

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

DATE: August 4, 2026 FILE: 25-DPJ-16

TO: Planning and Development Board

VIA: Cameron Palmer, Assistant Director / Chief Planner

FROM: Umar Javed, Planner III

SUBJECT: First Eagle Management, LLC requests Design and Site Plan review of eight sites for a 284-dwelling-unit mixed-use development consisting of single-family, multifamily, and townhouse residential uses; a clubhouse with indoor and outdoor sports courts, ballroom, dining facilities, and 40 lodging units; Planned Development modifications; and Variances from required setbacks along internal and external streets within the proposed Planned Development (PD) Zoning District (The Club at Emerald Hills).

REQUEST:

DESIGN AND SITE PLAN REVIEW OF 8 SITES FOR A TOTAL 284 DWELLING UNIT MIXED-USE DEVELOPMENT INCLUDING SINGLE-FAMILY, MULTIFAMILY, AND TOWNHOMES, AS WELL AS A CLUBHOUSE INCLUDING OUTDOOR AND INDOOR SPORTS COURTS, BALLROOM, DINING FACILITIES, AND 40 LODGING UNITS, WITHIN A NEW PLANNED DEVELOPMENT (PD) ZONING DISTRICT.

RECOMMENDATION:

The Planning and Development Board forward a recommendation the City Commission for the following requests:

Design:

Approval for Sites A through E, Site G, and Site P, subject to conditions:

- a. Final architectural design for the two single-family homes on Site F shall require separate review prior to building permit.

Site Plan:

Approval, subject to the conditions identified in Attachment I.

BACKGROUND

The subject property is The Club at Emerald Hills, an established private golf course and country club generally located south of North Hills Drive, north of Sheridan Street, east of N. 56th Avenue and west of N. Park Road. The property encompasses approximately 166.16 acres and is interwoven with the established Emerald Hills residential community. The existing golf course and clubhouse date to approximately 1968-1970. The property remains primarily developed with an 18-hole golf course, clubhouse, lakes, internal cart paths, and related recreational and support facilities.

In 2022, First Eagle Management, LLC submitted a Comprehensive Plan amendment under City File No. 22-L-80. The amendment applied to six noncontiguous development parcels distributed along the golf course perimeter, totaling approximately 36.8 gross acres and 33.0 net acres. Five parcels were changed from Open Space and Recreation (OSR) to Low-Medium (10) Residential (LMRES), and one parcel was changed to Low (5) Residential (LRES). The amendment authorized a maximum of 360 dwelling units while preserving the balance of the golf course property for continued recreational use.

On May 23, 2023, the Planning and Development Board, acting as the Local Planning Agency, recommended approval of the land use amendment with conditions. The City Commission adopted Ordinance No. O-2024-02 on second reading on March 6, 2024. The ordinance amended the Future Land Use Map and retained two principal conditions: the Low (5) Residential parcel is restricted to two single-family dwelling units, and the clubhouse must remain tied to operation of the golf course and available to golfers during course hours.

A companion rezoning application, City File No. 25-Z-16, seeks to rezone the property from Country Club (CC) to Planned Development (PD), adopt The Club at Emerald Hills PD Master Plan and Development Guidelines, and amend the City's Official Zoning Map. The present application is the implementation-level review of the proposed development program and addresses Design and Site Plan criteria as it pertains to the established PD framework. Approval of this application is expressly contingent upon approval and effectiveness of the companion rezoning and consistency with the final adopted PD documents.

The Applicant has submitted separate architectural packages for Sites A, B, C, D, E, F, G, and P, together with the June 9, 2026 PD Guidelines, a July 2026 Traffic Impact Study, parking demand and valet-operation materials, a variance justification, a sidewalk connectivity plan, utility commitments, and supporting application materials. Engineering issued a July 16, 2026 memorandum identifying operational and technical matters that remain outstanding. Those matters are incorporated into the analysis and conditions below.

REQUEST

The Applicant requests Design and Site Plan approval for a phased mixed-use development consisting of 284 dwelling units and 40 lodging units distributed among six development sites, together with redevelopment of the clubhouse and golf course, indoor and outdoor recreational amenities, and a public neighborhood park. The residential program consists of 30 townhouse units on Site A; 54 condominium apartment units on Site B; 72 condominium apartment units on Site C; 72 condominium apartment units on Site D; 54 condominium units within the Site E clubhouse; and two detached single-family dwelling units on Site F. Site E also includes 40 lodging villas, clubhouse and dining functions, a ballroom, fitness and wellness uses, indoor and outdoor sports courts, swimming pool areas, golf support uses, and associated valet and golf-cart operations. Site G contains the golf course and support improvements. Site P contains an approximately 0.18-acre passive neighborhood park.

The request includes seven site-specific Variances from the peripheral setback standards of Section 4.15(E)(3)(d), as summarized later in this report. The proposed parking standard serving Site E is not a variance. Pursuant to Section 4.15(E)(6), it is a requested modification to the parking standards considered as part of the Planned Development process and ultimately determined by the City Commission. Staff's role is to evaluate the requested standard and recommend a supportable parking count and/or operating conditions.

OVERALL MASTER PLAN AND PLANNED DEVELOPMENT FRAMEWORK

The Master Plan organizes the development as a series of residential and recreational nodes located around the retained golf course and lake system. The golf course remains the central open space and organizing feature of the PD. The development sites are accessed from the existing perimeter street network rather than through a single internal roadway. Pedestrian sidewalks, a nature trail, and the golf-cart network provide secondary connections between the development sites, the clubhouse, the golf course, and the neighborhood park.

The PD Guidelines establish the governing uses, maximum development capacity, phasing commitments, broad circulation and open-space framework, dimensional standards, parking provisions, architectural expectations, landscape and lighting principles, environmental commitments, and future modification procedures. Unless expressly modified, applicable Zoning and Land Development Regulations remain in effect. The detailed site plans implement the broader PD framework at a lower unit count than the maximum 360 dwelling units authorized by the LUPA.

