

EXHIBIT 2

SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PCT 14-2
(HOLLYWOOD)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Transmittal Recommendation

March 18, 2014

It is recommended that the proposed amendment to the Broward County Land Use Plan (BCLUP) be approved, recognizing that the previous voluntary commitments offered as part of BCLUP amendments PC 07-1/PCT 07-1 adopted in 2007 remain in effect, as follows:

- Mitigation of projected adverse regional transportation impacts as identified in this report;
- Restriction of 20% of the total dwelling units (210 dwelling units) as “workforce income” affordable housing, as defined in Article 8 of the “Administrative Rules Document: Broward County Land Use Plan for those up to 140% of the median income;
- Maintaining the current location of the historic “coral house” and dedication of a minimum six (6) acre public park within the native oak hammock area; and
- Coordination with the appropriate Broward County staff to further identify potential preservation/mitigation concerning the existing native tree canopy and potential archeological resources.

See Attachment 5.

Planning Council staff further notes that the applicant has clarified that the obligation to provide “workforce-income” housing will be shared proportionately by Parcels A, C and D. Therefore, the proposed Okomo residential development of up to 500 multi-family dwelling units will result in up to 100 “workforce-income” dwelling units. See Attachments 5 and 14.

It is also noted that access to Taft Street will be restricted to the Okomo residential development only. The Okomo residential development will also have access to Sheridan Street. However, residential and non-residential development on the FDOT property (generally the northernmost 18.7) acres will not have access to Taft Street. See Attachment 6.A.

RECOMMENDATIONS/ACTIONS (continued)

DATE

II. Planning Council Transmittal Recommendation

March 27, 2014

Approval per Planning Council staff transmittal recommendation. (Vote of the board; Unanimous: 16-0; Aronson, Bascombe, Blattner, Boccard, de Jesus, DuBose, Furr, Good, Graham, Hobby, Kaplan, Long, Mack, Ryan, Stermer and Castro)

PROPOSED AMENDMENT PCT 14-2

INTRODUCTION AND APPLICANT'S RATIONALE

- | | | |
|------|--|---|
| I. | <u>Municipality:</u> | Hollywood |
| II. | <u>County Commission District:</u> | District 6 |
| III. | <u>Site Characteristics</u> | |
| A. | Size: | Approximately 40.4 acres |
| B. | Location: | In Section 9, Township 51 South, Range 42 East; generally located on the east side of the C.S.X. Railroad, between Sheridan Street and Taft Street. |
| C. | Existing Uses: | Tri-Rail station, park and ride lot and single-family residential (mobile homes) |
| IV. | <u>Broward County Land Use Plan (BCLUP) Designations</u> | |
| A. | Current Designation: | Hollywood Transit Oriented Development consisting of:
300,000 square feet of commercial use
299,000 square feet of office use
1,050 high-rise dwelling units (4 stories or more)
150 hotel rooms
280,000 square feet of Tri-Rail parking (793 parking spaces) |
| B. | Proposed Designation: | Hollywood Transit Oriented Development consisting of:
300,000 square feet of commercial use
299,000 square feet of office use
550 high-rise dwelling units (4 stories or more)
500 multi-family dwelling units
150 hotel rooms
280,000 square feet of Tri-Rail parking (793 parking spaces) |
| C. | Estimated Net Effect: | No net effect. The amendment is to change the dwelling unit type and construction phasing. |

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site

- | | | |
|----|-----------------------|---|
| A. | <i>Existing Uses:</i> | <i>North:</i> Hotel and gas station
<i>East:</i> Utilities and Interstate 95
<i>South:</i> Retail
<i>West:</i> CSX Railroad, vacant and industrial |
| B. | <i>Planned Uses:</i> | <i>North:</i> Industrial and Medium-High (25) Residential
<i>East:</i> Utilities, Medium-High (25) Residential and Transportation
<i>South:</i> Transportation and Industrial
<i>West:</i> Commercial and Industrial |

VI. Applicant/Petitioner

- | | | |
|----|-------------------------|---|
| A. | <i>Applicant:</i> | Pinnacle Housing Group |
| B. | <i>Agent:</i> | Calvin, Giordano & Associates, Inc. |
| C. | <i>Property Owners:</i> | Okomo Associates, LLC and
Florida Department of Transportation |

VII. Recommendation of Local Governing Body:

The City of Hollywood recommends approval. The City anticipates adoption of the corresponding local amendment in September of 2014.

VIII. Applicant's Rationale

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

FDOT is the fee simple owner of the approximately 18.7 acres of the property which includes the Sheridan Tri-Rail station. Okomo Associates, LLC is the fee simple owner of the remaining 22 acres which is adjacent to the Tri-Rail station between Sheridan and Taft and bounded on the east by I-95.

INTRODUCTION AND APPLICANT'S RATIONALE (continued)

VIII. Applicant's Rationale (continued)

During the original approval process, Okomo was leasing the 18.7 acre FDOT property, however, that lease was terminated on May 12, 2012. The entitlements approved for Sheridan Stationside Village are now being allocated between the two owners and Okomo is amending and moving forward with the first 500 unit residential phase of the project and calling it Sheridan Station."

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 14-2

REVIEW OF PUBLIC FACILITIES AND SERVICES

I. Potable Water/Sanitary Sewer/ Solid Waste/Drainage/Parks & Open Space

Adequate potable water facility capacity and supply, sanitary sewer facility capacity, solid waste services, drainage, and park and open space acreage will be available to serve the amendment area. See Attachment 3. Planning Council staff notes that the six (6) acre park to be dedicated by the proposed amendment is not currently included within the City's certified parks and open space inventory, but may be included in the future.

Regarding the long-range planning horizon for potable water supply, it is noted that the City of Hollywood adopted its 10-year Water Supply Facilities Work Plan on February 4, 2009.

II. Transportation

The text amendment proposes a change in dwelling unit type from 1,050 high-rise dwelling units to 550 high-rise dwelling units and 500 multi-family dwelling units. Planning Council staff notes that although the total number of dwelling units will remain the same, different dwelling unit types generate different amounts of vehicle trips per the Institute of Transportation Engineers (ITE) traffic generation equations. In the analysis of this proposed amendment, the change in dwelling unit type for 500 dwelling units (from high-rise to multi-family) is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 70 p.m. peak hour trips. See Attachment 4. As such, the proposed amendment would not impact the operating conditions of the regional transportation network.

It is noted that Planning Council staff utilizes a "significance" threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon.

