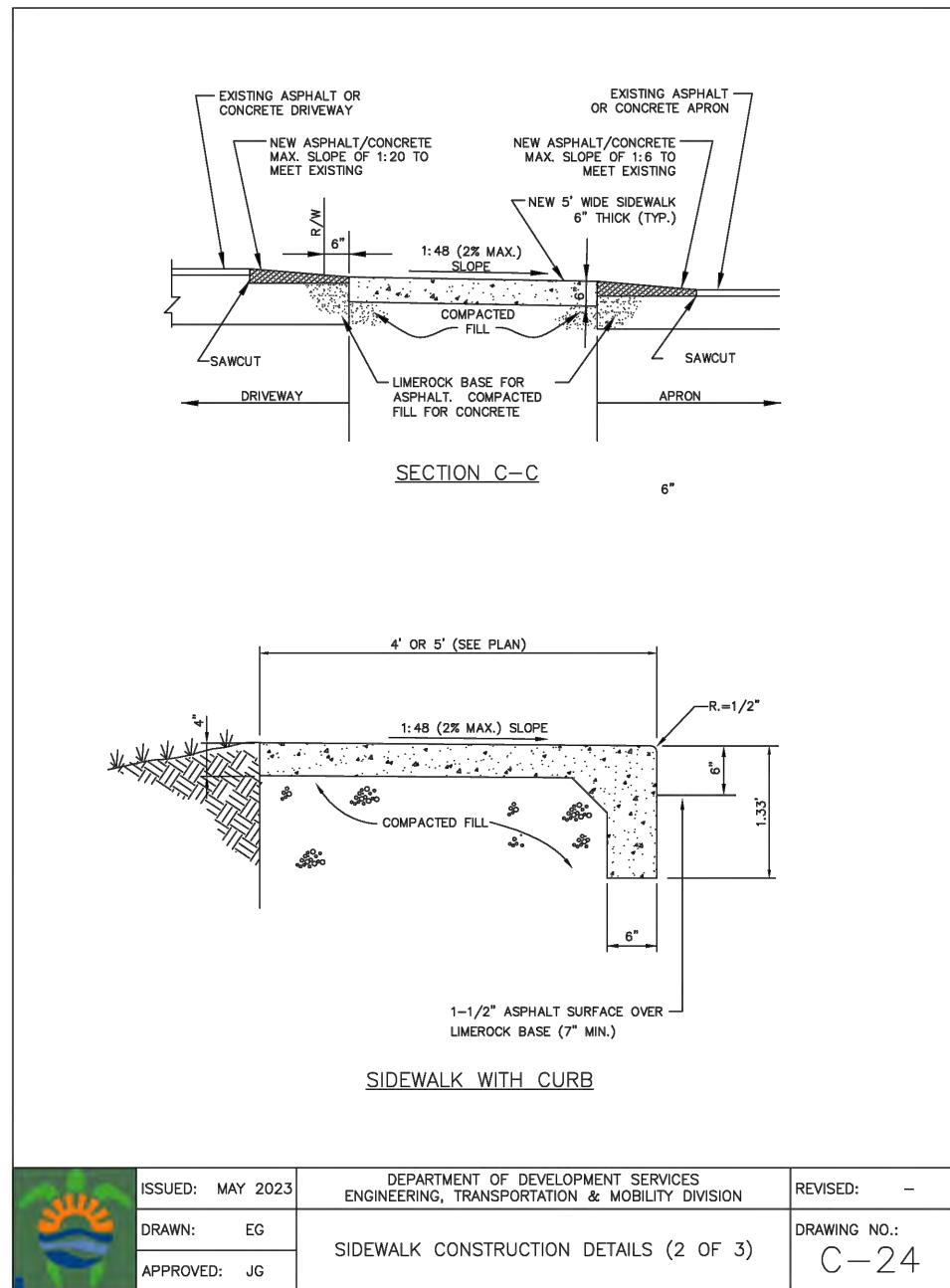
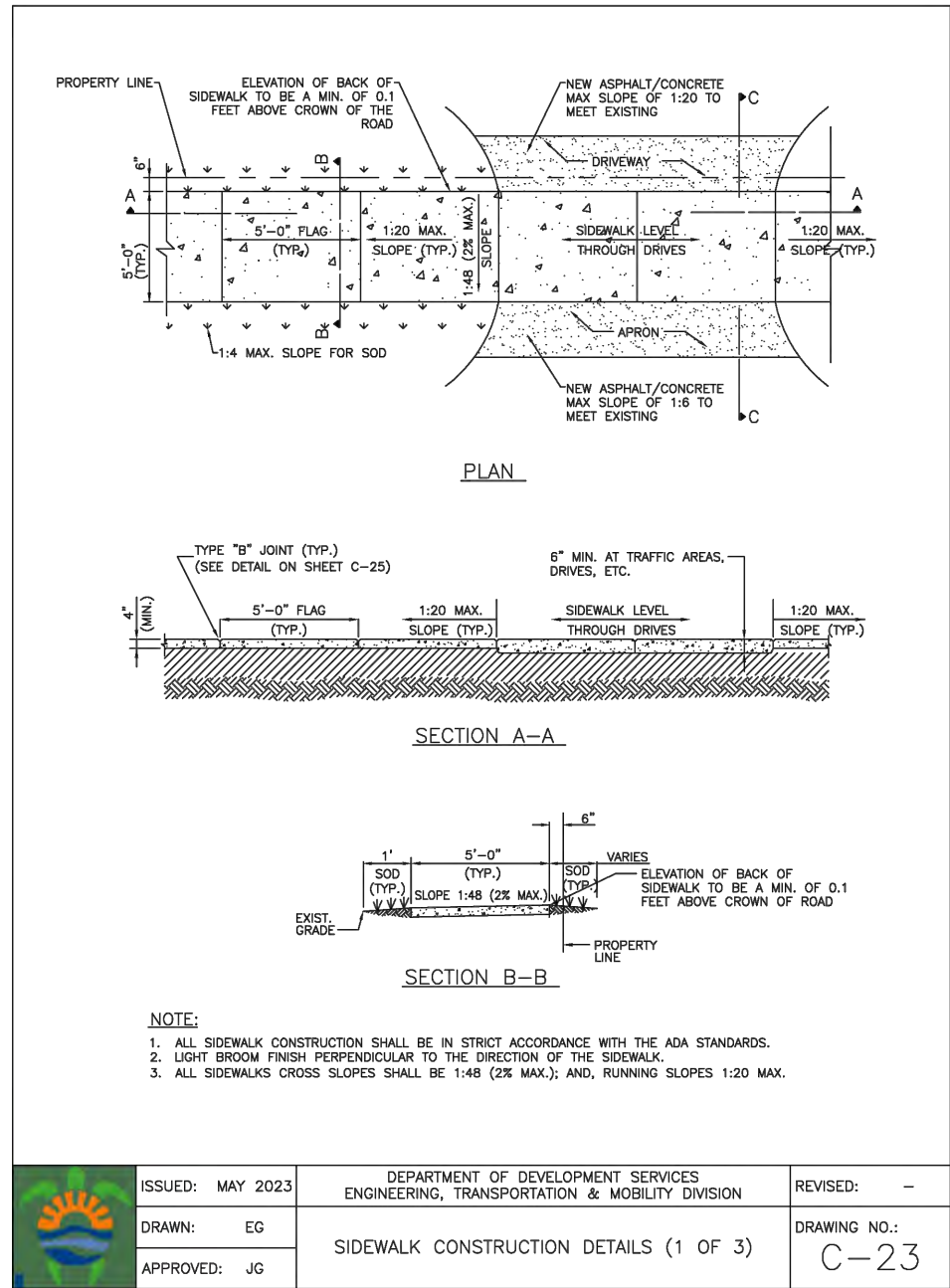
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PAVING, GRADING & DRAINAGE
AS SHOWN
C-03A



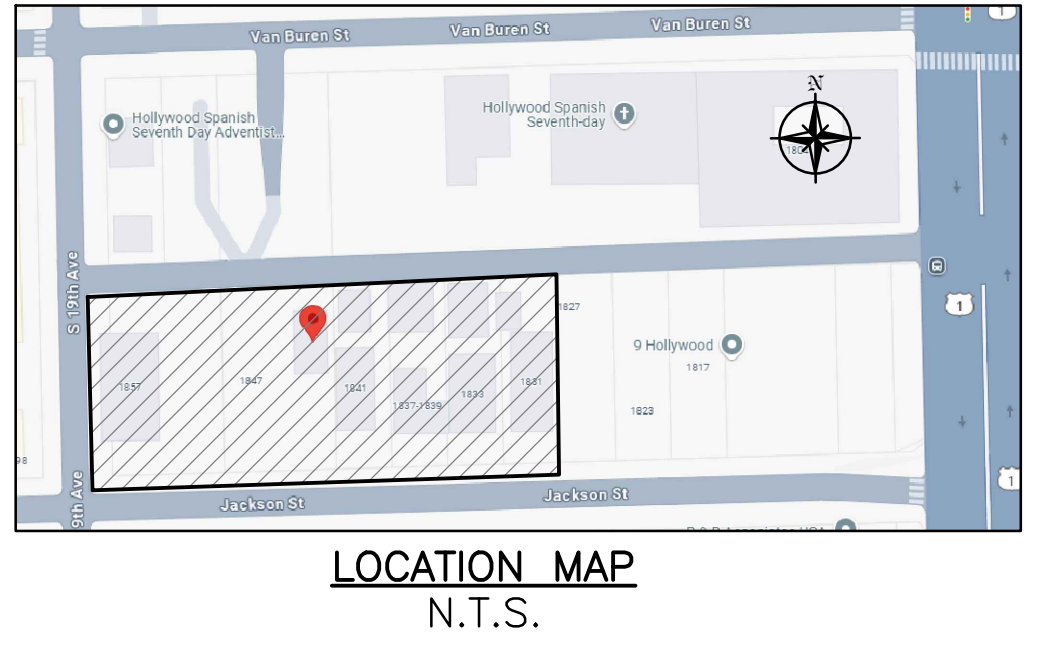
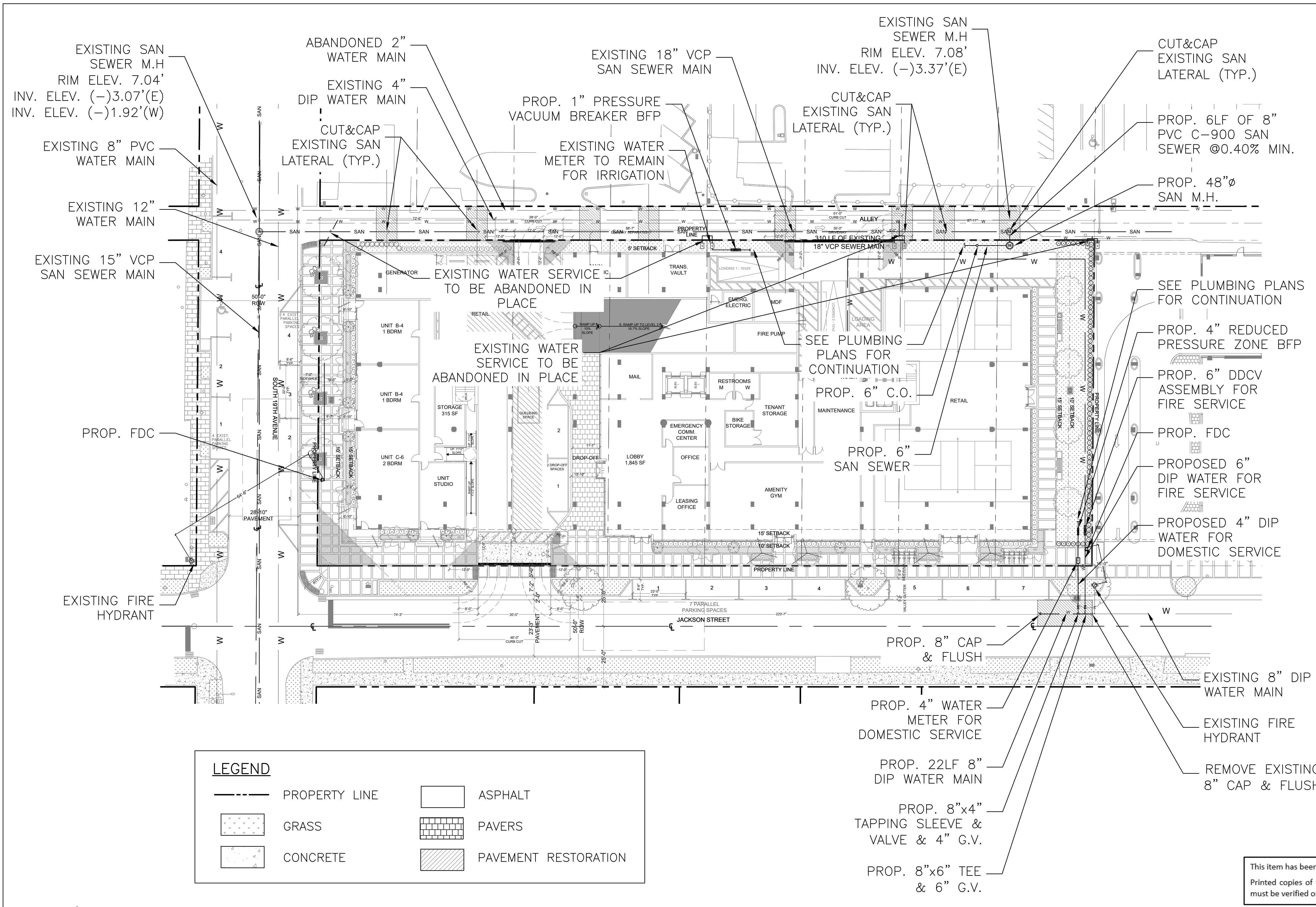
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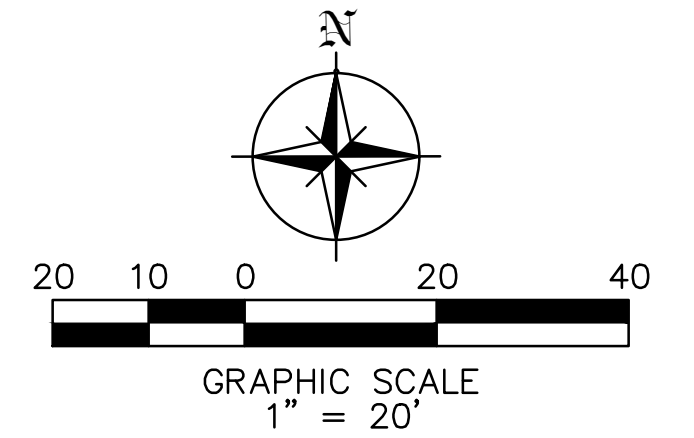