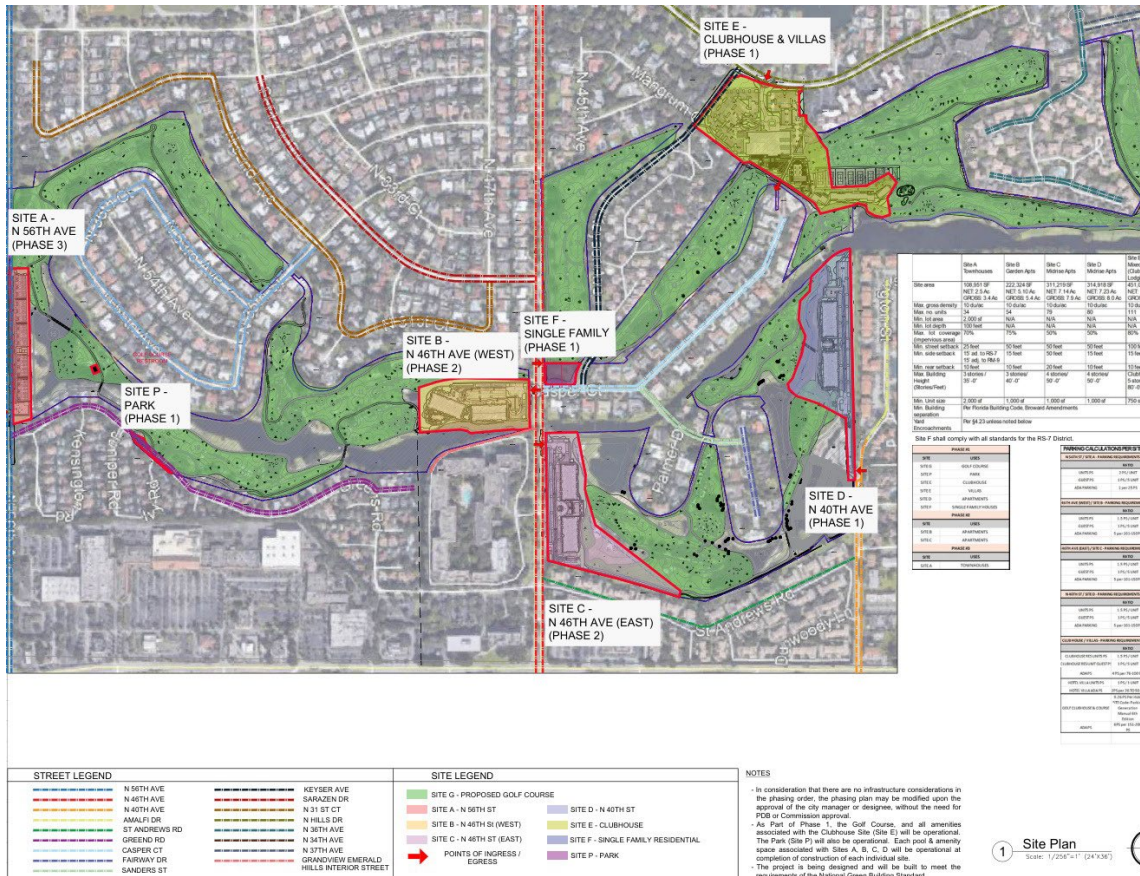


Figure 1: Proposed Emerald Hills Planned Development Master Plan

DEVELOPMENT PROGRAM BY SITE

SITE	PRIMARY PROGRAM	DEVELOPMENT DATA	PARKING / ACCESS	KEY REVIEW MATTERS
A	Fee-simple townhouses	30 units; five buildings; six units per building; two stories; approximately 73,060 square feet of dwelling area	60 resident spaces shown in garages/driveways, plus identified guest spaces; two N. 56th Avenue access points	Five-foot parking setback variance; bypass lane; guest parking distribution; trash staging; final civil and pavement-marking plans
B	Condominium apartments	54 units in two three-story buildings; 46 two-bedroom and 8 three-bedroom units; common amenity areas and pool	118 spaces shown; gated resident entrance and separate visitor/ADA facilities	Twenty-foot covered-parking setback variance; pedestrian crosswalk near spaces 75/82; lift-station screening; final truck/fire access
C	Condominium apartments	72 units in two four-story buildings; 60 two-bedroom and 12 three-bedroom units; amenity and pool areas	Parking distributed around the buildings; final reconciled count required	Fifteen-foot covered-parking setback variance; truck auto-turn; pedestrian routes; perimeter buffering and final civil plans
D	Condominium apartments	72 units in two four-story buildings; 60 two-bedroom and 12 three-bedroom units; amenity and pool areas	165 spaces shown; Site D contains parking surplus identified by Applicant for potential operational backup	N. 40th Avenue sidewalk/easement; connection to trail and clubhouse; no setback variance requested for parking

SITE	PRIMARY PROGRAM	DEVELOPMENT DATA	PARKING / ACCESS	KEY REVIEW MATTERS
E	Clubhouse, condominium units, lodging villas, recreation and golf support	54 condominium units in upper levels of six-story clubhouse; 40 two-story lodging villas; ballroom, dining, fitness, spa, salon, golf support, sports courts and pool	300 marked positions; applicant proposes 75 credited supplemental valet positions and identifies 83 physical valet positions; final modification unresolved	Two parking setback variances; exclusive valet operations; ballroom/event controls; villa-use restriction; ADA/crosswalks; loading and golf-cart maneuvering
F	Detached single-family	Two lots of approximately 14,581 and 13,551 square feet; maximum two stories/30 feet; house designs deferred to permit-level review	Individual residential access from surrounding streets; final access and utility design required	Two building setback variances; final Design Review; utility relocation, demolition, milling/resurfacing and ADA details
G	Golf course and support	Retained and reconfigured 18-hole golf course; approximately 133.15 acres; support restroom and cart parking	Existing and modified cart paths; golf-cart parking at support restroom	Course redesign, stormwater, wetlands mitigation, cart-path safety and consistency with clubhouse operations
P	Public passive park	Approximately 8,012 square feet shown on current data sheet; walking path, seating, landscaping and shade	Pedestrian access from neighborhood/golf-course path system	Final landscape, canopy shade, furnishings, public-access and maintenance details