For the subject amendment PCT 14-2, the additional impact is estimated at 1.0% for the link of Taft Street, between Park Road and Interstate 95, and 0.35% of capacity for the link of Sheridan Street, between Park Road and Interstate 95. Planning Council staff utilizes this significance threshold for several reasons, including a) the 3% significance threshold, is consistent with Policy 12.01.11 of the Broward County Land Use Plan, b) the threshold is also considered a margin of error to recognize that there is a range of potential permitted uses and development scenarios for any given land use plan designation, and c) recognition that all new development, independent of any land use

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation (continued)

plan amendment traffic analysis, is required to comply with Broward County traffic concurrency mitigation provisions, which is assessed at the plat/site planning stage.

Planning Council staff notes that as part of BCLUP amendments PC 07-1/PCT 07-1 to adopt the Transit Oriented Development land use designation, the applicant voluntarily committed to make several improvements to the transportation network to mitigate the impacts of the project. See Attachment 5, Exhibit C. These improvements include:

Sheridan Street at Interstate 95: (under construction)

- Add an additional left-turn lane from the southbound off-ramp to Sheridan Street.
- Add an additional left-turn lane from the northbound off-ramp to Sheridan Street.
- Increase the merge distance on the Interstate 95 southbound entrance ramp.
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at North 29 Avenue: (under construction)

- Reconstruct the northbound approach to include a left-turn lane, a shared left-through lane, and dual right-turn lanes.
- Construct an additional westbound turn lane.
- Reconstruct the eastbound approach lanes to provide for a left-turn lane, two through lanes designated for Interstate 95 northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site.
- Modify the existing traffic signal to accommodate the proposed improvements.

Sheridan Street at North Park Road: (future)

- Installation of a northbound right-turn overlap phase.
- Installation of video detection software/hardware.

Taft Street at State Road 7/U.S. 441: (future)

- Construct eastbound and westbound right-turn lanes.

Taft Street at Federal Highway/U.S. 1: (future)

- Construct eastbound and westbound right-turn lanes.

Taft Street at North 40 Avenue: (future)

- Construct eastbound and westbound left-turn lanes.

Taft Street at North 26 Avenue: (future)

- Installation of a traffic signal.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation (continued)

The applicant has provided additional information related to the impact of amending the construction phasing, and has included a significance analysis and justification for changing the timing of proposed transportation improvements until after 500 dwelling units have been constructed. See Attachment 6. The provided information indicates that the construction of 500 dwelling units would not exceed the 3% significance threshold that Planning Council staff utilizes to determine the impacts of a proposed amendment to the capacity of the regional transportation network at the long-range planning horizon.

In addition, it is noted that the Tri-Rail station and Broward County Transit bus stops and a transfer station are located within the subject site, and remain accessible to the proposed development within the Transit Oriented Development.

Further, the Broward County Transit Division staff report states that current and future fixed-route county bus service, as well as the Tri-Rail shuttle and Miami-Dade I-95 Express, is currently provided to the proposed amendment area. See Attachment 7.

III. Public Schools

The School Board of Broward County staff report of February 14, 2014, states that the amendment as submitted would generate 78 additional students into Broward County Public Schools, consisting of 33 elementary school students, 17 middle school students and 28 high school students. The report further states that each of the schools serving the amendment area, Oakridge Elementary, Attucks Middle and South Broward High, are under-enrolled in the 2013-2014 school year, and are anticipated to operate within the adopted level of service (LOS) of 100% of permanent capacity through the 2015-2016 school year. See Attachment 8.

The School Board report indicates that there are no planned improvements for the affected schools in the currently adopted 5-year School Board District Educational Facilities Plan or the 10-year School Board District Educational Facilities Plan. Further, the School Board staff has indicated that several charter schools are located within a two-mile radius of the amendment area. See Attachment 8.

Based on the School District's Seven Long Range Planning Areas, the amendment area is located within School District Planning Area "G," which is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. In addition, the additional residential dwelling units will be subject to a public school concurrency review at the plat or site plan phase of development review, whichever comes first. See Attachment 8.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 14-2

REVIEW OF NATURAL RESOURCES

I. Designated Protected/Regulated Areas

The Broward County Environmental Protection and Growth Management Department (EPGMD) report indicates that Natural Resource Areas, Local Areas of Particular Concern, or Urban Wilderness Inventory sites do not exist within or in the vicinity of the proposed amendment area. See Attachment 9.

II. Wetlands

The EPGMD report indicates that the proposed amendment site does not contain wetlands within its boundaries. Any creation of new or filling of existing surface waters will require a license. See Attachment 9.

III. Sea Level Rise

The EPGMD report indicates that the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. See Attachment 9.

IV. Other Natural Resources

The EPGMD report indicates that the northern portion of the subject site contains scattered landscape trees and the southern portion contains significant native canopy. Development of the site must comply with the Tree Preservation regulations of the City of Hollywood if trees are to be removed or relocated. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use amendment is not expected to have a negative impact on upland resources. See Attachment 9.

Planning Council staff notes that as part of the adoption of BCLUP amendments PC 07-1/PCT 07-1 in 2007, the applicant voluntarily committed to dedicate approximately six (6) acres of open space, including the area containing the native Oak hammock, to the City of Hollywood for preservation and use as a public park. See Attachment 5.

REVIEW OF NATURAL RESOURCES (continued)

IV. Other Natural Resources (continued)

The EPGMD report indicates that the development of the proposed amendment area should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. See Attachment 9. Planning Council staff notes that as part of the adoption of PC 07-1/PCT 07-1, the applicant voluntarily committed to employ a landscape and irrigation plan consistent with the Xeriscape principles adopted by the NatureScape Broward program and the City of Hollywood Landscape manual. Planning Council staff notes that this commitment remains in effect. See Attachment 5.

V. Historical/Cultural Resources

The Broward County Historical Commission (BCHC) report states that the original 2007 amendment report included a commitment by the applicant to perform an archaeological survey and historical structure assessment prior to development to determine the archaeological significance and historical resources contained within the amendment site, and notes that it does not appear that these assessments have been performed. See Attachment 10.

Planning Council staff notes that as part of the adoption of PC 07-1/PCT 07-1, the applicant voluntarily committed to maintain the current location of the historic “coral house” and coordinate with the appropriate Broward County staff to further identify potential archeological resources. The referenced commitment remains in effect. See Attachment 5. Further, a Phase I Cultural Resource Assessment Survey of the amendment site was completed in May 2007, and included in the amendment report as part of the adoption of PC 07-1/PCT 07-1.