NOTE:
-ALL ELEVATIONS ARE RELATIVE TO NAVD 88.
-MINIMUM COVER FOR SEWER PIPE IS 36".

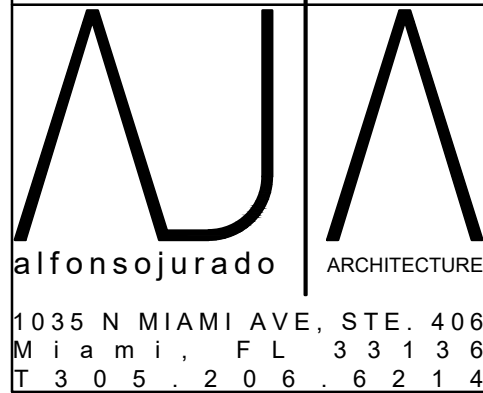
NOTE:
-ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY FIRE PROTECTION CONTRACTOR HOLDING A CLASS I, II OR IV LICENSE PER F.S.653.102

NOTE:
-DURING INSTALLATION OF 48" M.H. ON EXISTING 18" GRAVITY SANITARY SEWER, EXISTING SEWER SHALL BE PUMP BY-PASSED TO ENSURE UNINTERRUPTED SERVICE.

NOTE:
ALL PIPING USED IN PRIVATE FIRE SERVICE MAINS SHALL COMPLY WITH NFPA CHAPTER 10 IN ITS ENTIRELY



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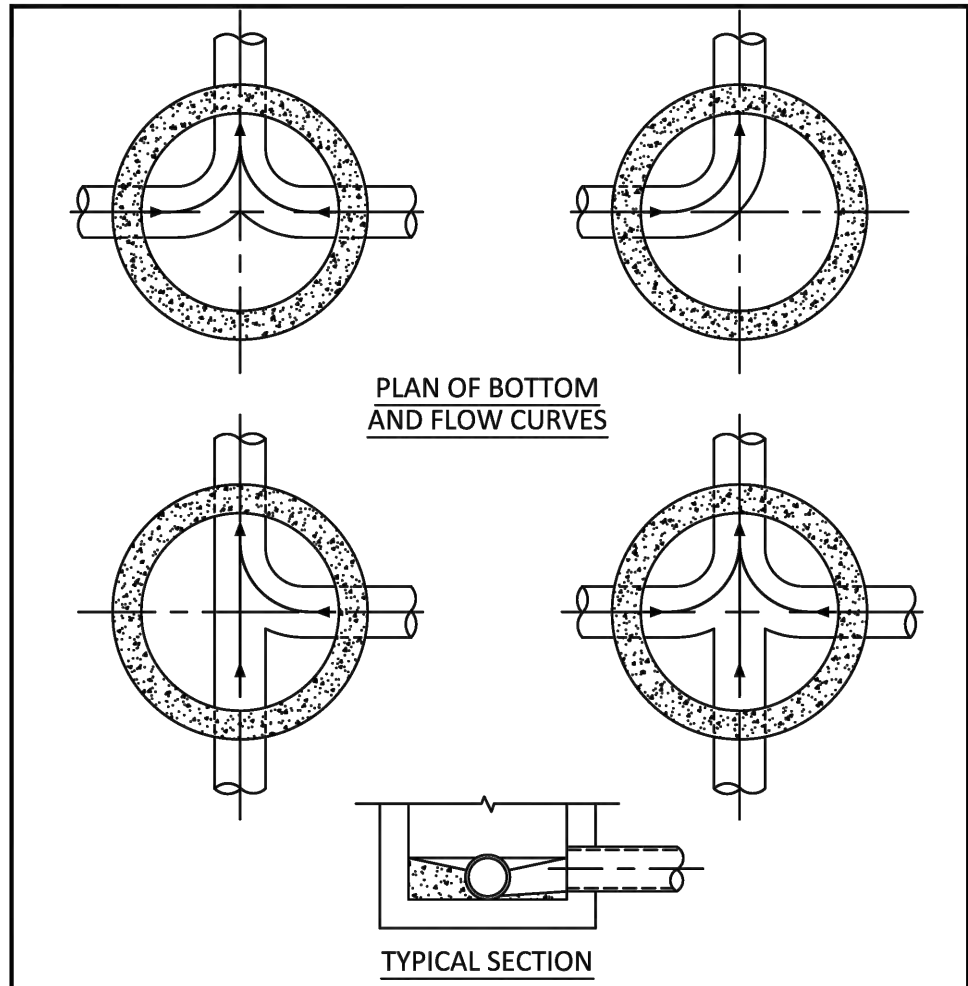
UTILITIES
AS SHOWN
C-04

SEWER NOTES:

1. THE MINIMUM DEPTH OF COVER OVER D.I.P. SANITARY SEWER GRAVITY OR FORCE MAINS IS 30". THE MINIMUM DEPTH OF COVER OVER PVC SANITARY SEWER OR FORCE MAINS IS 36".
2. ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. LEAKAGE TESTS AND ALIGNMENT (LAMPING) TESTS SHALL BE PERFORMED ON ALL NEW SEWER LINES UP TO THE CONNECTION POINT WITH THE EXISTING SEWER SYSTEM. THESE TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
4. LAMPING TESTS SHALL BE PERFORMED ON GRAVITY SEWERS FROM MANHOLE TO MANHOLE UP TO AND INCLUDING THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
5. LEAKAGE TESTS SHALL BE PERFORMED ON ALL SEGMENTS OF A GRAVITY SEWER SYSTEM, INCLUDING SERVICE LATERALS AND MANHOLES, FOR A CONTINUOUS PERIOD OF NO LESS THAN 2 HOURS. AT THE END OF THE TEST, THE TOTAL MEASURED LEAKAGE SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM, WITH ZERO ALLOWABLE LEAKAGE FOR LATERALS AND MANHOLES. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET ON THE SECTION BEING TESTED.
6. FORCE MAINS SHALL BE PRESSURE-TESTED IN ACCORDANCE WITH RULE 62-555.330 (FAC). THE PRESSURE TEST SHALL CONSIST OF HOLDING A TEST PRESSURE OF 150 PSI ON THE PIPELINE FOR A CONTINUOUS PERIOD OF 2 HOURS THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING FORMULA:
$$L = 5.5 D \sqrt{P}$$

WHERE:
L = ALLOWABLE LEAKAGE FOR SYSTEM IN GALLONS PER HOUR
D = PIPE DIAMETER IN INCHES
P = AVERAGE TEST PRESSURE IN PSI
7. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH FORCE MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM SEPARATION FROM WATER MAINS AND 6" MINIMUM SEPARATION FROM OTHER UTILITIES. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
8. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SHIELDING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

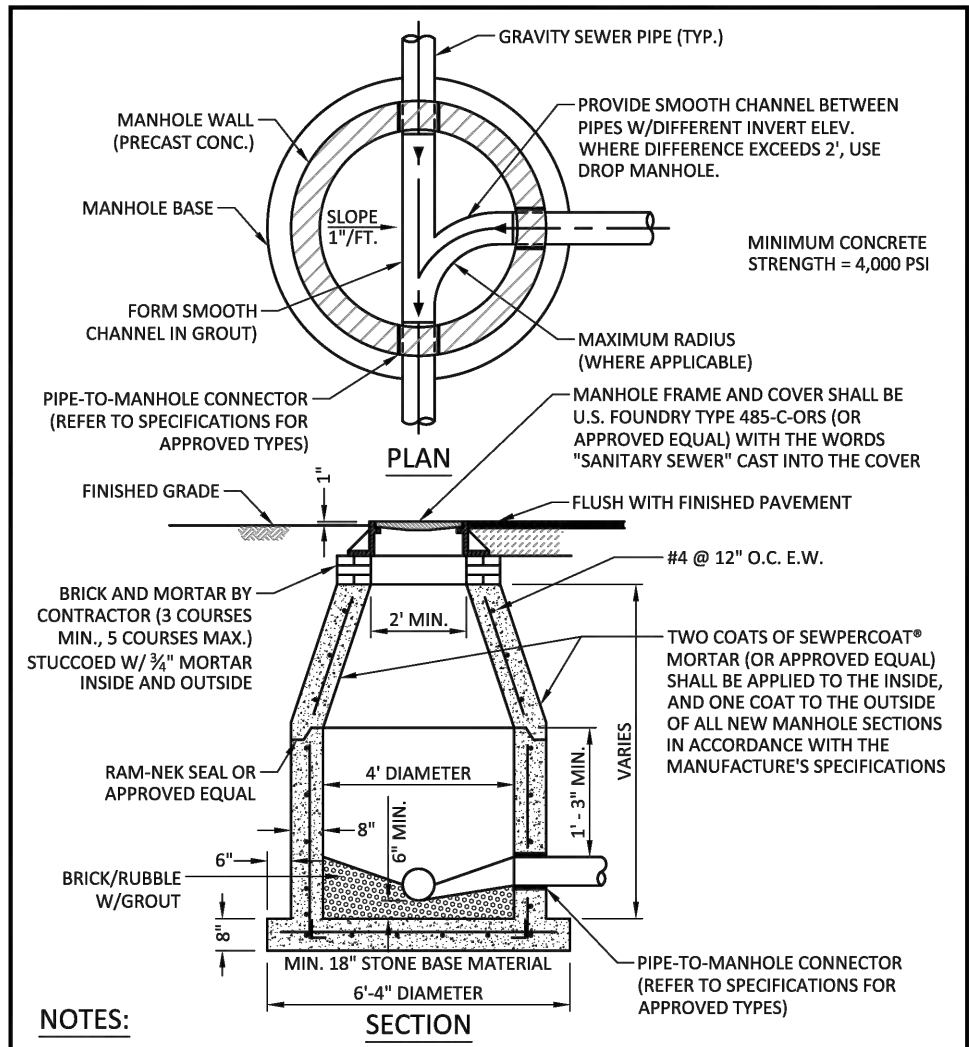
ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SANITARY SEWER MAIN CONSTRUCTION NOTES	DRAWING NO. S-01
APPROVED: XXX		



NOTES:

1. INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTIONS.
2. SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING SMOOTH FLOWS.
3. CHANNELS FOR FUTURE CONNECTIONS (STUBS) SHALL BE CONSTRUCTED FILLED WITH SAND & COVERED WITH 1" OF MORTAR.
4. WHEN FLOW LINE DEFLECTS MORE THAN 45°, A DROP OF 0.10' IS REQUIRED.