The preceding information is based on the July 16, 2026 architectural packages and June 9, 2026 PD Guidelines. Prior to City Commission consideration, the Applicant shall submit a fully reconciled plan set in which unit counts, lodging counts, parking totals, setbacks, lot areas, and plan dates are identical across the Master Plan, PD Guidelines, architectural plans, civil plans, landscape plans, traffic study, and parking documents.

SITE-BY-SITE ANALYSIS

Site A - Townhouse Residential

Site A is located along N. 56th Avenue and is designed as a fee-simple townhouse community containing 30 four-bedroom units in five six-unit buildings. The submitted data sheet identifies two-story buildings, notwithstanding the PD maximum of three stories and 35 feet. The site plan arranges the buildings linearly along an internal drive with integrated garages and driveways, guest parking near the entrance area, private rear yards facing the golf-course edge, and a gated resident area. Two access points are shown on N. 56th Avenue. The traffic study recommends that the northern driveway function as egress only and the southern driveway accommodate ingress and egress.

The architecture is contemporary and residential in scale. Rectilinear two-story forms, flat roofs, recessed balconies, integrated garages, large areas of glazing, and a restrained palette of white and gray stucco, stone accents, metal/glass railings, and wood-toned elements create variation among the attached units. Front and rear projections, balconies, garage recesses, and changes in material reduce the visual length of each building. The rear elevations incorporate covered terraces and balconies oriented toward the golf course and landscaped open space.

The principal variance for Site A reduces the required 25-foot landscaped setback for the parking/drive area to five feet. The reduced area faces the street and therefore requires a robust landscape edge, decorative wall/fence treatment, and adequate clear sight distances. Engineering also requires review of a bypass lane at the entry, identification of the trash collection and staging area, and a site-specific pavement-marking and signage plan. Staff finds the site design supportable subject to those conditions and confirmation that guest parking is adequately distributed and that all gate queues and emergency access requirements are satisfied.

Site A Finding: The proposed site plan and architectural design are compatible with the intended low-rise residential character of the PD and surrounding neighborhood, subject to approval of the setback variance and satisfaction of the conditions of approval.

Site B - Condominium Residential

Site B contains 54 condominium apartment units in two three-story buildings. Each building contains 27 units, consisting of 23 two-bedroom and four three-bedroom units, for a combined mix of 46 two-bedroom and eight three-bedroom units. The buildings are organized around resident parking, pedestrian connections, a pool and amenity deck, landscape areas, and lake/golf-course edges. The plans identify approximately 118 parking spaces, a gated resident entrance, guest and accessible parking, loading/service areas, and internal sidewalks connecting the parking fields to the building entrances and amenity areas.

The buildings employ a contemporary horizontal composition with projecting roof slabs, continuous balconies, glass railings, large window openings, and alternating stucco and stone-textured panels. Changes in color and material, balcony recesses, and vertical framing elements break the facades into smaller components. The three-story scale provides a transition between the golf-course open space and the surrounding low- and medium-density residential fabric. Landscaping and the lake edge provide additional separation.

Site B requests a reduction of the 25-foot covered-parking setback to 20 feet where the covered parking/shade structure is located adjacent to the external perimeter. The remaining setback is to contain landscaping and the cart/pedestrian path. Engineering requires a revised crosswalk near parking spaces 75 and 82 extending the sidewalk to the accessible aisle at space 75. The lift-station area must receive additional eastern landscape screening, and its access gate may not swing into or obstruct the cart path. Final civil, fire-access, truck-maneuvering, gate, pavement-marking, and signage plans remain required.

Site B Finding: The Site B plan and design are consistent with the PD vision, subject to the setback variance, final landscape and civil coordination, and resolution of the Engineering conditions.

Site C - Condominium Residential

Site C contains 72 condominium apartment units in two four-story buildings. Each building contains 36 units, consisting of 30 two-bedroom and six three-bedroom units, for a combined mix of 60 two-bedroom and 12 three-bedroom units. The site includes resident parking, covered parking elements, loading/service areas, a pool and covered amenity area, landscaped open space, and pedestrian connections to the nature trail and surrounding sidewalk system. The final parking count shall be shown consistently on the zoning data sheet, site plan, and overall parking summary.

The four-story buildings use the same contemporary design vocabulary as Sites B and D, with broad horizontal roof planes, glass balcony railings, alternating light and dark wall panels, stone-textured accents, and projecting balconies that wrap building corners. The massing is divided through recessed wall planes and vertical framing elements, reducing the perceived length of the buildings. Renderings show substantial landscape screening along the street and open views toward the lake and golf course.

Site C requests reduction of the required 25-foot covered-parking setback to 15 feet. The relief is acceptable only with the landscaped buffer, screening, and pedestrian path shown on the approved plans. Engineering requires revised auto-turn analysis demonstrating that service trucks can enter and exit through the appropriate internal driveways, together with final civil plans, cross-sections, pavement markings, signage, ADA details, and emergency access confirmation.

Site C Finding: The Site C plan and design are consistent with the intended medium-density residential component of the PD, subject to approval of the variance and completion of the technical conditions.