BCHC staff has provided additional comments noting that upon receipt and review of additional information from Planning Council staff and City of Hollywood Planning staff, their concerns referenced in Attachment 10 are alleviated. See Attachment 11.

SECTION V
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 14-2

OTHER PLANNING CONSIDERATIONS/INFORMATION

I. Affordable Housing

The proposed land use plan amendment does not propose any additional dwelling units, and is therefore not subject to Broward County Land Use Plan (BCLUP) Policy 1.07.07. See Attachment 12. However, Planning Council staff notes that 20% (or 210 units) of the 1,050 dwelling units permitted within the subject site were voluntarily committed to being provided as affordable “workforce-income” units for those up to 140% of the median income. This voluntary commitment remains in effect and has been memorialized in a Declaration of Restrictive Covenants that runs with the property. See Attachment 5.

Further, Planning Council staff has confirmed that development of the different phases will each include a proportionate share of the “workforce-income” affordable units: i.e., of the 500 dwelling units proposed to be constructed by the applicant on Parcel D, 20% or 100 units will be restricted to “workforce-income” units. See Attachment 14.

II. Broward County Land Use Plan Goals, Objectives and Policies

The proposed amendment continues to be generally consistent with the goals, objectives and policies of the Broward County Land Use Plan (BCLUP).

It is noted the “Transit Oriented Development (TOD)” was previously evaluated and determined to be consistent and compliant with the objective, policies and implementation criteria of the Broward County Land Use Plan regarding “Transit Oriented Developments,” as part of Broward County Land Use Plan amendment PC 07-1/PCT 07-1. The evaluation has been updated to reflect the proposed text amendment. See Attachment 15.

Planning Council staff analysis indicates that the Sheridan Station development continues to meet the TOD criteria, as the unit type and phasing do not impact the evaluation and BCLUP adopted goals, objectives and policies (GOPs). As the BCLUP GOPs exist today, there is no phasing requirement. It is important to note that the adopted phasing requirement was initially requested by the City of Hollywood in 2007.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

III. Other Pertinent Information

Planning Council staff notes that the proposed amendment site was the subject of previous Broward County Land Use Plan amendments PC 07-1/PCT 07-1, which amended the land use designation from “Medium-High (25) Residential” and “Industrial” to “Transit Oriented Development (TOD).” Said amendments were adopted by the Broward County Commission on September 11, 2007.

As part of the review process, Broward County review agencies were requested to provide comments regarding the proposed amendment to the construction phasing and subsequent amendment to the Declaration of Restrictive Covenants executed and recorded as part of PC 07-1/PCT 07-1. Comments received from the Development Management and Environmental Review Section of the Planning and Redevelopment Division (PRD) indicate a concern that changing the phasing to decrease the amount of commercial square footage that must be under construction prior to the issuance of building permits for more than 500 dwelling units (up from 300 dwelling units) and from 200,000 square feet to 100,000 square feet may seem contrary to the intent of the original Transit Oriented Development designation, which was to encourage mixed-use development.

Planning and Redevelopment Division staff also notes that they have previously expressed concerns regarding the precedent that removing or modifying voluntary commitments proffered during the land use plan amendment process may create. See Attachment 13.

In response, the applicant notes that the proposed phasing still requires mixed-use development consistent with the original intent, and that the change from 300 dwelling units to 500 dwelling units is consistent with the phasing condition adopted by the City of Hollywood. The applicant further notes that the 2007 Master Plan for the TOD always included the residential and mixed-use component of the TOD being situated on Parcel D (the approximately 18.7 acre FDOT property). See Attachment 6.

Further, the Florida Department of Transportation (FDOT) has submitted correspondence reaffirming the Department’s goal to develop a mixed-use Transit Oriented Development on the 18.7 acre portion of the site owned by FDOT. See Attachment 6, Exhibit 1.

With regard to the PRD concern about the precedent set by allowing modifications to the Declaration of Restrictive Covenants, the applicant notes that each of the commitments made as part of PC 07-1/PCT 07-1 (affordable housing, green development, reclaimed water, landscaping, comprehensive traffic mitigation plan, preservation of the historic “coral house” and dedication of park space) remain in effect, and that only the phasing of the comprehensive traffic mitigation plan is affected.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

III. Other Pertinent Information (continued)

The applicant notes that several of the committed transportation improvements are under construction, ahead of the phasing requirement. See Attachment 14.

Planning Council staff further notes that the PRD concern regarding the setting of precedent by allowing modifications to the Declaration of Restrictive Covenants may be better served in a case such as this, in which the proposed changes are vetted through the land use plan amendment process and consider the original commitment and modification, as well as their impacts.

The applicant notes that community outreach meetings were held to present the current and future plans to the community. According to the applicant, the City of Hollywood held a community meeting in City Hall on September 26, 2013, and additional input was provided at the City Planning and Development Board hearing on November 14, 2013, and the City Commission hearing on December 18, 2013. See Attachment 6.

Correspondence has been received from interested parties. See Attachments 16 through 19.

SECTION VI
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 14-2

PLANNING ANALYSIS

The applicant is proposing a text amendment to the existing Hollywood Transit Oriented Development (TOD), which was adopted by the Broward County Commission in 2007. The applicant is proposing to modify the type of dwelling units permitted from 1,050 high-rise dwelling units to 550 high-rise dwelling units and 500 multi-family dwelling units, with no change in the total number of units permitted. The applicant is also proposing a change to the construction phasing to require that 100,000 square feet of commercial uses be under construction prior to the issuance of building permits for more than 500 dwelling units (rather than 300 dwelling units), and to delete the additional phasing requirement that 200,000 square feet of commercial uses be under construction prior to the issuance of building permits for more than 500 dwelling units.

Our analysis indicates that the proposed amendment would continue to be compatible with surrounding existing land uses. Further, adequate **potable water** plant capacity and supply, **sanitary sewer, drainage** and **solid waste** capacity and **park acreage** will be available to serve the proposed amendment. See Attachment 3. In addition, our analysis indicates that the proposed amendment is not projected to significantly impact the operating conditions of the **regional transportation network**. See Attachment 4.