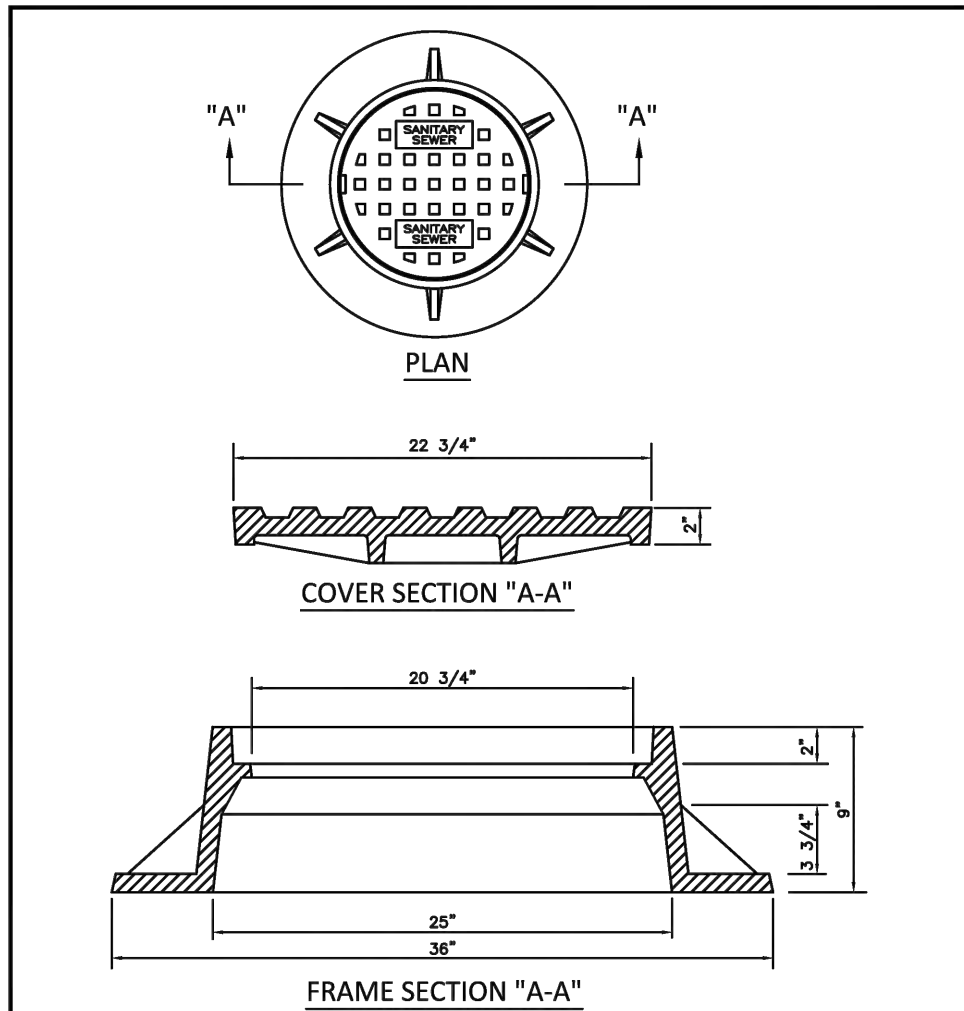
ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	MANHOLE FLOW PATTERNS	DRAWING NO. S-02
APPROVED: XXX		



NOTES:

1. SHOP DRAWINGS SHOWING ALL DIMENSIONS, INCLUDING CONCRETE REINFORCEMENT AND BUOYANCY, SHALL BE SUBMITTED TO THE CITY PRIOR TO INSTALLATION.
2. THE BOTTOM SLAB SHALL BE CAST MONOLITHICALLY WITH THE LOWER WALL SECTION TO A MINIMUM OF 3" ABOVE SLAB BASE.
3. NO CONSTRUCTION JOINTS ARE ALLOWED BELOW ELEVATION +2.00 NAVD. ABOVE ELEVATION +2.00 NAVD CONSTRUCTION JOINTS ARE ALLOWED, IF ADEQUATE JOINTS WITH KEY-WAYS AND WATER STOPS ARE PROVIDED. SUBMIT SHOP DRAWINGS OF JOINT DETAILS TO THE ENGINEER FOR APPROVAL.

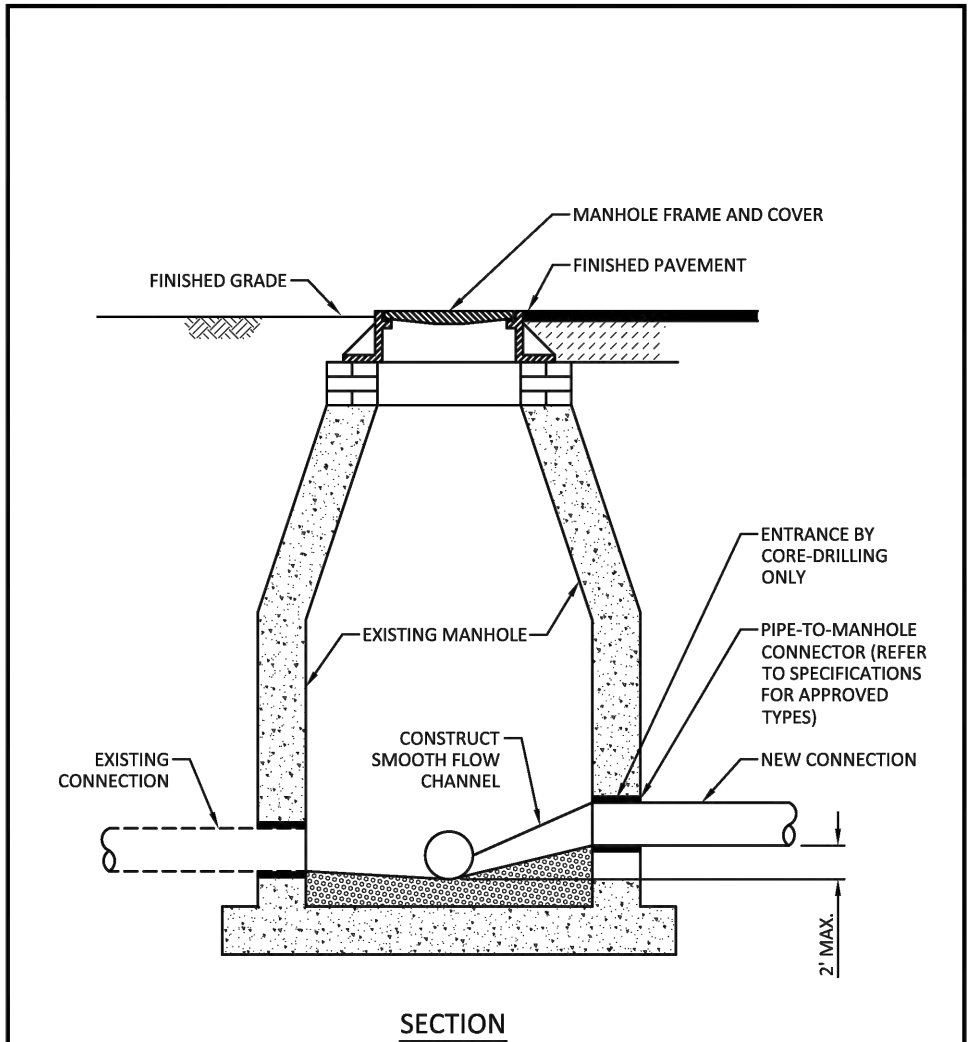
ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 07/08/2018
DRAWN: EAM	STANDARD PRECAST MANHOLE	DRAWING NO. S-03
APPROVED: XXX		



NOTES:

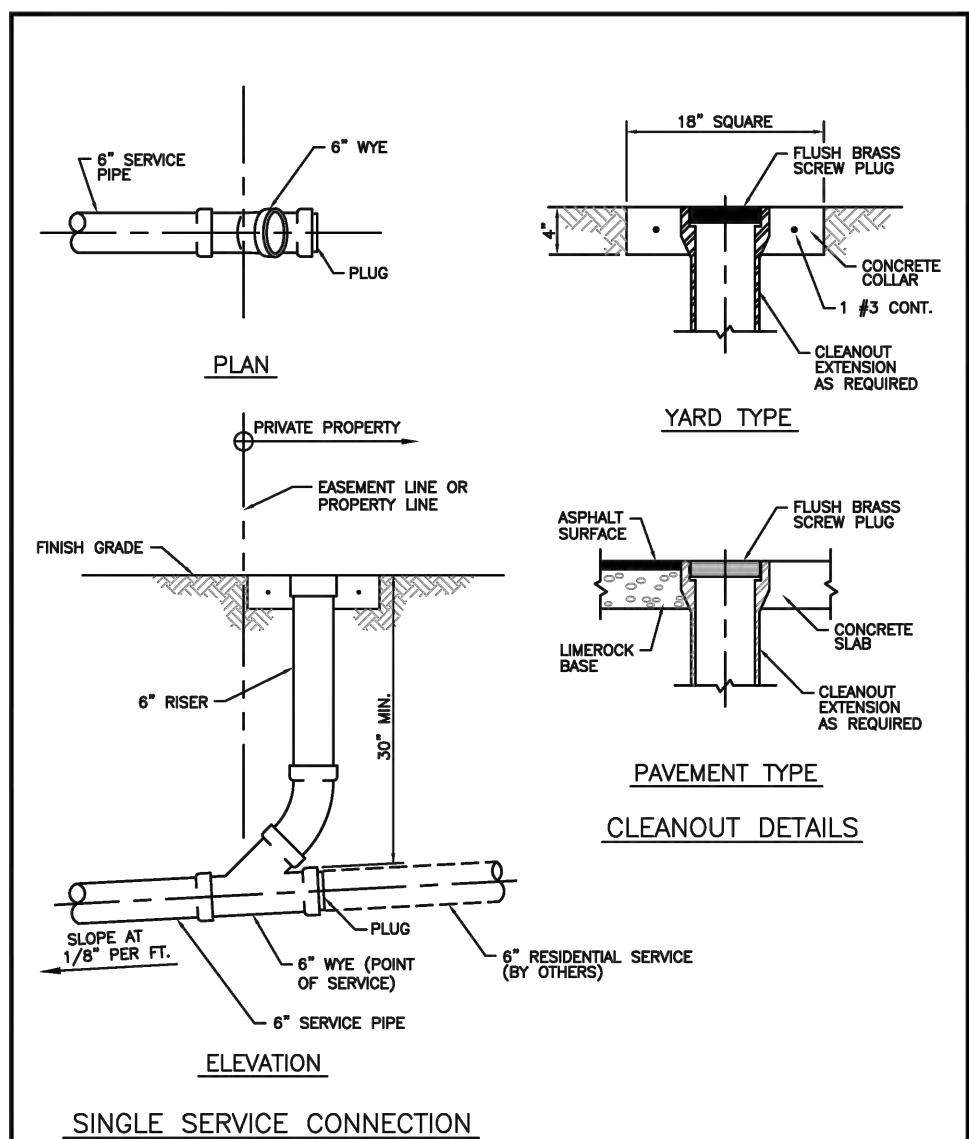
1. LETTERS ON COVER TO BE 3/8" HIGH, 1/4" TO 5/16" THICK AND FLUSH WITH TOP OF COVER.
2. ALL BEARING SURFACES TO BE MACHINED.
3. MINIMUM WEIGHTS: COVER - 160 LBS., TOTAL - 400 LBS.
4. MANHOLE FRAME AND COVER SHALL BE U.S. FOUNDRY 485-C-ORS WITH THE WORDS "SANITARY SEWER" CAST INTO THE COVER.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	MANHOLE FRAME AND COVER	DRAWING NO. S-06
APPROVED: XXX		