Site D - Condominium Residential

Site D contains 72 condominium apartment units in two four-story buildings. Each building contains 36 units, consisting of 30 two-bedroom and six three-bedroom units. The plan provides approximately 165 parking spaces distributed around the two buildings, a pool and common amenity area, landscaping, and internal pedestrian circulation. The Applicant identifies approximately 43 spaces above the site-specific residential demand and has referenced those spaces as potential operational backup for clubhouse events. The spaces may not be credited as shared event parking unless expressly included in a final shared-parking and operating plan approved by the City Commission and supported by Engineering.

The architecture closely relates to Sites B and C, using broad roof overhangs, layered balconies, glass railings, large windows, and alternating stucco and stone-textured panels. The building mass is articulated at corners and entries, and the lake/golf-course relationship provides substantial visual open space. No peripheral setback variance is requested for the Site D parking arrangement because the relevant parking areas do not abut an external street in the same manner as the other sites.

Engineering requires the Applicant to dedicate a portion of land or provide an easement abutting N. 40th Avenue to maintain sidewalk connectivity and access to Site D. The final plans must also clarify the pedestrian connection to the trail and clubhouse, gate operation and queueing, ADA routes, civil details, and whether any Site D parking is proposed as part of the approved Site E parking resource.

Site D Finding: The Site D plan and design are consistent with the PD framework, subject to final pedestrian, easement, civil, and parking-operation coordination.

Site E - Clubhouse, Residential, Lodging, and Recreation

Site E is the operational and recreational center of the PD. The principal building contains the country club and associated amenities on the lower levels and 54 condominium units on the upper levels. The residential program comprises nine one-bedroom, 36 two-bedroom, and nine three-bedroom units. Forty two-story lodging villas are arranged as a separate residential-scale component near the outdoor recreation areas. The combined program also includes a ballroom and prefunction areas, dining facilities, kitchens and event support, golf and residential lobbies, pro shop and golf support, cart barn, fitness and sport-court areas, spa and treatment spaces, salon, locker rooms, simulators, meeting and breakout rooms, pool areas, recreation lawns, tennis courts, and padel/pickleball courts.

The clubhouse/residential building is six stories and is designed within the 80-foot PD height limitation. Its architecture uses a layered contemporary composition with a strongly glazed base, projecting horizontal floor and roof planes, balcony bands, stone-textured and stucco panels, and vertical screening elements. The lower clubhouse levels read as a transparent and active podium, while the residential levels step and articulate the building mass above. The lodging villas use a related two-story architectural language with flat roofs, light stucco, stone accents, recessed balconies, and landscaped pedestrian paths. The renderings demonstrate a coordinated campus rather than isolated structures.

The outdoor recreation program includes a pool, recreation lawns, tennis, padel and pickleball courts, and golf-cart and pedestrian connections. The PD Guidelines contemplate approximately four to six tennis courts and eight to sixteen padel/pickleball courts, subject to the final plan. Final court counts, setbacks, fencing, hours, lighting, acoustic controls, and landscape buffering must be fixed on the approved plans. Recreational lighting shall use full cut-off and shielded fixtures, be directed away from residential properties, and comply with the final photometric plan and operational conditions.

Site E presents the most significant parking and operational issue. The June 2026 parking statement calculated 299 spaces using a golf-course methodology. The updated July 2026 materials instead identify 300 marked/conventional positions, 75 credited supplemental valet positions, and 83 supplemental positions physically shown, for a credited managed supply of 375 and a physical capacity of 383. The updated analysis estimates an adjusted daytime demand of 365 spaces and a low-golf event demand of 360 spaces. It relies on project-specific internalization assumptions, valet operations, time-of-day controls, event caps, golf-demand thresholds, and a ten-space operating buffer. The 99-space internalization adjustment is approximately 29.8 percent of the 332-space club-amenity subtotal; villas, residences, and residential guest parking are carried at 100 percent.

The proposed managed supply is materially different from the earlier parking statement and must be reconciled with the plans, PD Guidelines, and Engineering review. Engineering has requested that Site E parking operate exclusively through valet service with no self-parking, and that ballroom operations be limited or scheduled in a manner consistent with the supported parking supply. The final valet plan must address marked and tandem positions, staffing, queueing, bypass lanes, key control, accessible access, fire lanes, loading areas, golf bag drop, overflow/reserve positions, event-booking controls, and continuous access for residents and lodging guests. Any parking modification must be expressly approved by the City Commission as a PD standard under Section 4.15(E)(6); it is not a variance.

The Site E plans also require a clear operational distinction between the 40 lodging villas and permanent dwelling units. Prior to first reading, the Applicant must coordinate with the City Attorney and City staff regarding an enforceable mechanism restricting the villas to the approved lodging use and preventing their use or conversion as independent dwelling units unless separately approved. The operating plan must address villa guest access to club amenities, golf-cart and pedestrian movement, parking retrieval, loading, housekeeping/service operations, and emergency access.

Engineering requires a crosswalk serving accessible parking space 15 northeast of the clubhouse, ADA ramps and connection to the north sidewalk at the N. Hills Drive access, auto-turn analysis for golf-cart spaces G7 through G14, pavement markings through the circular internal drive, a comprehensive pedestrian/golf-cart signage plan, auto-turn analysis for the southernmost loading space, and restoration details for the Keyser Avenue/N. Hills Drive intersection and swale. FPL confirmation regarding easement relocation is also required.

Site E requests a five-foot parking setback along Keyser Avenue and a 20-foot parking setback along N. Hills Drive in place of the 25-foot standard. The reduced Keyser Avenue setback is substantial and requires a continuous high-quality landscape buffer, decorative edge treatment, and careful coordination of pedestrian, golf-cart, valet, and sight-distance functions. The 20-foot N. Hills Drive setback retains more space for landscaping and the entry sequence. Both requests are evaluated below.

Site E Finding: The Site E architecture and mixed-use recreational program are consistent with the PD vision. Site Plan approval is supportable only subject to approval of the setback variances, adoption of a supportable parking modification and operating plan, enforceable restrictions on the lodging villas, and satisfaction of the detailed Engineering, ADA, loading, landscape, and operational conditions.