Regarding **natural resources**, the Environmental Protection and Growth Management Department report notes the northern portion of the subject site contains scattered landscape trees and the southern portion contains significant native canopy. Development of the site must comply with the Tree Preservation regulations of the City of Hollywood if trees are to be removed or relocated. See Attachment 9. Planning Council staff notes that as part of the adoption of BCLUP amendments PC 07-1/PCT 07-1 in 2007, the applicant voluntarily committed to dedicate approximately six (6) acres of open space, including the area containing the native Oak hammock, to the City of Hollywood for use as a public park. See Attachment 5.

Regarding **historical or cultural resources**, the Broward County Historical Commission (BCHC) report notes that the applicant voluntarily committed to maintain the current location of the historic “coral house” and coordinate with the appropriate Broward County staff to further identify potential archaeological resources as part of PC 07-1/PCT 07-1. It is noted that a Phase I Cultural Resource Assessment Survey of the amendment site was completed in May 2007, and the commitment made in 2007 to preserve the “coral house” in its current location remains in effect. As such, BCHC staff has indicated that their concerns referenced in Attachment 10 are alleviated. See Attachment 11.

PLANNING ANALYSIS (continued)

Regarding impacts to **public school facilities**, the Broward County School Board staff report indicates that the amendment as proposed would generate 78 additional students into Broward County Public Schools. However, the report states that Planning Area “G” is anticipated to have sufficient excess capacity to support the students generated by the proposed amendment. See Attachment 8.

Concerning **affordable housing**, the proposed land use plan amendment is not subject to BCLUP Policy 1.07.07 as no additional residential units are proposed. However, Planning Council staff notes that 20% (or 210 units) of the 1,050 dwelling units permitted within the subject site were voluntarily committed to being restricted to affordable “workforce-income” units as part of BCLUP amendments PC 07-1/PCT 07-1. This voluntary commitment remains in effect and has been memorialized in a Declaration of Restrictive Covenants that runs with the property. See Attachment 5.

It is further noted that the applicant has indicated that development of the different phases will each include a proportionate share of the “workforce-income” affordable units. Of the 500 dwelling units proposed to be constructed on Parcel D, 20% (or 100 units) will be provided as “workforce-income” units. See Attachment 14.

Regarding the “**Transit Oriented Development**” criteria, it is noted that this “Transit Oriented Development (TOD)” was previously evaluated and determined to be consistent and compliant with the objective, policies and implementation criteria of the BCLUP regarding “Transit Oriented Developments,” as part of BCLUP amendment PC 07-1/PCT 07-1. The evaluation has been updated to reflect the proposed text amendment. See Attachment 15.

Planning Council staff analysis indicates that the Sheridan Station development continues to meet the TOD criteria, as the unit type and phasing do not impact the evaluation and BCLUP adopted goals, objectives and policies (GOPs). As the BCLUP GOPs exist today, there is no phasing requirement. It is important to note that the adopted phasing requirement was initially requested by the City of Hollywood in 2007.

In conclusion, Planning Council staff finds that the proposed amendment is generally consistent with the goals, objectives and policies of the Broward County Land Use Plan. Therefore, it is recommended that the proposed amendment to the Broward County Land Use Plan be approved, recognizing that the voluntary commitments offered as part of PC 07-1/PCT 07-1 remain in effect (See Attachment 5 for executed and recorded Declaration of Restrictive Covenants), and further recognizing that the obligation to provide “workforce-income” housing will be shared proportionately by Parcels A, C and D (requiring the proposed Okomo residential development provide up to 100 “workforce-income” dwelling units), and recognizing that access to Taft Street will be restricted to the Okomo residential development only.

SECTION VII
AMENDMENT REPORT
PROPOSED AMENDMENT PCT 14-2

ATTACHMENTS

1. Proposed Text Amendment PCT 14-2
2. A. Aerial Photograph
B. Broward County Land Use Plan Future Land Use Designations
3. Broward County Planning Council Supplemental Report of January 9, 2014
4. Broward County Planning Council Traffic Analysis of January 9, 2014
5. Executed and Recorded Declaration of Restrictive Covenants
6. Correspondence from Debbie M. Orshefsky, Greenberg Traurig, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated February 14, 2014
- 6.A. Conceptual Access Plan for Sheridan Station
7. Broward County Transit Division Report of February 24, 2014
8. Broward County School Board Consistency Review Report of February 14, 2014
9. Broward County Environmental Protection and Growth Management Department Report of February 3, 2014
10. Broward County Historical Commission Report of January 17, 2014
11. E-correspondence from Matthew DeFelice, Broward County Historical Commission, to Barbara Blake Boy, Broward County Planning Council, dated March 4, 2014
12. Broward County Planning and Redevelopment Division Report of January 17, 2014
13. Memorandum from Martin Berger, Planning Manager, Broward County Planning and Redevelopment Division, to Pete Schwarz, Planning Manager, Broward County Planning Council, dated February 28, 2014
14. Supplemental Information provided by the Applicant, dated March 7, 2014
15. Evaluation of "Transit Oriented Development" Criteria from PC 07-1/PCT 07-1 (updated)

ATTACHMENTS (continued)

16. Correspondence from Cliff Germano, President, North Central Hollywood Civic Association, to the Broward County Planning Council, dated January 10, 2014
17. E-correspondence from Pete Brewer to Barbara Blake Boy, Broward County Planning Council dated January 13, 2014
18. E-correspondence from Pete Brewer to Barbara Blake Boy, Broward County Planning Council dated January 14, 2014
19. E-correspondence from Pete Brewer to Barbara Blake Boy, Broward County Planning Council dated January 14, 2014
20. Broward County Parks and Recreation Division Report of January 8, 2014

ATTACHMENT 1

BROWARD COUNTY LAND USE PLAN TEXT AMENDMENT PCT 14-2

BROWARD COUNTY LAND USE PLAN

Hollywood Transit Oriented Development

Acreage: Approximately 40.4 acres

General Location: East side of the C.S.X. Railroad, between Sheridan Street and Taft Street.

Density and Intensity
of Land Uses:

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

Notes:

1. Sheridan Stationside Village is directly served by a Tri-Rail Station.
2. Pursuant to Agreement between Stationside Village Associates and FDOT, 793 parking spaces are obligated for the Tri-Rail Station.
3. The non-residential FAR is 0.218.
4. Prior to the issuance of building permits for more than ~~300~~ 500 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. ~~Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction.~~
5. Public park/Oak Hammock: Minimum 6 acres.

Remarks: At least 20% of the total dwelling units (210 dwelling units) must be "workforce-income" affordable housing as defined in Section 420.5095, Florida Statutes, for those persons having a total anticipated income for the household that is not more than 140% of the area median income, adjusted for household size.