SECTION

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	NEW CONNECTION TO EXISTING MANHOLE	DRAWING NO. S-07
APPROVED: XXX		

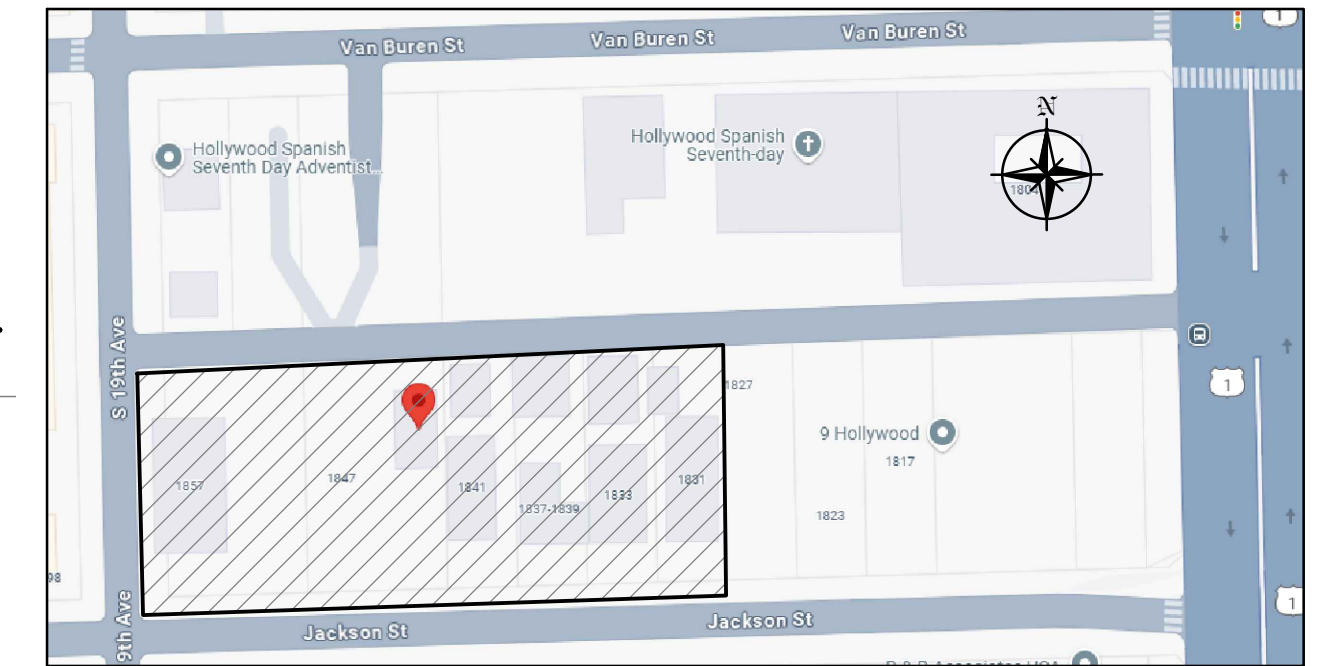
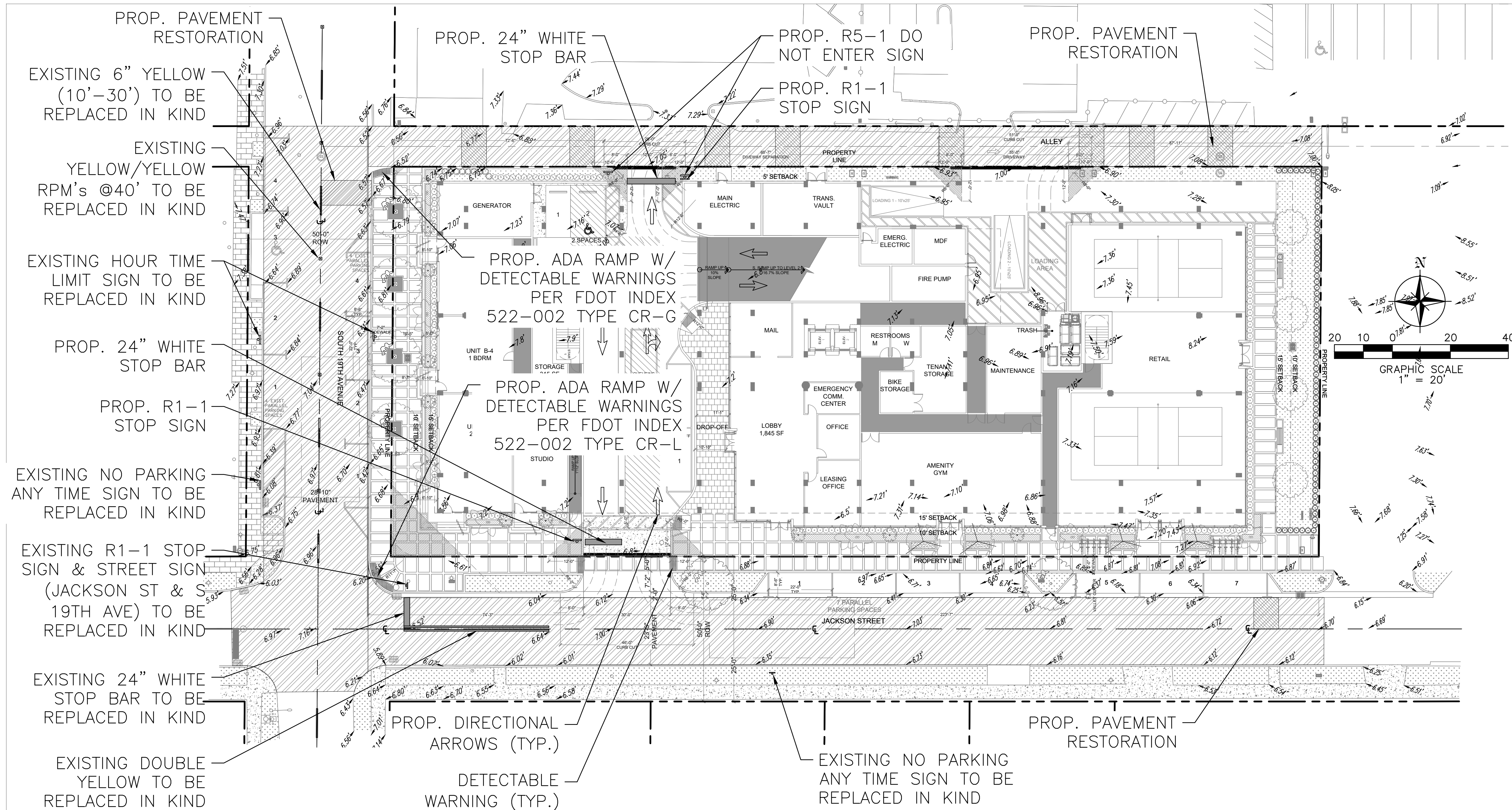


SINGLE SERVICE CONNECTION

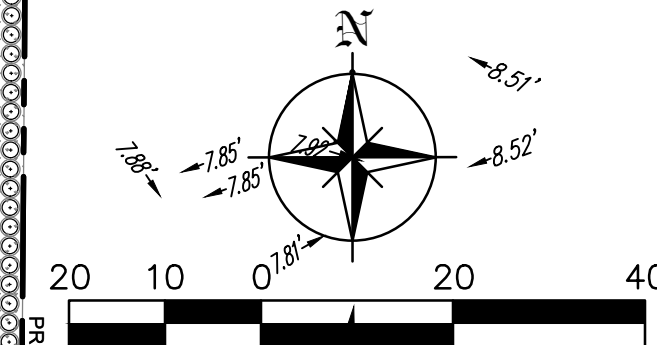
ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SEWER SERVICE CONNECTION AND CLEANOUT AT PROPERTY LINE	DRAWING NO. S-12
APPROVED: XXX		

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REVISION	DATE	BY
TAC COMMENTS	07/08/2025	J.S.



LOCATION MAP
N.T.S.