Site F - Detached Single-Family Residential

Site F comprises two detached single-family lots at N. 46th Avenue, Keyser Avenue, and Casper Court. The submitted plan identifies lot areas of approximately 14,581 and 13,551 square feet and applies the RS-7 development standards, with a maximum height of 30 feet and two stories. The plans establish the lots, building envelopes, and requested setbacks; however, they do not include final house plans, elevations, materials, or building footprints. The drawings expressly state that the two homes will be designed later and reviewed at the building-permit stage consistent with typical infill single-family review.

Accordingly, the present approval can establish the Site F layout and setback relief, but cannot constitute final Design approval for buildings that have not been designed. A condition requires separate architectural Design Review before issuance of building permits. The future homes must be compatible with the surrounding single-family neighborhood and coordinated with the PD design vocabulary without creating privacy or massing impacts.

Site F requests a 15-foot setback from N. 46th Avenue in place of 25 feet and a 15-foot corner-side setback along Keyser Avenue in place of the 25-foot peripheral standard; the 25-foot condition along Casper Court is retained. Engineering requires civil plans showing utility relocation, right-of-way restoration, milling and resurfacing, demolition of existing improvements, ADA ramp types, and all affected right-of-way features.

Site F Finding: The conceptual lot layout is consistent with the LUPA condition limiting Site F to two detached dwellings, subject to the requested setback variances and the requirement for separate final Design Review and civil approval.

Site G - Golf Course and Support Improvements

Site G contains the retained and reconfigured 18-hole golf course, lakes, internal golf-cart path network, drainage and open-space system, and support improvements. The submitted package includes a small golf-course restroom facility and three golf-cart parking positions adjacent to the cart path. The golf course is approximately 133.15 acres and remains the central recreational and open-space element of the PD.

The golf-course redesign is intended to accommodate the residential development sites, increase stormwater-retention capacity, upgrade course conditions, and maintain continuous golf operations. Final plans must coordinate grading, drainage, irrigation, cart paths, landscaping, lake modifications, wetland impacts, and construction phasing. The clubhouse must remain tied to the golf course and available to golfers during course hours in accordance with Ordinance No. O-2024-02.

The Applicant identifies approximately 0.08 acre of mangrove impact associated with a proposed rock wall and commits to mitigation through the purchase of approximately 0.04 saltwater mitigation credits, subject to the applicable environmental resource permits. No site work affecting wetlands may commence until all required agency approvals and mitigation obligations are complete.

Site G Finding: The continued golf-course use and support improvements are consistent with the OSR designation and PD framework, subject to final environmental, stormwater, landscape, utility, and phasing approvals.

Site P - Public Neighborhood Park

Site P is a small passive neighborhood park located along the golf-course edge. The current data sheet identifies approximately 8,012 square feet, while earlier PD materials describe approximately 7,818 square feet; the final plans and PD Guidelines must be reconciled. The park concept includes a walking path, seating, landscaped areas, and canopy shade. It is intended to remain open to the public and to form part of the pedestrian/nature-trail network.

Prior to final approval, the Applicant must submit a coordinated Site P plan and landscape plan identifying the precise property limits, access points, pathway dimensions and materials, benches and other furnishings, canopy-tree placement, lighting if any, grading/drainage, ownership, maintenance, public-access hours, and accessibility. Site P and the associated public nature trail are required Phase 1 amenities and must be operational in accordance with the PD phasing commitments.

Site P Finding: The passive park is consistent with the PD open-space and public-access objectives, subject to final plan reconciliation and implementation conditions.

PHASING AND AMENITY DELIVERY

The PD Guidelines establish three phases. Phase 1 includes the golf-course redesign, Site P, the Site E clubhouse, lodging villas and recreation amenities, Site D, and Site F. Phase 2 includes Sites B and C. Phase 3 includes Site A. The golf course, clubhouse, Site E core amenities, and Site P are to be operational before certificates of occupancy are issued for the residential development sites identified in the Guidelines. The pools and site-specific amenities serving residential Sites B, C, D, and E are to be completed with their respective sites.

Because the development sites are geographically separated and rely on common club, trail, golf-cart, drainage, and utility systems, final phasing plans must identify the infrastructure and public improvements required for each phase, including lift stations, force mains, roadway improvements, sidewalks, trail segments, golf-cart paths, landscape buffers, stormwater facilities, and temporary construction access. Any change that delays the golf course, clubhouse, Site P, or other core amenities relative to the residential phases shall require review under the final PD modification procedures and, where material, City Commission approval.

TRAFFIC, ACCESS, AND OFF-SITE IMPROVEMENTS

The July 2026 Traffic Impact Study analyzes Sites A through E as 322 residential-equivalent units, including the 40 lodging villas as low-rise multifamily units. The adopted development program contains 284 dwelling units and 40 lodging units, for 324 physical units of occupancy. The study appears to omit the two detached Site F dwelling units from the 322-unit trip-generation table. The study estimates approximately 1,665 daily trips, 127 AM peak-hour trips, and 139 PM peak-hour trips for the analyzed program, with a projected buildout year of 2029. Engineering requires a revised study accepted by the Chief Engineer before City Commission consideration.