NOTE: Underlined words are proposed additions. ~~Struck through~~ words are proposed deletions.

ATTACHMENT 2.A.
AERIAL PHOTOGRAPH
AMENDMENT PCT 14-2

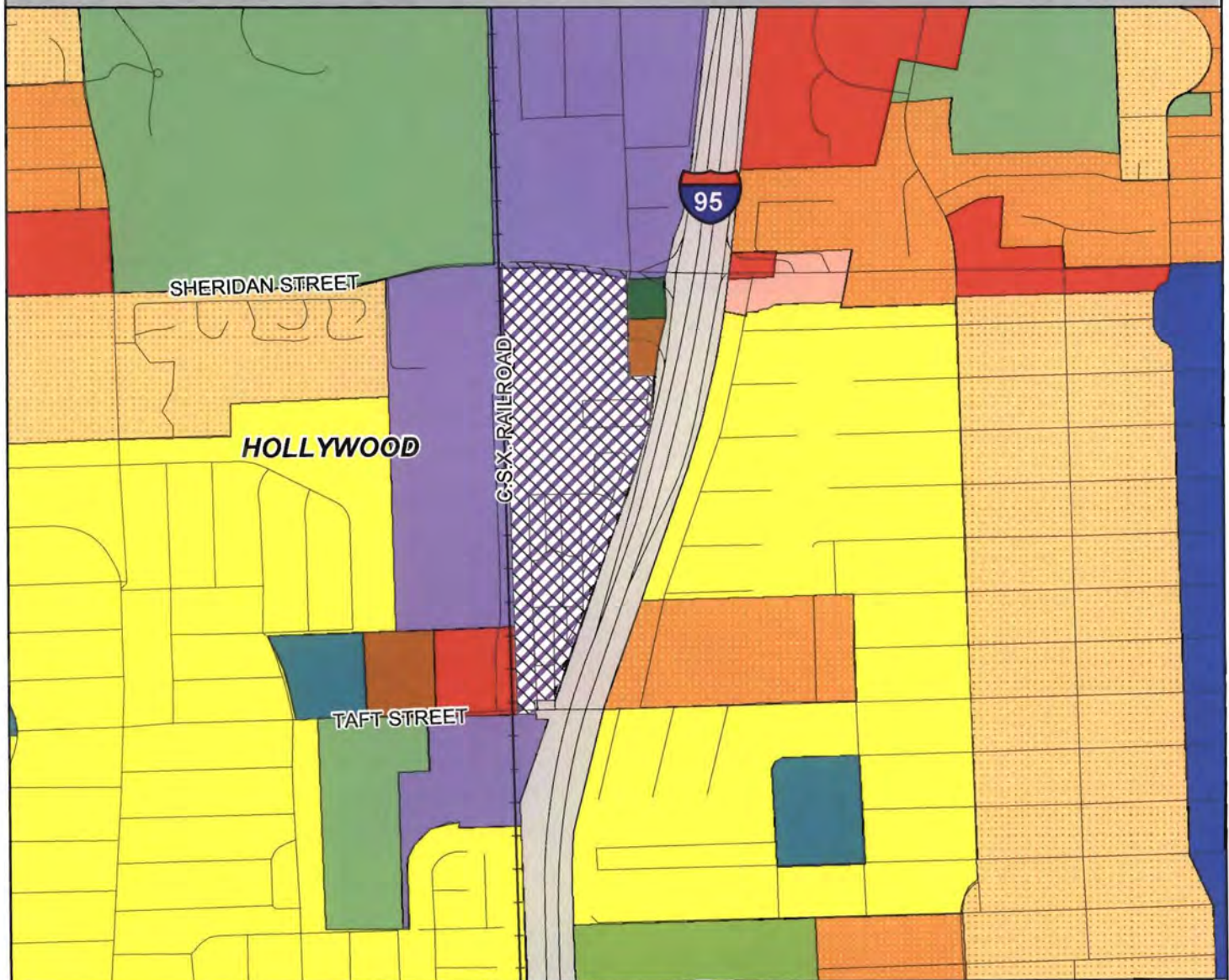


ATTACHMENT 2.B. **BROWARD COUNTY LAND USE PLAN** **FUTURE LAND USE DESIGNATIONS** **AMENDMENT PCT 14-2**

Current Land Use: TRANSIT ORIENTED DEVELOPMENT

Proposed Land Use: TRANSIT ORIENTED DEVELOPMENT: REDUCTION OF 500 HIGH-RISE DWELLING UNITS, ADDITION OF 500 MULTI-FAMILY DWELLING UNITS

Acreage : Approximately 40.4 acres



ATTACHMENT 3

BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT PUBLIC SERVICES AND FACILITIES

BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PCT 14-2

Prepared: January 9, 2014

POTABLE WATER

The proposed amendment site will be served by the Hollywood Water Treatment Plant, which has a current capacity of 59.0 million gallons per day (mgd). The current and committed demand on the treatment plant is 24.85 mgd, with 34.15 mgd available. The City of Hollywood wellfields serving the amendment site have a permitted withdrawal of 39.38 mgd, which expires on April 10, 2028. In addition, the City has an agreement with Broward County to purchase up to 5.9 mgd of raw water from the Brian Piccolo Wellfield. The amendment will result in no net change in demand. Sufficient potable water supply and treatment capacity will be available to serve the proposed amendment area.

SANITARY SEWER

The proposed amendment site will be served by the Southern Regional Wastewater Treatment Plant, which has a current capacity of 55.5 mgd. The current and committed demand on the treatment plant is 41.34 mgd, with 14.16 mgd available. The amendment will result in no net change in demand. Sufficient sanitary sewer capacity is available to serve the proposed amendment area.

SOLID WASTE

The proposed amendment site will be served by the North and South Broward County Wheelabrator Facilities, which have a combined capacity of 1.6 million tons per year and a demand of 1.1 million tons per year. The proposed amendment will result in net change in demand. Sufficient solid waste capacity will be available to serve the proposed amendment area.

DRAINAGE

The proposed amendment site is located within the jurisdiction of the Broward County Environmental Protection and Growth Management Department (EPGMD). A surface water management license from EPGMD will be required prior to any construction.