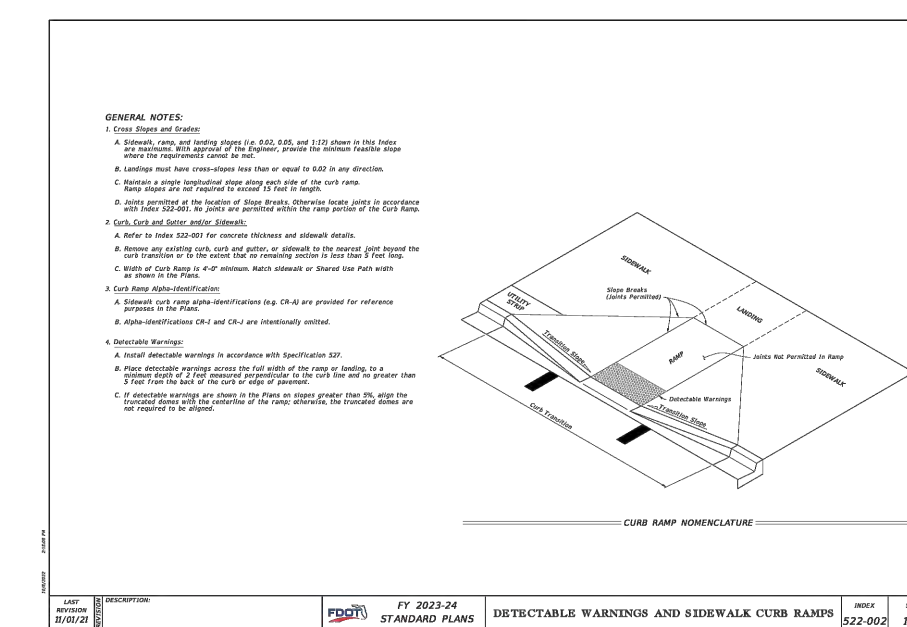
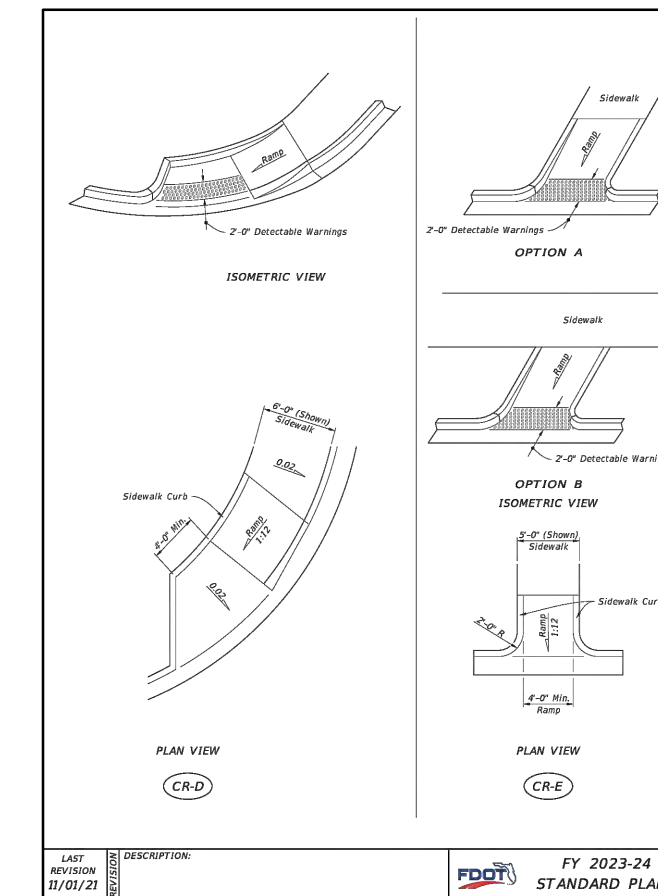
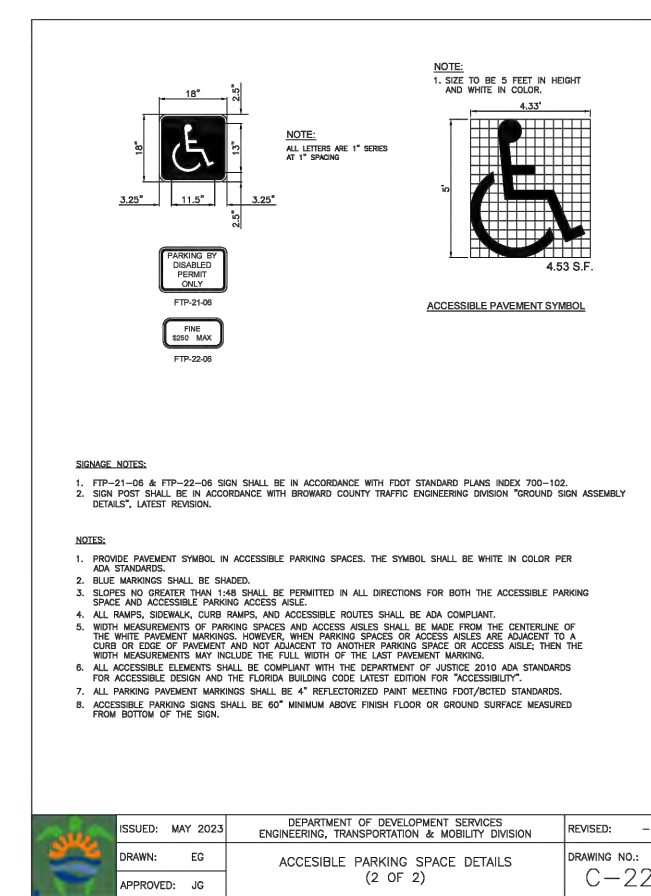
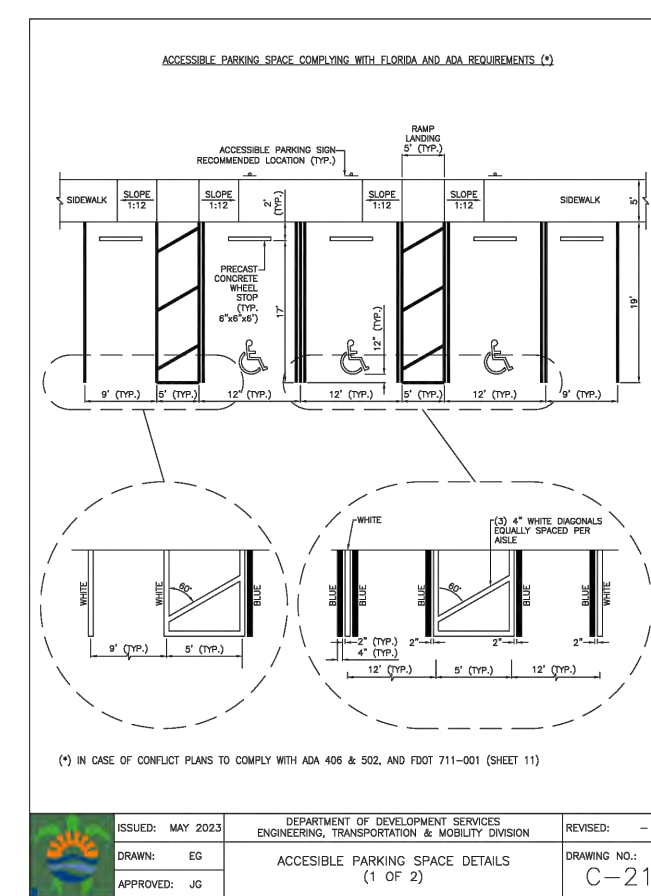
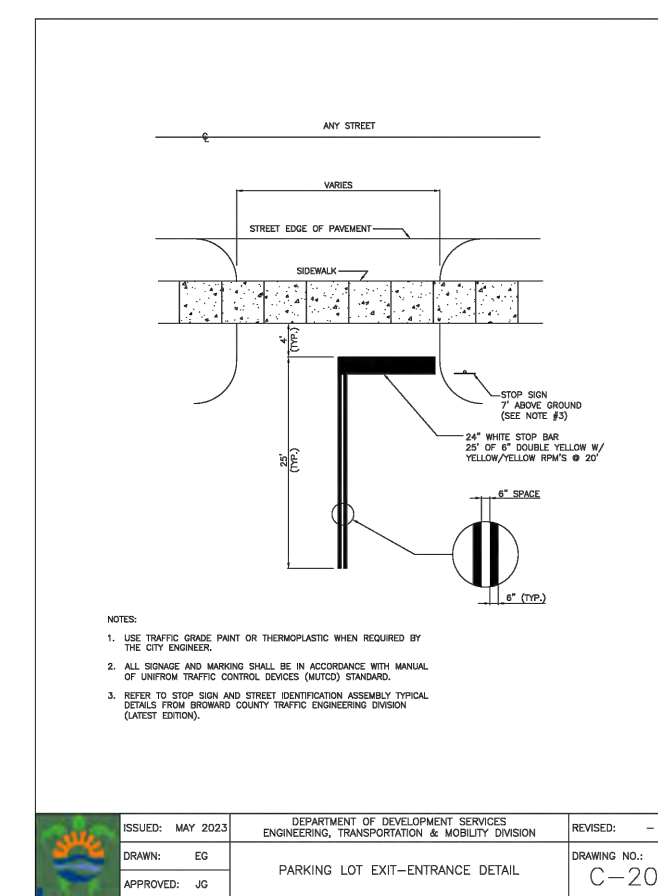
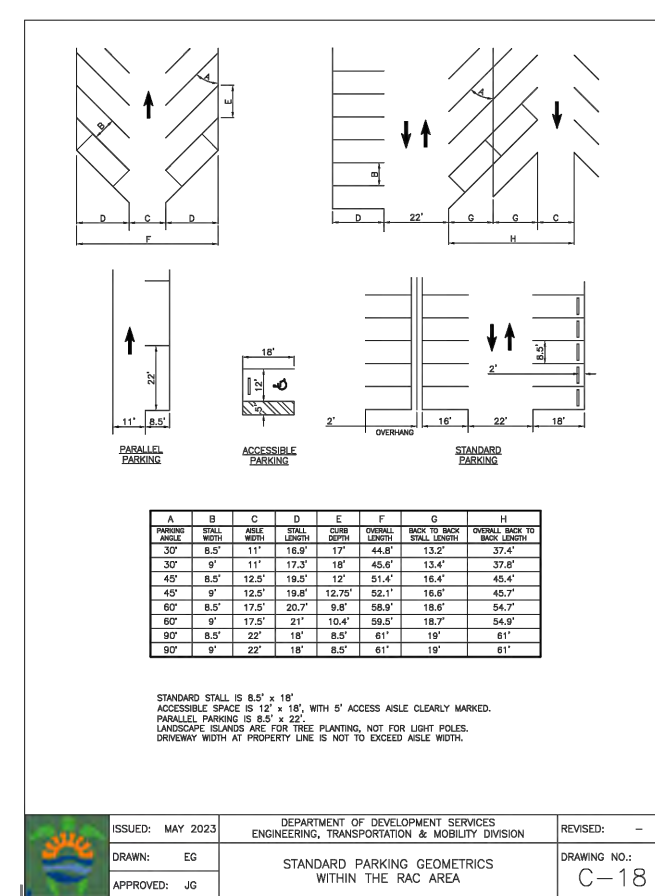


NOTE:

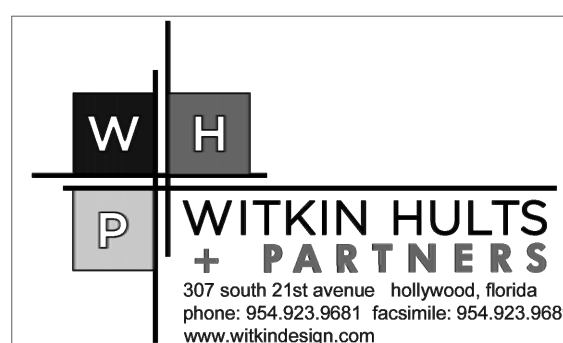
- JACKSON ST, S 19TH AVE & BACK ALLEY SHALL BE MILLED & RESURFACED MINIMUM 1" ALONG THE ENTIRE PROPERTY
- ROW PAVEMENT MARKING SHALL BE RESTORED TO EXISTING CONDITIONS OR BETTER PER BROWARD COUNTY PW DEPARTMENT TRAFFIC ENGINEERING DIVISION

LEGEND

- PROPERTY LINE
- GRASS
- CONCRETE
- ASPHALT
- PAVERS
- MILL&RESURFACE
- PAVEMENT RESTORATION
- PROP. 24" WHITE STOP BAR
- PROP. R1-1, 4' FROM EDGE OF PAVEMENT



Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129



NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

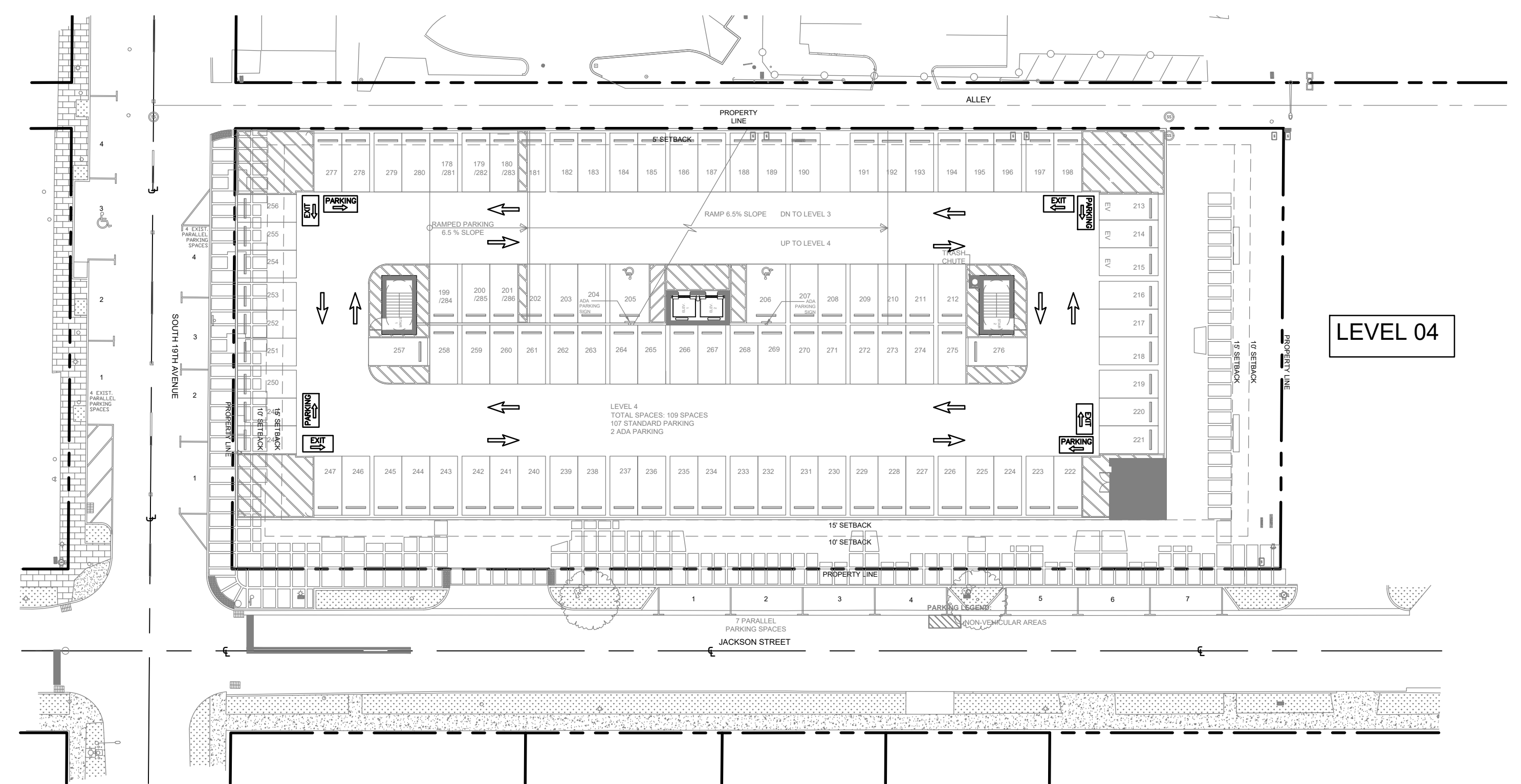
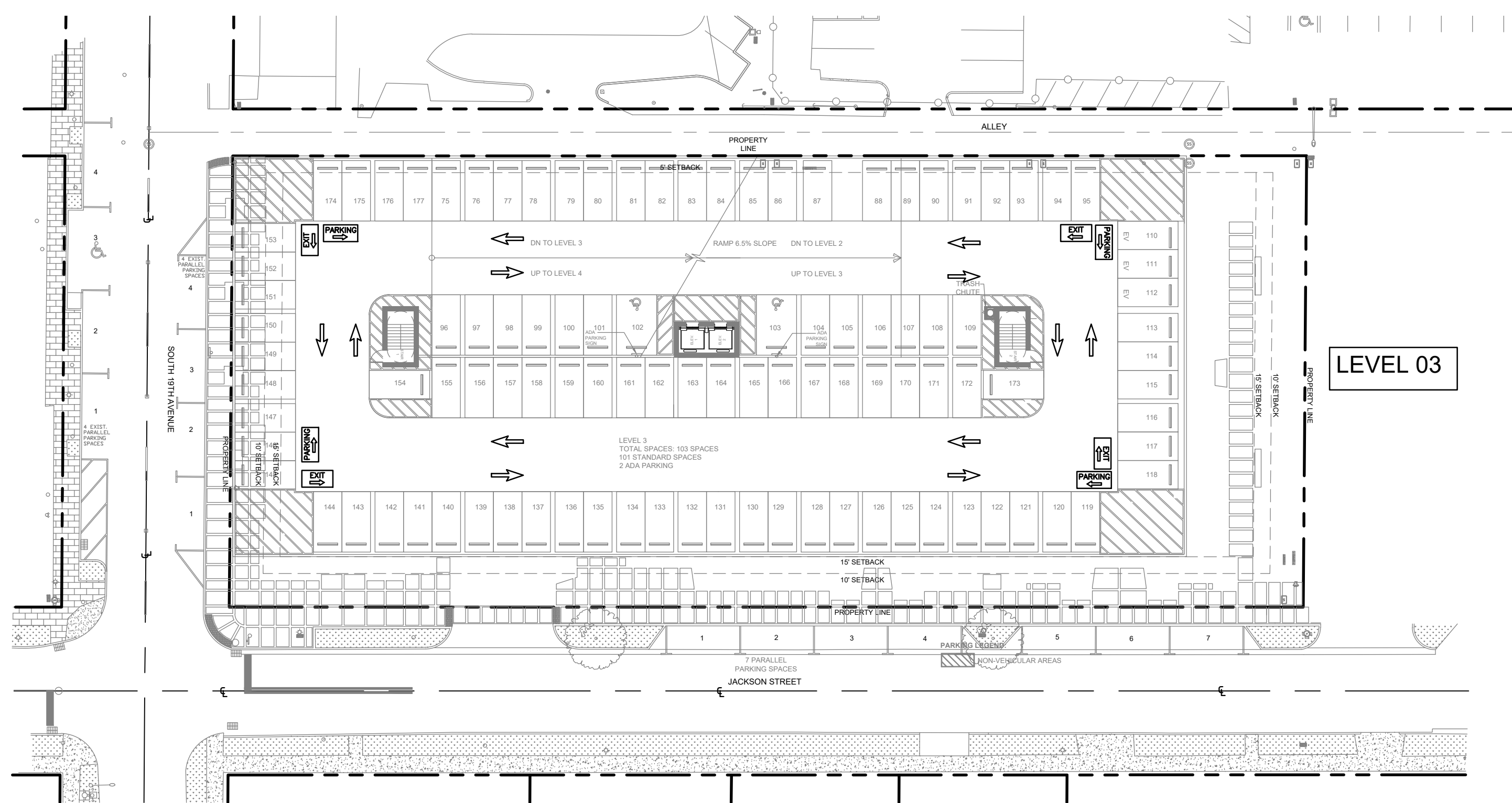
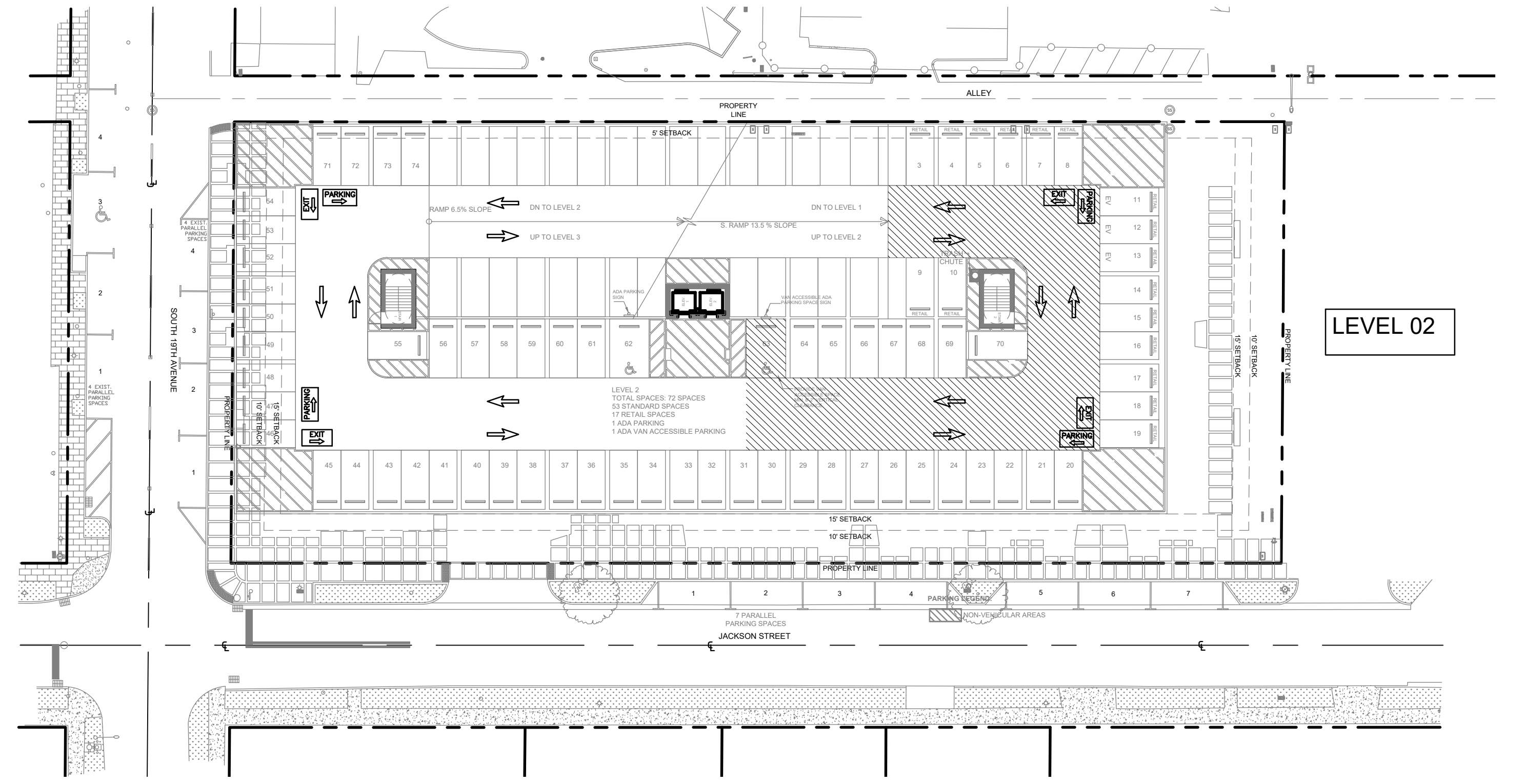
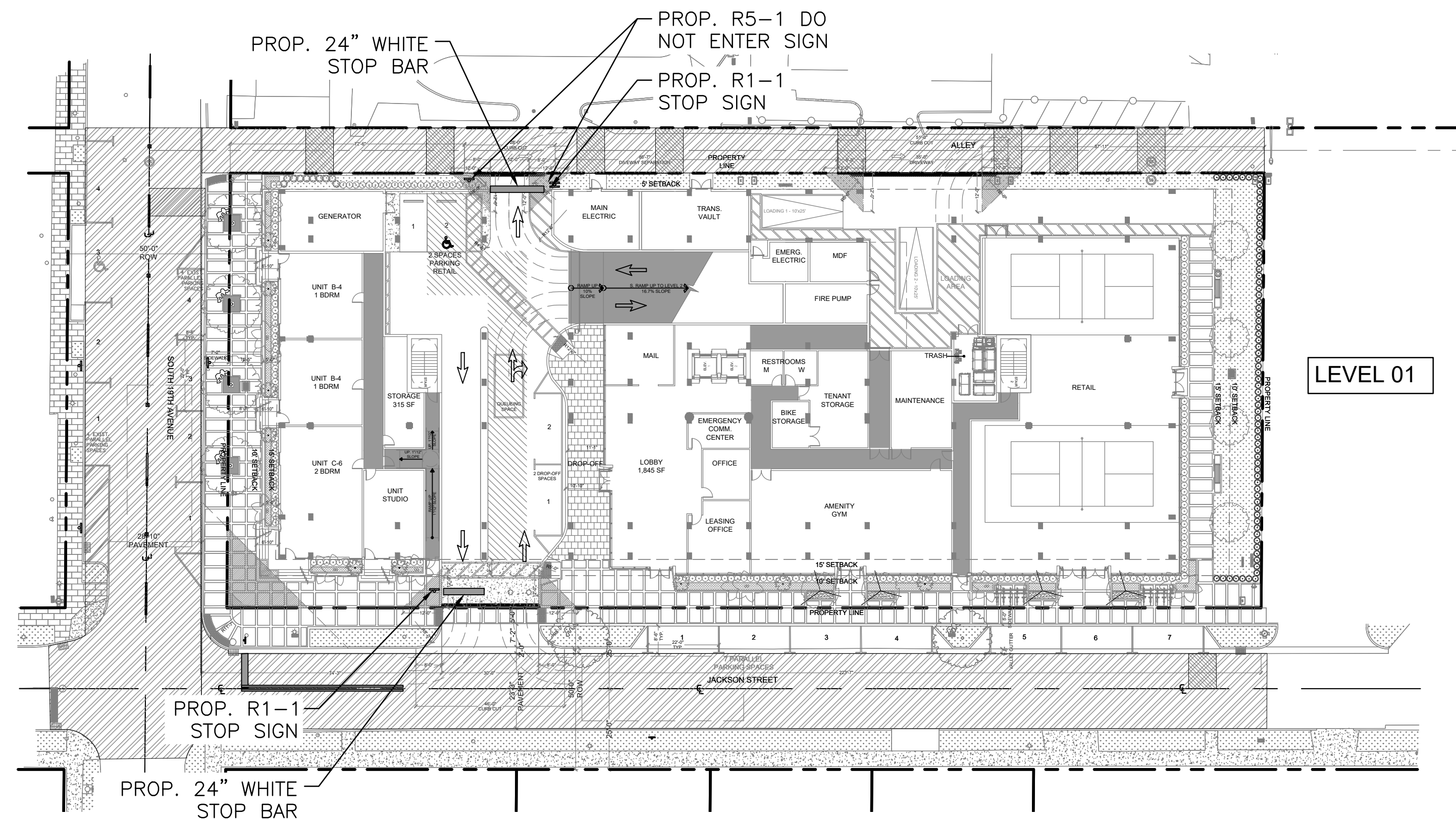
May 05, 2025

REVISION	DATE	BY
TAC COMMENTS	07/08/2025	J.S.