The final study must use the correct land-use classifications and account for the complete approved program. The traffic study identifies the following principal off-site or access improvements, subject to final Engineering and Broward County review:

- At Stirling Road and N. 46th Avenue: a northbound left-turn lane with approximately 225 feet of storage and a 50-foot taper, signal-timing modifications, and a right-turn overlap, prior to completion of Site B or C.
- At Sheridan Street and N. 46th Avenue: extension of the southbound left-turn storage from approximately 150 to 185 feet and signal-timing optimization, prior to completion of Site B or C.
- At N. 46th Avenue/Casper Court/Site B: extension of the southbound left-turn lane, a westbound right-turn lane, access-lane and lighting improvements, and evaluation of a future signal or additional northbound left-turn treatment.
- At Site C: a southbound left-turn lane, appropriate ingress/egress lanes, and lighting.
- Along the N. 46th Avenue corridor: roadway-lighting improvements associated with the affected development sites.
- At Site A: an egress-only northern driveway, an ingress/egress southern driveway, and roadway lighting.
- At Site D: evaluation of a northbound left-turn lane and completion of the N. 40th Avenue pedestrian connection.
- At Site E: pedestrian improvements on the east and west legs of the roundabout and final access, ADA, restoration, and valet-circulation improvements.

The final accepted traffic study shall include a construction schedule tying each required improvement to the appropriate phase, permit, or certificate of occupancy. All improvements within County or State jurisdiction remain subject to agency approval.

PARKING MODIFICATION AND SITE E OPERATIONAL PLAN

Section 4.15(E)(6) permits the City Commission to approve modified parking standards within a PD. The Applicant is therefore entitled to request a modification to the parking standards codified in Article 7 Off Street Parking and Loading. This request is not evaluated under the standard variance criteria; however, city staff is obligated to provide a professional recommendation regarding the parking count and/or operational conditions provide by the applicant.

The Applicant's updated analysis proposes a managed supply of 375 credited spaces, consisting of 300 marked positions and 75 credited supplemental valet positions. The submitted valet plan identifies 83 supplemental positions, creating a stated physical capacity of 383 and an eight-position reserve. The parking workbook calculates a full daytime baseline of 464 spaces, a club-amenity subtotal of 332 spaces, 99 internalized/shared spaces, an adjusted club-amenity demand of 233 spaces, and 132 spaces for villas, residences, and residential guests. The resulting adjusted daytime demand is 365 spaces. A low-golf event scenario estimates 360 spaces, including 175 event vehicles, with a 15-space margin against the 375-space credited supply.

The analysis depends on management assumptions rather than solely on fixed code ratios. Those assumptions include exclusive valet control, conventional spaces filled first, use of only approved supplemental positions, separate clubhouse and residential/villa stations, queue triggers, minimum runner staffing, a ten-space operating buffer, event booking based on forecast non-event demand, restrictions on overlapping golf events, and the ability to cap tee times, reduce event vehicles, change event times, or decline an event. The first ten major events are proposed to be monitored in 15-minute intervals. These operating controls must be enforceable, incorporated into the PD and approved plans, and supported by the Chief Engineer and Director of Development Services.

Before first reading, the Applicant shall submit one final parking and operating plan reconciling the June parking statement, July parking response, workbook, valet exhibit, traffic study, architectural plans, and PD Guidelines. Engineering shall identify the specific parking supply and operating conditions it can support. The City Commission will determine whether the requested modification is appropriate. Unless an alternative count and operating plan is accepted, the Engineering conditions requiring exclusive valet operation, no self-parking, and limitations on ballroom scheduling remain applicable.

PEDESTRIAN, BICYCLE, GOLF-CART, AND ADA CONNECTIVITY

The project relies on a combination of public sidewalks, site-specific internal walks, a nature trail, and the golf-cart path network. The submitted Sidewalk Connectivity Plan shows connections from the residential sites toward Site E; however, Engineering requires a comprehensive pedestrian connectivity map for Sites A, B, C, D, and F and a determination whether additional off-site improvements are necessary. The final plan must distinguish public sidewalks, private sidewalks, nature trails, golf-cart paths, shared segments, controlled crossings, and paths closed at dusk.

Golf-cart circulation is a core operational element but must remain subordinate to pedestrian and ADA safety. Final plans shall show crossing locations, striping, regulatory and directional signage, speed-control measures, sight triangles, cart-parking dimensions, maneuvering, and any areas intended for privately owned carts. Auto-turn analysis is required for Site E golf-cart spaces G7 through G14. Cart paths and lift-station gates may not conflict, and no cart staging may obstruct fire lanes, accessible routes, loading areas, or vehicular bypass lanes.

Accessible parking, signs, routes, curb ramps, and crosswalks shall be shown on the architectural, civil, and pavement-marking plans. Engineering specifically requires the Site B crosswalk revision, the Site E crosswalk at accessible space 15, Site E ADA ramps and connection to the north sidewalk at the N. Hills Drive driveway, identification of FDOT ramp types, and post- or wall-mounted accessible parking signs.

LANDSCAPE, OPEN SPACE, LIGHTING, AND ENVIRONMENTAL REVIEW

The retained golf course and lakes comprise the majority of the PD open space. Each residential site also includes perimeter landscape buffers, internal planting areas, and site-specific recreation. The final landscape plans must preserve or relocate existing mature trees where feasible, comply with the City's tree and landscape standards except where expressly modified, and provide continuous screening where parking, covered parking, service areas, lift stations, or recreation courts are adjacent to streets or residential property.

The variance areas require enhanced landscape treatment commensurate with the reduction. At Site A and along Keyser Avenue at Site E, where the proposed setback is five feet, the landscape design must use an effective combination of canopy trees where feasible, palms, shrubs, walls/fences, and groundcover without obstructing sight distance or utilities. The Site B and C covered-parking structures must be integrated into the landscape and architectural vocabulary. The Site F setback areas must preserve residential streetscape character.

Pedestrian-scale lighting is limited by the PD Guidelines to a maximum pole height of 14 feet. Sports-court lighting must be fully shielded and directed away from existing residences. Final photometric plans must demonstrate compliance at property lines and identify operating hours. The nature trail and other paths identified as closed at dusk are not to receive lighting unless the PD is amended or the final approved plan expressly provides otherwise.