PARKS AND OPEN SPACE

The City of Hollywood has 746.2 acres in the City's parks and open space inventory. The projected population requires approximately 645.3 acres to meet the community parks acreage requirement of 3 acres per one thousand persons population. The amendment will result in no net change in demand. The City of Hollywood continues to meet the community parks acreage requirement of the Broward County Land Use Plan of 3 acres per one thousand persons population. Planning Council staff notes that the six (6) acre park to be dedicated by the proposed amendment is not currently included within the City's certified parks and open space inventory, but will be included in the future.

ATTACHMENT 4

TRAFFIC ANALYSIS PCT 14-2

Prepared: January 9, 2014

INTRODUCTORY INFORMATION

Jurisdiction: Hollywood

Size: Approximately 40.4 acres

TRIPS ANALYSIS

Potential Trips - Current Land Use Designation

Current Designation:	Hollywood Transit Oriented Development (TOD)
Potential Development:	300,000 square feet of commercial uses 299,000 square feet of office uses 1,050 high-rise dwelling units* 150 hotel rooms 280,000 square feet of transportation uses 793 parking spaces (minimum)
Trip Generation Rates:	"ITE Equation (820) Shopping Center"*** "ITE Equation (710) General Office Building" "ITE Equation (232) High-Rise Residential Condominium/Townhouse" "ITE Equation (310) Hotel" "ITE Equation (093) Light Rail Transit Station with Parking"
Total P.M. Peak Hour Trips:	$1,251 + 446 + 399 + 92 + 983 = 3,171$ p.m. peak hour trips

Potential Trips - Proposed Land Use Designation

Proposed Designation:	Hollywood Transit Oriented Development (TOD)
Potential Development:	300,000 square feet of commercial uses 299,000 square feet of office uses 550 high-rise dwelling units* 500 multi-family dwelling units*** 150 hotel rooms 280,000 square feet of transportation uses 793 parking spaces (minimum)

*Four or more residential stories, consistent with the definition of "high-rise" dwelling units per the Broward County Land Development Code, at the time of adoption of the Hollywood Transit Oriented Development (Broward County Land Use Plan amendments PC 07-1 / PCT 07-1).

**Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation - Ninth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

*** Three or more Residential Stories

Potential Trips - Proposed Land Use Designation (continued)

Trip Generation Rates:	"ITE Equation (820) Shopping Center"
	"ITE Equation (710) General Office Building"
	"ITE Equation (232) High-Rise Residential Condominium/Townhouse"
	"ITE Equation (223) Mid-Rise Apartment"
	"ITE Equation (310) Hotel"
	"ITE Equation (093) Light Rail Transit Station with Parking"

Total P.M. Peak Hour Trips:	$1,251 + 446 + 215 + 254 + 92 + 983 = 3,241$ p.m. peak hour trips
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<u>Net P.M. Peak Hour Trips</u>	<u>+ 70 p.m. peak hour trips</u>
--	---

PLANNING COMMENTS

The proposed amendment is projected to increase traffic on the regional roadway network by approximately 70 p.m. peak hour trips at the long-term planning horizon.

ATTACHMENT 5

CFN # 107914377, OR BK 45397 Page 763, Page 1 of 15, Recorded 05/23/2008 at 03:45 PM, Broward County Commission, Deputy Clerk 3215

→ WILL CALL
GREENBERG TRAURIG, P.A.

This Instrument Prepared by and Return to:

Debbie M. Orshefsky, Esq.
Greenberg Traurig, P.A.
401 East Las Olas Boulevard, Suite 2000
Fort Lauderdale, Florida 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

DECLARATION OF RESTRICTIVE COVENANTS

This Declaration of Restrictive Covenants ("Declaration") related to the Sheridan Stationside Village development project ("Project") is executed this 27TH day of MAY, 2008, by STATIONSIDE VILLAGE, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156, and OKOMO ASSOCIATES, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156 (collectively referred to as the "Developers").

WHEREAS, Developers are owners and lessees of that certain real property approximately 40 gross acres of land located at the intersection of Interstate 95 and Sheridan Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached Exhibit "A" ("Property"); and

WHEREAS, in connection with the Project, the Developers have Submitted Land Use Plan Amendment Application PCT 07-1 ("Application") for the Property, to change the Property's designation from 18.7 acres of Industrial and 21.7 acres of Medium-High (25 du/acre) Residential to Transit Oriented Development; and

WHEREAS, in connection with the Application, the Developers have voluntarily agreed to enter into this Declaration regarding the items enumerated and described and made a part of this Declaration.

NOW, THEREFORE, the undersigned agree and covenant to the following:

1. The above recitals are true and correct and are incorporated herein.
2. **Workforce Housing.** Twenty Percent (20%) of the total number of dwelling units developed within the Project will be "workforce-income" housing units, defined in Section 420.5095, F.S. (2007), as housing for persons having a total annual anticipated income for the household that is not more than one hundred forty percent (140%) of the area median income.

adjusted for household size. Therefore, if the maximum number of 1,050 dwelling units were developed, 210 will be workforce-income housing units as defined above.

2. **Green Development.** The Developers intend to design and develop the Project utilizing principles of sustainable or "green" design and "smart growth" for the benefit of the community, the future building occupants, tenants and owners, and the global environment in general. Toward that end, the Developers have registered the project with the US Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") for Neighborhood Developments ("LEED-ND") Pilot Program ("Pilot Program"). The Pilot Program is intended to gauge the effectiveness of the LEED Neighborhood Development Rating System and does not require registered pilot projects to achieve LEED certification.

The Developers shall not be held individually, jointly, severally, or otherwise liable for failure of all or any part of the Project to achieve certification under any sustainable design or development program described herein. Furthermore, failure of all or a part of the Project to achieve certification under the standards set forth herein shall not delay, prohibit, or prejudice any other applications submitted in connection with the Project that have been or are required to be presented before any county or municipal governmental body, commission, or board.

3. **Reclaimed Water.** To the extent available, feasible and permitted by all regulatory authorities with jurisdiction, the Project shall incorporate the use of reclaimed water for non-potable uses such as toilet systems, irrigation, mechanical systems and custodial uses.

4. **Landscaping Plan.** The Project will employ a landscape and irrigation design consistent with the Xeriscape principles adopted by the "NatureScape Broward" program and the City of Hollywood Landscape Manual, and incorporate same into the Sheridan Stationside Development Regulations. The Developers will make reasonable efforts to obtain certification under the University of Florida's Florida Yards and Neighborhoods Program ("FY&N"), by incorporating as many items as possible from the checklist attached hereto as **Exhibit "B"**. At a minimum, the landscaping plan for the Project will use native flora and be designed to conserve water, reduce contaminated runoff, and provide a viable habitat for indigenous wildlife.