PAVING MARKINGS
AS SHOWN

C-05

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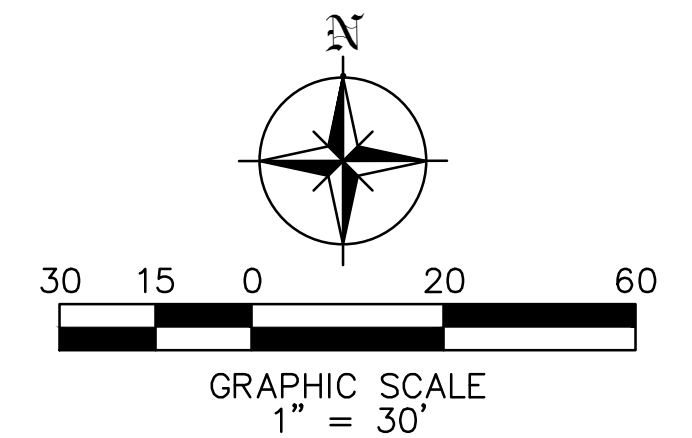


LEGEND

--- PROPERTY LINE	ASPHALT	PAVEMENT RESTORATION
GRASS	PAVERS	PROP. 24" WHITE STOP BAR
CONCRETE	MILL&RESURFACE	PROP. R1-1, 4' FROM EDGE OF PAVEMENT

NOTE:
ALL SIGNAGE . SHALL BE IN COMPLIANCE WITH THE ZONING LAND DEVELOPMENT REGULATIONS

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alfonsojurado ARCHITECTURE
1035 N MIAMI AVE., STE. 406
MIAMI, FL 33136
T 3 0 5 . 2 0 6 . 6 2 1 4

Szauer Engineering
Civil Engineers
7251 W Palmetto Park Road Suite 100
Boca Raton, FL 33433
Phone: (561) 716-0159
Certificate of Authorization Number 30129

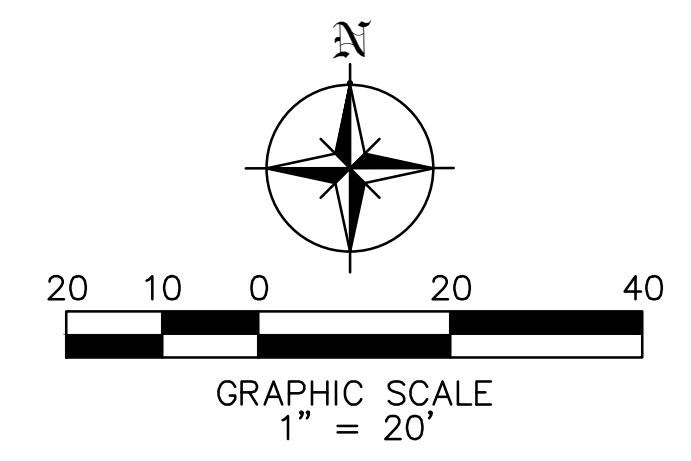
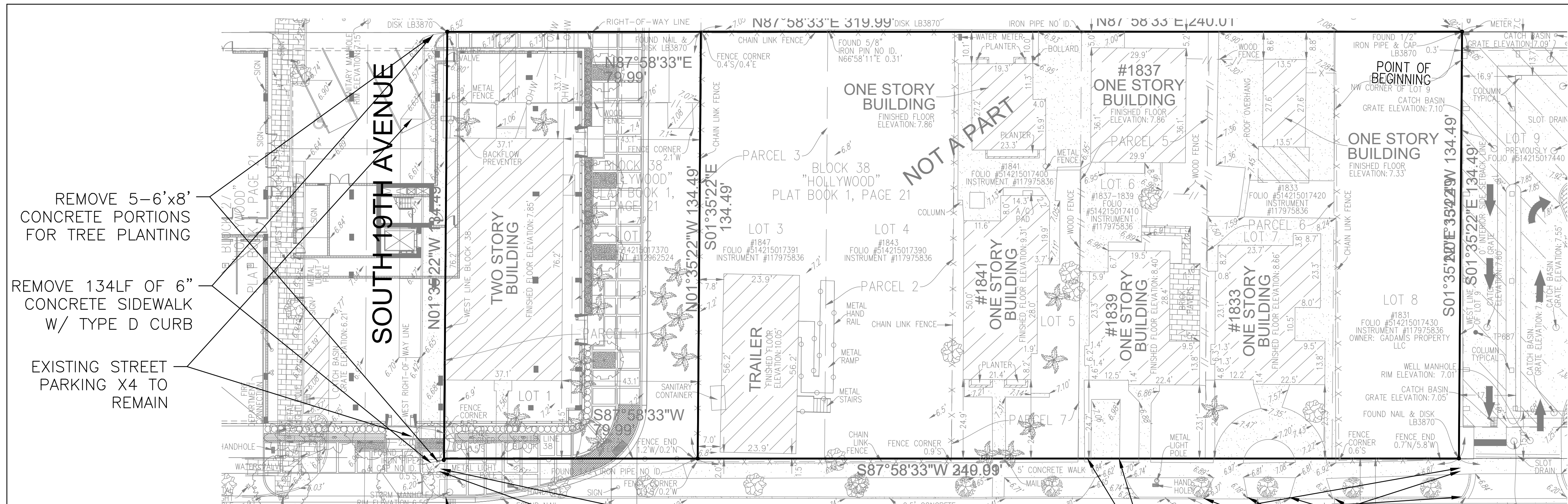
W H WITKIN HULTS + PARTNERS
307 south 21st avenue hollywood, florida
phone: 954.923.9681 facsimile: 954.923.9689
www.witkindesign.com

NINE HOLLYWOOD PHASE 2 1843 Jackson Street, Hollywood, FL

May 05, 2025

REVISION	DATE	BY
TAC COMMENTS	07/08/2025	J.S.

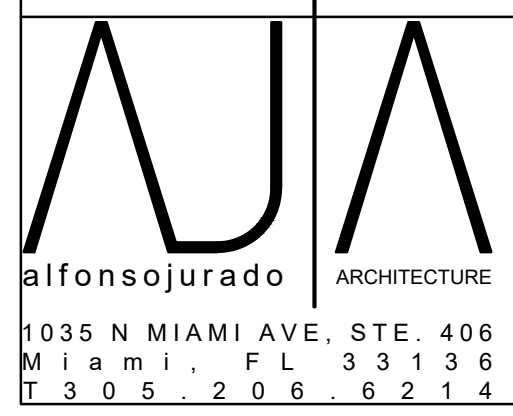
PAVING MARKINGS
AS SHOWN
C-06



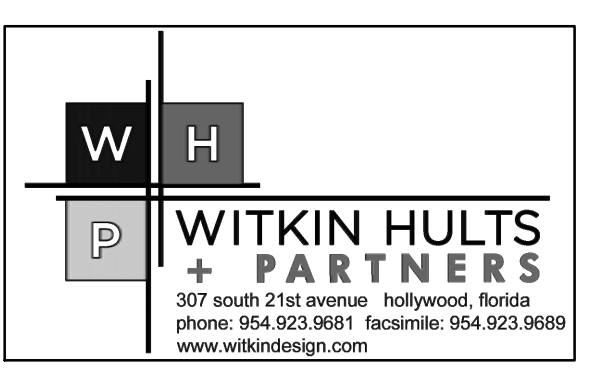
LEGEND

- PROPERTY LINE
- [Pattern] GRASS
- [Pattern] CONCRETE
- [Pattern] ASPHALT
- [Pattern] PAVERS

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NINE HOLLYWOOD PHASE 2

1843 Jackson Street, Hollywood, FL

May 05, 2025

REVISION	DATE	BY
TAC COMMENTS	07/08/2025	J.S.

ROW PLAN
AS SHOWN
C-07

LEVEL 5 AMENITY LANDSCAPE PLAN

Scale: 1"=10'-0"



LANDSCAPE LIST

TREES			
SYMBOL	QUAN.	PROPOSED MATERIAL	DESCRIPTION
	4	Lagerstroemia indica 'Natchez'	12' HT. X 5' SPR. 2" DBH.
		WHITE CREPE MYRTLE	F.G.
	6	*Coccoloba diversifolia	16' HT. X 8' SPR. 4" DBH.
		PIGEON PLUM	F.G.
	4	Elaeocarpus decipiens	12' HT. X 4' SPR. 2" DBH.
		JAPANESE BLUEBERRY	F.G.
	8	*Thrinax radiata	14' O.A. HT. MIN., DOUBLE
		FLORIDA THATCH PALM	F.G.
	10	Ligustrum japonicum	8' HT. X 8' SPR., MULTI TRUNK
		JAPANESE PRIVET	F.G.

	6	Ptychosperma elegans 'single'	[6 PALMS FOR MITIGATION]	18' O.A. HT., SINGLE
		SINGLE ALEXANDER PALMS		F.G.
SHRUBS AND GROUNDCOVERS				
SYMBOL	QUAN.	PROPOSED MATERIAL		DESCRIPTION
AI	3	Alcantarea imperialis		2'-6" O.A. SPR.
		IMPERIAL BROMELIAD		
CA	9	Crinum augustum 'Queen Emma'		3' O.A. HT.
		PURPLE CRINUM LILY		
CA2	6	Crinum		3' O.A. HT.
		CRINUM LILY		
CE	164	*Conocarpus erectus		24" HT. X 24" SPR. / 24" O.C.
		GREEN BUTTONWOOD		
CG	66	*Clusia guttifera		24" HT. X 24" SPR. / 24" O.C.
		SMALL LEAF CLUSIA		
CG2	84	*Clusia guttifera		36" HT. X 24" SPR. / 24" O.C.
		SMALL LEAF CLUSIA		
CI	212	*Chrysobalanus icaco		18" HT. X 18" SPR. / 18" O.C.
		GREEN COCOPLUM		
FM	461	Ficus microcarpa 'Green Island'		15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS		
IY	194	Ixora 'Maui Yellow'		18" HT. X 18" SPR. / 18" O.C.
		YELLOW DWARF IXORA		
TF	24	*Tripsacum floridana		24" HT. X 24" SPR. / 24" O.C.
		DWARF FAKAHATCHEE GRASS		
PN	99	*Psychotria nervosa		36" HT. X 24" SPR. / 24" O.C.
		WILD COFFEE		
LAWN	As Required	*Stenotaphrum secundatum 'Floritam'		SOLID EVEN SOD
		ST. AUGUSTINE GRASS		

* DENOTES NATIVE SPECIES

NOTE: THE CITY LANDSCAPE REVIEWER WILL BE NOTIFIED PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS.

LANDSCAPE LEGEND
CITY OF HOLLYWOOD

ZONE DISTRICT: RAC [FH-2]

Pervious Landscape area 3,673 sq. ft.

Street Tree Distance 355 linear feet

TREES:	REQ.	PROV.
Open Space		
A. No. trees required per pervious landscape area 1 tree per 1,000 sq. ft. 3,673 sq. ft. / 1,000 sq. ft. = 4 trees	4	7
B. Percentage palms allowed Palms permitted count as 3 palms = 1 tree Up to 50%, but more than 20% all trees must be shade natives	8	4
Perimeter Landscape		
C. Street trees (maximum spacing 30' o.c.) 355 linear feet along street / 30 lf = 12 trees	12	12*
D. Total Trees Required A + C = Total Trees(60% NATIVE REQUIRED)	16	19*
E. Percentage Natives Required 60% of total trees required must be Florida Native	10	10
SHRUBS		
A. Total Shrubs Provided (50% NATIVE SHRUBS) : 861 SHRUBS PROVIDED (50%) = 431 NATIVE SHRUBS	431	649

*One existing tree to remain is counted toward the street tree requirements. Refer to Tree Disposition Plan for exact species, size, and, location.

NOTES

IRRIGATION: 100% coverage as required by City of Hollywood
Plant material will not be planted into root balls of trees and palms
No substitutions without the approval of Hollywood's Landscape Plan Reviewer

Revisions:	Date:	By:
1) City Comments	02.21.2025	AR
2) City Comments	11.17.2025	AR
3) City Comments	12.05.2025	AR
4) City Comments	12.09.2025	AR

Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Level 5 Amenity
Landscape Plan

Date: 04/15/2025

Scale: See Left

Drawn by: AR

Sheet No.:

Cad Id.: 2025-028

NINE HOLLYWOOD PHASE 2

1843 JACKSON STREET, HOLLYWOOD, FL

LEVEL 5 AMENITY LANDSCAPE PLAN

Project:

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Seal:

Lic. # LA6667290
Member: A.S.L.A.

Drawing: Level 5 Amenity
Landscape Plan

Date: 04/15/2025

Scale: See Left

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Planning and Development Board
Nine Hollywood Phase II, 1831-1857 Jackson St
File Number: 25-DP-52
December 3, 2025

DESIGN REVIEW CRITERIA:

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

Response: The project's architecture relies on a Mondrian-inspired geometric façade that introduces variation through color blocking, reveals, and clean rectilinear patterns, helping to visually break down the massing. Juliette balconies provide subtle articulation and rhythm without projecting outward, reinforcing the vertical and horizontal organization of the façade. The garage is screened with vertical translucent mesh panels in varying tones, creating a unified design language that ties into the building's geometric expression while softening the appearance of the structured parking. At the ground level, extensive glass storefronts along Jackson Street activate the pedestrian realm, enhance visibility, and create a more engaging streetscape. Together, these elements balance aesthetics and functionality while supporting an inviting and walkable environment.

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

Response: The project incorporates design cues found in Hollywood's Art Deco and Mid-Century Modern architecture—such as clean geometric lines, vertical accents, and simplified balcony forms—allowing it to align with the established character of the neighborhood while maintaining a contemporary expression. The building is fully consistent with the surrounding context and the planned intensity for this area. It complements and completes the block by continuing the architectural language and proportions established by the first phase of the project, just east of the site. Together, the two phases create a cohesive streetscape and a unified urban edge that reinforces the envisioned character of the RAC.