The Applicant has registered the project for Florida Green Building Coalition certification. Final certification, or the level of certification required by the approved PD, shall be documented before the applicable certificate of occupancy. Wetland impacts and mitigation remain subject to environmental resource permitting and must be reflected consistently on the civil, landscape, golf-course, and PD plans.

UTILITIES, DRAINAGE, SOLID WASTE, AND CIVIL COORDINATION

The application includes a June 9, 2026 sanitary-sewer commitment exhibit describing phased sewer improvements. The PD Guidelines reference force-main and lift-station improvements serving the phased development. Final utility plans must identify the precise facilities required for each phase, demonstrate capacity, coordinate with the City's Utilities Division, and comply with the approved commitment. Utility systems shall be placed underground where required and easements shall be provided in forms acceptable to the City.

Engineering advised that detailed civil plans were not included in its July 15 sign-off review. Civil plans remain required for each development site and must depict all affected right-of-way features, utility connections, drainage, grading, pavement, sidewalks, ADA facilities, signs, markings, demolition, restoration limits, walls, gates, fences, footers, and standard details. FPL must provide written confirmation that it has no objection to proposed easement relocations.

Solid-waste rooms, enclosures, collection paths, and pickup staging must be shown for each use and coordinated with truck auto-turn analysis. Engineering specifically requires the Site A trash and staging area and revised Site C and Site E truck-maneuvering analysis. All collection facilities must be screened and may not obstruct pedestrian, cart, valet, or emergency circulation.

PUBLIC ART, SUSTAINABILITY, AND PUBLIC AMENITIES

The development is subject to the City's public-art requirements, which provide for a one (1) percent of total development cost contribution up to a maximum of \$300,000. The Planned Development Guidelines identify potential public-art locations at Site E and Site P, along the nature trail, and along N. 46th Avenue between St. Andrews Road and N 35 Street. The final public art design, locations, and contribution amount will be addressed through the public-art review and approval process which must be completed prior to issuance of any master building permit for development of Phase I.

Site P, the public nature trail, and the retained golf-course landscape provide the principal public and visual open-space benefits. The clubhouse, golf course, and club amenities remain private/member-oriented except as expressly provided in the final PD. The final documents must clearly distinguish public, resident-only, lodging-guest, club-member, and golf-user areas to avoid ambiguity regarding access and maintenance responsibilities.

PUBLIC PARTICIPATION

The Applicant conducted a public participation meeting on November 12, 2025. Planning staff required a second outreach meeting for the revised and expanded application materials. Prior to City Commission consideration, the Applicant shall provide the complete second-meeting package, including notices, affidavit, sign-in sheets, presentation materials, minutes, and responses to issues raised, in accordance with City requirements.

PROJECT DATA

Owner:	First Eagle Management LLC
Applicant:	PPG Development LLC
Address/Location:	4100 N. Hills Drive, 2900 N. 40th Avenue, Keyser Avenue and Greens Road; generally south of North Hills Drive, north of Sheridan Street, east of N. 56th Avenue and west of N. Park Road
Net Size of Property:	Approximately 166 acres
Land Use:	Open Space and Recreation (OSR) and Low-Medium Residential Uses (LMRES)
Existing Zoning:	Country Club (CC)
Proposed Zoning:	Planned Development (PD)
Present Use of Land:	Golf course, clubhouse, lakes, recreational facilities and related support uses
Total Sites	Eight (8)
Gross Floor Area:	120,000 square feet (clubhouse)
Year Built:	Approximately 1968-1970
Parking:	+ - 795 parking spaces
Units:	284 residential units, 40 lodging units
Height:	2-5 stories, 29-74 feet (varies)

ADJACENT LAND USE

North:	Low (5) Residential (LRES), High (50) Residential (HRES), Low-Medium (10) Residential (LMRES)
South:	Medium (16) Residential (MRES), High (50) Residential, Low-Medium (10) Residential (LMRES)
East:	High (50) Residential (HRES), Low-Medium (10) Residential (LMRES), Low-Medium (20) Residential (LMRES), Medium (16) Residential (MRES)
West:	Low-Medium (10) Residential (LMRES), Medium (16) Residential (MRES), Community Facility (COMFAC), Open Space and Recreation (OSR)

ADJACENT ZONING

North:	Residential Single Family (RS-7), Low Density Multiple Family (RM-25)
South:	Low-Medium Density Multiple Family (RM-9), Medium Density Multiple Family (RM-12), Medium-High Density Multiple Family (RM-18)
East:	Low-Medium Density Multiple Family (RM-9), Low Density Multiple Family (RM-25), Residential Single Family (RS-7)
West:	Low Density Multiple Family (RM-25), Residential Single Family (RS-7)

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Ordinance No. O-2024-02 established that residential development on the six amendment parcels is consistent with the Comprehensive Plan and the County land-use framework. The present application does not increase the 360-unit entitlement established by the amendment. It implements the approved land-use pattern through a coordinated site plan and PD framework while retaining the balance of the property as golf-course and recreational open space.

The application advances the Land Use Element goals and policies related to coordinated infill development, special-use zoning districts, architectural and streetscape quality, stormwater management, open space, neighborhood compatibility, utility coordination, and multimodal connectivity. Consistency is dependent on the final plans maintaining the authorized density, golf-course and clubhouse conditions, public and private open-space commitments, infrastructure improvements, and the safeguards identified in this report.

SITE PLAN

The Development Review Committee (DRC) found the proposed Site Plan compliant with all regulations as set forth in Article 6 of the Hollywood Zoning and Land Development Regulations. The Applicant has worked closely with staff during the DRC process to address review requirements and the DRC has included comments that are to be considered at the time of permitting and conditions to be considered post approval.