5. **Comprehensive Traffic Mitigation Plan.** Prior to issuance of the first certificate of occupancy for any development within the Sheridan Stationside TOD, Developers agree, subject to regulatory approval, to construct the road improvements more particularly described in **Exhibit "C"** attached hereto.

6. **"Okomo Coral House" and Park.** The Developers agree to preserve the "Okomo Coral House" at its existing location and a portion of the surrounding oak hammock, which shall be dedicated and designed in cooperation with the City of Hollywood for use as a public park ("**Public Park**") in conjunction with the rezoning to Planned Development and approval of the PD Master Plan. The Public Park consists of approximately six (6) acres as described on **Exhibit "D"** attached hereto.

7. **Severability.** If any court of competent jurisdiction shall declare any section, paragraph or part hereof invalid or unenforceable, then such judgment or decree shall have no

effect on the enforcement or validity of any other section, paragraph or part hereof, and the same shall remain in full force and effect.

8. **Recordation.** This Declaration shall be recorded in the Public Records of Broward County, Florida, and the provisions hereof shall constitute a covenant running with the land and shall remain in full force and effect and binding upon the undersigned, its heirs, legal representatives, successors, grantees, and assigns.

9. **Modification of Declaration.** This Declaration may be modified or terminated by a recorded document executed by the Developer, its successors or assigns.

IN WITNESS WHEREOF, the Developers have executed this Declaration of Restrictive Covenants.

Signed, sealed and delivered
in the presence of

WITNESSES:


STATIONSIDE VILLAGE LLC, a Florida
limited liability corporation,

[Signature]
Print Name: Michael Wohl
[Signature]
Print Name: BERLYNE SULNIS

[Signature]
By: Michael Wohl
Name: Michael Wohl
Title: MEMBER

STATE OF FLORIDA)
) SS
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me this 21 day of May, 2008, by Michael Wohl, as Sole Member of Stationside Village, freely and voluntarily of behalf of said corporation. He/She is personally known to me or has produced _____ as identification.

 LISA M. GONZALVO
Commission # DD501308
Expires JAN 10, 2010
Notary Public, State of Florida

[Signature]
Notary Public, State of Florida
My Commission Expires:

WITNESSES:

OKOMO ASSOCIATES LLC, a Florida limited liability corporation,

Carol Lago
Print Name: Carol Lago
[Signature]
Print Name: BERLYNE SAMS

By: *[Signature]*
Name: MAURICE WHITE
Title: Member

STATE OF FLORIDA)
COUNTY OF BROWARD) SS

THIS IS NOT AN OFFICIAL COPY

The foregoing instrument was acknowledged before me this 21 day of May, 2008, by Maedwan [Signature] as Sole Member of Okomo Associates, freely and voluntarily of behalf of said corporation. He/She is personally known to me or has produced as identification.

NOTARY PUBLIC, STATE OF FLORIDA
Lisa M. Gonzalvo
Commission # DDS01308
Expires: JAN. 10, 2010
Bounded by Florida Bonding Co., Inc.

[Signature]
Notary Public, State of Florida
My Commission Expires:

EXHIBIT "A"

PARCEL NO. 101

THAT PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 8, TOWNSHIP 51 SOUTH, RANGE 42 EAST; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 8; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 8, A DISTANCE OF 883.90 FEET; THENCE S 01 DEGREES 04'46" E, PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 51.25 FEET TO THE INTERSECTION OF THE SOUTHERLY EXISTING RIGHT OF WAY LINE OF SHERIDAN STREET WITH THE WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE S 00 DEGREES 05'48" E ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE POINT OF BEGINNING; THENCE S 88 DEGREES 55'14" W A DISTANCE OF 14.85 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF NORTH 20TH AVENUE; THENCE S 00 DEGREES 58'28" E ALONG SAID EASTERLY RIGHT OF WAY LINE A DISTANCE OF 368.40 FEET; THENCE N 88 DEGREES 01'34" E A DISTANCE OF 138.85 FEET TO A POINT ON SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE N 08 DEGREES 41'38" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95) A DISTANCE OF 174.80 FEET; THENCE N 13 DEGREES 03'46" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 193.25 FEET TO THE POINT OF BEGINNING.

AND

COMMENCE AT THE NORTHWEST CORNER OF SECTION 8, TOWNSHIP 51 SOUTH, RANGE 42 EAST; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 8 A DISTANCE OF 883.90 FEET; THENCE S 01 DEGREES 04'46" E A DISTANCE OF 51.25 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF A PUBLIC ROAD KNOWN AS SHERIDAN STREET, AND THE POINT OF BEGINNING; THENCE S 00 DEGREES 58'28" E A DISTANCE OF 198.75 FEET; THENCE N 88 DEGREES 55'14" E A DISTANCE OF 14.85 FEET TO THE EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE OF STATE ROAD 8 (I-85); THENCE N 00 DEGREES 55'49" W ALONG SAID EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID SHERIDAN STREET; THENCE S 88 DEGREES 55'14" W ALONG SAID EXISTING SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 15 FEET TO THE POINT OF BEGINNING.

AND LESS:

PARCEL NO. 113.2:

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

COMMENCING AT THE N.W. CORNER OF SECTION 8, TOWNSHIP 51 SOUTH, RANGE 42 EAST, RUN NORTH 88 DEGREES 55'14" EAST ALONG THE NORTH LINE OF SAID SECTION 8 A DISTANCE OF 883.90 FEET; THENCE SOUTH 0 DEGREES 55'49" EAST A DISTANCE OF 50 FEET TO THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING RUN SOUTH 0 DEGREES 55'44" EAST A DISTANCE OF 200 FEET; THENCE NORTH 88 DEGREES 55'14" EAST A DISTANCE OF 200 FEET; THENCE NORTH 0 DEGREES 55'49" WEST A DISTANCE OF 200 FEET; THENCE SOUTH 88 DEGREES 55'14" WEST A DISTANCE OF 200 FEET TO POINT OF BEGINNING.

PARCEL 2:

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

SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA,
CONTAINING 803,937 SQUARE FEET, OR 23.3220 ACRES, MORE OR LESS.