3. Scale/Massing. Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures; or with the established and adopted vision for the area. Building geometries shall reflect a simple composition of basic architectural details in relation to its length, width, height lot coverage, and setting of the structure in context with adjacent buildings.

Response: The height and massing of the proposed building are consistent with those established by Phase I at the east end of the block, creating a cohesive overall development pattern. While maintaining comparable height, this phase is intentionally set back from Phase I to introduce meaningful building separation, improving light, air circulation, privacy, and overall livability for both structures. This spatial relationship also helps break down the perceived mass along the block, reinforcing an appropriate scale transition and supporting the urban design vision for the corridor.

4. Landscaping. Landscaped areas should contain a variety of native and other compatible plant types and forms, and be carefully integrated with existing buildings and paved areas. Existing mature trees and other significant plants on the site should be preserved.

Response: The landscape design uses a predominantly native plant palette, including native trees that enhance shade, canopy coverage, and long-term sustainability. The proposed landscape plan provides an integrated, ecologically appropriate system that complements both the building and adjacent public spaces.

VARIANCE CRITERIA:

(1) When literal or strict enforcement of the conditions set forth in this section would cause an unusual, exceptional, unnecessary or undue hardship or injustice, either the Planning and Development Board or Historic Preservation Board may vary or modify the conditions set forth herein.

Response: Strict application of the curb-cut width requirements creates an unusual and unnecessary hardship due to the subject property's reliance on alley access for loading. Unlike street frontages, where curb-cut measurements exclude the apron and taper located within the right-of-way, alley conditions require these elements to occur entirely within the property line and be counted toward curb-cut width. This distinction results in a technical noncompliance that is not reflective of the actual functional or visual impact of the curb cut. Absent relief, the strict enforcement would undermine the intended use of alleys for service access and frustrate established urban design objectives.

(2) Variances to this section shall not be granted unless a written application for a variance has been submitted to the Office of Planning demonstrating:

(a) That special conditions and circumstances exist which are peculiar to the land involved and which are not applicable to other lands;

Response: Special conditions exist that are unique to the subject property due to its alley frontage and the City's requirement that loading access be provided from the alley. The method by which curb-cut width is measured in alleys—capturing apron and taper dimensions within the property line—differs materially from street conditions and results in an artificially inflated curb-cut width. These circumstances are inherent to the site and are not applicable to properties with street-based loading access.

(b) That a literal interpretation of the conditions set forth in this section would deprive the applicant of rights commonly enjoyed by other properties;

Response: A literal interpretation of the curb-cut standards would deprive the applicant of the ability to provide alley-based loading access in a manner commonly enjoyed by other properties. If measured under a street condition, the same curb cut would comply with the code without the need for a variance. Denial of the variance would therefore place the subject property at a disadvantage solely due to its alley condition, contrary to the equitable application of the regulations.

(c) That the special conditions and circumstances do not result from actions of the applicant; and

Response: The need for the variance does not result from any action of the applicant, but rather from the physical characteristics of the alley and the City's curb-cut measurement methodology. The project intentionally locates loading along the alley to comply with Downtown and RAC objectives that prioritize active street frontages and pedestrian-oriented design. The hardship arises from code mechanics, not from site planning decisions or economic considerations.

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

Response: Granting the requested variance would not confer any special privilege that is denied to other properties. The variance merely allows the subject property to function equivalently to properties with street-based curb cuts by accounting for the different physical realities of alley access. The request does not exceed what would otherwise be permitted under the code and does not rely on nonconforming conditions on neighboring properties.

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

(a) That the requirements of this subdivision have been met;

Response: The application demonstrates that the criteria for granting a variance have been satisfied, including the existence of special conditions, lack of self-imposed hardship, and consistency with the intent of the regulations.

(b) That the reasons set forth in the application justify the granting of the variance to make possible the reasonable use of the land;

Response: The variance is necessary to allow reasonable use of the property by enabling safe, functional loading access from the alley, consistent with City policy. Without the variance, the site cannot reasonably accommodate required service functions while maintaining compliance with urban design goals.

(c) That the granting of the variance would be in harmony with the general purpose and intent of this section, would not be injurious to the surrounding property, would not impair the desirable general development of the neighborhood, and would not otherwise be detrimental to the public welfare.

Response: The granting of the variance is in harmony with the general purpose and intent of the code, as it keeps back-of-house functions away from primary streets and preserves an active, uninterrupted public frontage. All loading activity remains confined to the alley, minimizing impacts on pedestrians, vehicles, and adjacent properties. The variance supports desirable development patterns and is not injurious to surrounding properties or the public welfare.

Planning and Development Board
Nine Hollywood Phase II, 1831-1857 Jackson St
File Number: 25-DP-52
December 3, 2025

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

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

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3. Scale/Massing. Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures; or with the established and adopted vision for the area. Building geometries shall reflect a simple composition of basic architectural details in relation to its length, width, height lot coverage, and setting of the structure in context with adjacent buildings.

Response: The height and massing of the proposed building are consistent with those established by Phase I at the east end of the block, creating a cohesive overall development pattern. While maintaining comparable height, this phase is intentionally set back from Phase I to introduce meaningful building separation, improving light, air circulation, privacy, and overall livability for both structures. This spatial relationship also helps break down the perceived mass along the block, reinforcing an appropriate scale transition and supporting the urban design vision for the corridor.

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Response: The landscape design uses a predominantly native plant palette, including native trees that enhance shade, canopy coverage, and long-term sustainability. The proposed landscape plan provides an integrated, ecologically appropriate system that complements both the building and adjacent public spaces.

VARIANCE CRITERIA:

a. The requested Variance maintains the basic intent and purpose of the regulations, particularly as it affects the stability and appearance of the city.

Response: The variance maintains the core intent of the code by ensuring that back-of-house functions, specifically loading, remain internal to the site and accessed from the alley, rather than interrupting pedestrian activity or diminishing the appearance of the public-facing right-of-way. This aligns with the City's urban design objectives for the Downtown and RAC areas, where active frontages and uninterrupted streetscapes are key goals. The increased curb-cut width results solely from how curb cuts are measured in alleys, where the required apron must occur within the property line rather than beyond it as would occur on a public street. Adjusting for this condition preserves the intended functionality and appearance of the code without altering the visual character of the block.

b. The requested Variance is otherwise compatible with surrounding land uses and would not be detrimental to the community.

Response: The proposed curb-cut width supports operational needs in a manner fully compatible with surrounding mixed-use and urban development patterns. All loading activity is contained within the alley, reducing conflicts with pedestrians, cyclists, and vehicles along the primary public frontage. By directing service functions away from the main streets, the variance enhances, not harms, community aesthetics, walkability, and overall safety.

c. The requested Variance is consistent with and in furtherance of the Goals, Objectives, and Policies of the Comprehensive Plan, Neighborhood Plan, and other adopted plans.

Response: The variance directly supports Comprehensive Plan and RAC policies promoting pedestrian-oriented design, active ground-floor uses, and minimization of vehicular interruptions along primary streets. Using the alley for loading preserves the urban frontage envisioned in these plans and reinforces the intended hierarchy between public streets and service alleys. Allowing a properly functioning alley loading area is therefore in clear furtherance of the City's adopted planning framework.

d. The need for the requested Variance is not economically based or self-imposed.

Response: The request arises from the geometry of alley conditions and how curb-cut width is measured, not from any economic or self-created hardship. Unlike a street frontage, where the apron and taper occur outside the property line and are not counted toward the measured curb-cut width, the alley condition forces all required taper and apron movements within the property limits. This measurement anomaly artificially inflates the curb-cut width, triggering a technical variance that would not otherwise be necessary.

e. The Variance is necessary to comply with applicable law and is the minimum variance necessary.

Response: Because the curb-cut measurement method for alleys captures required apron dimensions within the property line, compliance with the code cannot be achieved without the variance. The requested increase represents the minimum dimensional adjustment required to meet operational and safety standards for loading access while still confining service functions to the alley as intended by the Code and Comprehensive Plan. Without this correction, the project cannot satisfy both functional loading requirements and the City's broader urban design mandates.

Rezoning Criteria

Procedures. In reviewing a request for a change of zoning district, the Board shall consider the following criteria:

a. That the petition for a change of zoning district will not result in spot zoning or contract zoning:

The proposed rezoning will not result in spot or contract zoning. Rather, it resolves an outdated and fragmented zoning pattern that was established during the 2016 rezoning effort, when zoning boundaries had to conform to the fragmented ownership structure that existed at the time. By aligning the zoning with current ownership and development plans, the proposed change promotes a more consistent and logical land use pattern. The project area includes seven parcels, four of which require rezoning from PS-3 to FH-2 to unify the site and enable coordinated development. The rezoning extends beyond the project boundary to include the three parcels to the north, on the same block. While these northern parcels are not part of the Site Plan approval and will remain unchanged, their inclusion helps eliminate a zoning “island,” ensuring that the entire block is governed by a single, compatible district. This action brings consistency to the zoning map, avoids the creation of fragmented or isolated zoning classifications, and aligns the zoning framework with both the existing built environment and surrounding districts. The block is currently surrounded by FH-2 to the east, PD to the west, and YC to the north, all of which are equal or more intense than PS-3. This rezoning avoids unnecessary complexity, supports cohesive development, and reflects best planning practices by correcting an outdated zoning condition.

b. That the proposed change is consistent with, and in furtherance of, the Goals, Objectives and Policies of the City's Comprehensive Plan:

The proposed rezoning advances numerous goals and policies in the City's Comprehensive Plan, including promoting infill redevelopment, improving neighborhood compatibility, and encouraging sustainable growth. It supports compact, transit-oriented development and enhances the urban fabric of Downtown Hollywood, where increased residential density is critical to ensuring the vitality of local businesses and the long-term success of the City's core. As Mayor Josh Levy stated in 2024 regarding Downtown redevelopment efforts, the City is committed to “modernizing Downtown with more residential density to support its businesses and future vitality.” This project aligns directly with that objective by enabling the construction of new housing in a walkable, urban location. With South Florida continuing to face significant housing demand, this rezoning helps facilitate the type of high-quality, centrally located housing that is needed to meet market pressures and support equitable growth.

c. That conditions have substantially changed from the date the present zoning district classification was placed on the property which make the passage of the proposed change necessary:

The current zoning reflects historic ownership patterns and regulatory conditions that are no longer relevant. The parcels have now been assembled under unified ownership and are part of a coordinated development plan, which could not have been anticipated when the zoning was originally applied. Since that time, the City has invested heavily in Downtown revitalization, using the momentum of the RAC rezoning to attract reinvestment, promote walkable mixed-use development, and support additional residential density that reinforces the area's role as a vibrant urban core. Maintaining the existing split zoning undermines these efforts, restricting development potential on part of the site while permitting greater intensity on adjacent parcels. The proposed rezoning resolves this inconsistency and enables a well-integrated mixed-use development that meets contemporary needs—especially the demand for new housing near jobs, transit, and amenities.

d. The proposed change will not adversely influence living conditions in the neighborhood:

The proposed rezoning will enhance, not detract from, living conditions in the area. By enabling cohesive development on the site with no changes in maximum height or required setbacks, it provides a smooth transition to surrounding uses and preserves neighborhood character. The adjacent zoning districts—FH-2 and YC—already support more intensive development than PS-3, and the proposed change maintains compatibility without introducing abrupt increases in scale or density. The proposed residential development also underwent a detailed traffic impact review, which found no negative effects on traffic operations or safety, specifically:

- All surrounding intersections are projected to operate at acceptable levels of service (LOS) in 2028, even with the project in place.
- No turn lanes are warranted at the proposed site access points, based on FDOT and AASHTO standards.
- The development will not necessitate intersection improvements, and the existing transportation network can comfortably accommodate the traffic volumes generated by the project.

e. That the proposed change is compatible with the development(s) within the same district/neighborhood:

The proposed rezoning is highly compatible with existing and anticipated development in the immediate area. It brings four parcels into conformance with the FH-2 zoning already applied to the other three parcels on the site and aligns the entire block with surrounding

zoning designations. The height and massing permitted under FH-2 are no greater than the existing PS-3 standards, ensuring a consistent urban form. In fact, the site is bordered by FH-2 zoning to the east, PD zoning to the west, and the higher-density YC district to the north, creating a natural fit for this zoning designation. By enabling an integrated development, the rezoning will create new housing opportunities, reinforce the mixed-use character of Downtown, and support the broader objectives of walkability, transit-supportive density, and urban sustainability.