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

- A. *Natural Environment.* All proposed development shall be designed in such a manner as to preserve, perpetuate and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state; and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive uses. In all instances the city's tree protection, landscaping and all other applicable regulations shall be fully complied with as minimum standards.
- B. *Open space.* Adequate landscaped open space shall be provided which meets the particular needs and demands of the proposed development and all specific zoning district requirements. Legal methods assuring the continued preservation and maintenance of required open space shall be submitted to and approved by the City Attorney. The type and distribution of all open space shall be determined by the character, intensity and anticipated residential or user composition of the proposed development.
 - 1. Passive open spaces (those areas not planned for intensive activity) shall be arranged as to enhance internal spatial relationships between proposed structures, to provide buffers between the project and adjacent less intensive uses, to facilitate pedestrian movements within the development, and to improve the overall visual quality of the site.
 - 2. Active open spaces (those areas containing activities such as playgrounds, tennis courts, swimming pools and other active recreational facilities) shall be located so as to permit easy access to all residents or users within a development. Private recreational facilities and activities within specific projects shall, wherever possible, complement, rather than duplicate, nearby public recreational activities.
- C. *Circulation and parking.* All circulation systems and parking facilities within a proposed development shall be designed and located in such a manner as to comply with the following:
 - 1. A clearly defined vehicular circulation system shall be provided which allows free movement within the proposed development while discouraging excessive speeds. Said systems shall be separated insofar as practicable from pedestrian circulation systems. Pavement widths and access points to peripheral streets shall be provided which adequately serve the proposed development and which are compatible and functional with circulation systems outside the development.
 - 2. Whenever possible in proposed residential developments, living units should be located on residential streets or courts which are designed to discourage nonlocal through traffic.

3. Off-street parking areas shall be provided which adequately accommodate maximum vehicle storage demands for the proposed project and are located and designed in such a manner so as to conveniently serve the uses to which they are accessory and not create incompatible visual relationships.
 4. Safe and efficient access to all areas of the proposed development shall be provided for emergency and service vehicles, as required by the Florida Building Code in effect in Broward County, Florida, as revised from time to time.
 5. Sidewalks shall be provided as required by the city regulations.
 6. Handicapped Accessibility shall be provided as required by all applicable regulations.
- D. *Community services and utilities.* All proposed developments shall be designed and located in such a manner as to insure the adequate provision, use and compatibility of necessary community services and utilities.
1. An adequate sanitary sewer collection system including all necessary extensions and connections, shall be provided in accordance with city standards for location and design. Where necessitated by the size of the development and/or by the unavailability of city treatment facilities, sanitary sewage treatment and disposal systems must be provided in accordance with city and state standards and regulations.
 2. An efficient solid waste collection system, including the provisions of an adequate number of properly screened local receptacles in locations which afford maximum use and collection convenience, shall be provided in accordance with all applicable city standards.
 3. A well designed internal system for fire protection, including the provisions of an adequate number of properly located fire hydrants and an efficient access arrangement for emergency fire vehicles, shall be provided to insure the safety of all persons within the project.
- E. *Building and other structures.* All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract from, the overall quality of the site and its immediate environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:
1. Proposed buildings and structures shall be related harmoniously to the terrain, other buildings and the surrounding neighborhood, and shall not create through their location, style, color or texture incompatible physical or visual relationships.
 2. All buildings and structures shall be designed and oriented in a manner insuring maximum privacy of residential uses and related activities both on the site being developed and property adjacent thereto.
 3. All permanent outdoor identification features which are intended to call attention to proposed projects and/or structures shall be designed and located in such a manner as to be an integral part of the total project and/or structural design and shall not exceed a size and scale

necessary for the recognition from vehicles moving along adjacent streets at prescribed legal speeds.

- F. *Level of service standards.* For the purpose of the issuance of development orders and permits, the city has adopted level of service standards for public facilities and services which include roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. All Applicants are required to prove concurrency pursuant to the City's Comprehensive Plan and F.S. Chapter 163, as amended from time to time.
- G. *Other requirements.* Requirements and recommendations as provided in the city tree and landscape regulations shall be observed as will the requirements of all applicable standards and regulations.

STAFF FINDINGS AND RECOMMENDATION

The proposed development implements the residential and recreational land-use framework approved through Ordinance No. O-2024-02 at a dwelling-unit count below the maximum entitlement. The Master Plan retains the golf course as the principal open-space feature, distributes residential development among defined sites, establishes a coordinated architectural vocabulary, and provides a new clubhouse, lodging, recreation, trail, and park program. The requested setback variances are limited to specific parking/covered-parking areas and the two Site F lots and can be supported with the identified landscape, design, and operational safeguards.

The record also contains material unresolved technical issues. The Site E parking documents use different methodologies and counts; the proposed supply depends on enforceable valet and event operations; the traffic study must be revised to reflect the complete program; final civil plans were not available for Engineering sign-off; and numerous ADA, access, auto-turn, easement, signage, pavement-marking, utility, and restoration matters remain. Site F architecture has not been submitted. These matters are capable of being addressed through conditions before first reading, City Commission consideration, permitting, or certificate of occupancy, as specified below.

Staff recommends approval of the Variances, Design for Sites A through E, G and P, and the Site Plan/PD request, subject to approval of companion Rezoning File No. 25-Z-16 and strict compliance with the conditions of approval. Final Design approval for the Site F homes shall be deferred until architectural plans are submitted and approved. The City Commission shall separately determine the Site E parking modification after receiving a final staff and Engineering recommendation.

ATTACHMENTS

Attachment A: Application Package

Attachment B: Land Use and Zoning Map

Attachment C: The Club at Emerald Hills PD Master Plan and Development Guidelines, dated June 9, 2026

Attachment D: Signed Variance Justification Letter and Application

Attachment E: Traffic Impact Study, July 2026

Attachment F: Site E Parking Statement, Parking Response Memorandum, Parking Workbook, and Valet Materials

Attachment G: Sidewalk Connectivity Plan and Utility Commitment Exhibit
Attachment H: Public Participation Package
Attachment I: Conditions of Approval