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

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE
NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING
RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°55'14" EAST, A DISTANCE
OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 83°52'56" EAST,
A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE
OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH
00°58'28" EAST, A DISTANCE OF 824.41 FEET; THENCE SOUTH 88°58'47" WEST, A
DISTANCE OF 293.71 FEET; THENCE SOUTH 00°59'35" EAST, A DISTANCE OF 569.52
FEET TO A POINT HEREIN DESCRIBED AS POINT A; THENCE SOUTH 88°57'11" WEST,
A DISTANCE OF 332.38 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE
SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE
EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE
SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY
LINE, NORTH 01°06'15" WEST, A DISTANCE OF 1,338.53 FEET TO THE NORTH LINE
OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°53'14" EAST, A
DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

LESS

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

BEGIN AT THE AFOREMENTIONED POINT A; THENCE RUN SOUTH 88°57'11" WEST, A DISTANCE OF 332.38 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD; THENCE NORTH 01°08'15" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD A DISTANCE OF 30.00 FEET; THENCE NORTH 88°48'47" EAST, A DISTANCE OF 114.00 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE NORTH 88°57'11" EAST, A DISTANCE OF 332.42 FEET; THENCE SOUTH 00°59'35" EAST, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.806 ACRES OF LAND, MORE OR LESS.

ALSO KNOWN AS:

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

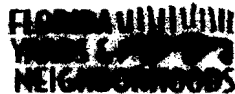
BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°30'41" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 84°17'29" EAST, A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE SOUTH 01°22'59" EAST, A DISTANCE OF 824.41 FEET; THENCE SOUTH 88°34'14" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 01°24'08" EAST, A DISTANCE OF 839.52 FEET; THENCE SOUTH 88°32'38" WEST, A DISTANCE OF 332.42 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°24'34" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY LINE, NORTH 01°30'48" WEST, A DISTANCE OF 1,308.53 FEET TO THE NORTH LINE OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°31'12" EAST, A DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.805 ACRES, MORE OR LESS.

Exhibit "B"

Florida Yards & Neighborhoods Program Checklist

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OFFICIAL COPY



Yard Certification Checklist

Does your yard measure up?

Florida Yards and Neighborhoods (FY&N) honors model landscapes as certified Florida-Friendly Yards.

To be certified as Florida Yard, your landscape must:

- Collect at least 36 inches on this Yardstick Checklist
- Receive full points for practices marked with 2 asterisks**
- Receive partial credit for practices marked with 1 asterisk*
- Comply with all existing codes and laws

Water Efficiently

- Mow lawns high to encourage a deeper, more drought and pest tolerant root system. ** 2"
- Irrigate lawn and landscape only when they wilt. Apply << 3/4 inches water per application. 3"

For a yard that uses an irrigation system (in-ground or hose-end sprinklers):

- Calibrate irrigation/sprinkler system to apply << 3/4 inches of water. ** 3"
- Put a rain gauge in your yard to track irrigation amounts. ** 2"
- Install a rain shut-off device for in-ground irrigation systems. ** 2"
- Make sure irrigation system waters lawn areas separately from plant beds. 2"
- Use drip or micro-irrigation in plant and flower beds. 2"

For a yard that does not use an irrigation system:

- Design and maintain a landscape that exists predominantly on rainfall once plants are established. 6"

Mulch

- Maintain a 2-3" layer of organic mulch over tree roots, shrubs and plant beds, leaving a 2 inch space between the plant base and the mulch. * 2"
- Create self-mulching areas under trees where leaves can remain as they fall. 1"
- Use by-product mulches such as pine bark, melaleuca or recycled mulches. 1"
- Replenish mulch once or twice a year to maintain 2-3" depth. 1"

Recycle

- Whenever possible, recycle grass clippings by allowing them to remain on the lawn. ** 2"
- Use leaves and pine needles found in your yard as mulch. 2"
- Create and maintain a compost pile with yard clippings, leaves, kitchen scraps, etc. 3"

Wildlife

- Plant vines, shrubs, and trees that provide cover, nesting areas or food sources for birds, butterflies and other wildlife. 3"
- Provide a water source, such as a bird bath or a small pond for wildlife. 1"
- Provide wildlife shelters such as a bat house, bird house, brush pile, etc. 1"
- Identify five kinds of wildlife (insects, reptile, birds, etc.) that live in your yard. 2"

Yard Pests

- Treat only affected plants or lawn areas with pesticide applications. Avoid indiscriminate spraying. ** 3"
- Check your landscape every 1-2 weeks for signs of problems. 2"
- Learn to identify 5 beneficial insects that provide natural control of harmful pests. 2"
- Use environmentally friendly pesticides such as horticultural oils and insecticidal soaps. 2"
- Use non-chemical approaches to pest control, such as pruning off affected areas, hand removing insects, etc., whenever possible. 3"

Right Plant - Right Place

- Ensure that your landscape does not contain plants identified by legal code as invasive exotics, such as Brazilian Pepper, Melaleuca, Australian Pine, and Chinese Tallow. ** 2"
- Replace problem-prone plants with low maintenance native or non-native species. 2"
- Group plants according to their water and maintenance needs. 2"
- Determine how much grass you need for children, pets, and recreation. Replace the rest with low maintenance ground covers, shrubs, mulch, or other porous surfaces. 3"
- Use trees and shrubs to shade eastern and western walls of home and air conditioner compressor. 1"
- Use deciduous trees on southern exposures to allow the sun to passively heat your home in winter. 1"
- Reduce yard waste by choosing plants that will not require frequent pruning at maturity. 1"
- Preserve native plants when building on a new site. Maintain a protective "do not disturb" barrier under the dripline of trees. 3"

Fertilizing

- Fertilize as needed to maintain quality of lawns and landscape plants. * 2"
- Use natural organic or other slow release fertilizers. * 2"
- Use iron instead of nitrogen to make your lawn green during the summer. 1"

Stormwater Runoff

- Direct downspouts and gutters to drain onto the lawn, plant beds, or containment areas. * 1"
- Plant groundcovers or use mulch on thinly vegetated areas to decrease erosion. * 2"
- Use mulch, bricks, flagstones, gravel, or other porous surfaces on walkways, patios or drives. 1"
- Collect and use rainwater to irrigate plants. 2"
- Create swales or terracing to catch and filter stormwater. 3"
- Pick up after pets to reduce bacterial and nutrient pollution in stormdrain systems. 1"
- Clean up oil spills and leaks using cat litter on driveways. 2"
- Sweep grass clippings, fertilizer, and soil from driveway onto lawn. Remove trash from street gutters. 2"

On the Waterfront

- Remove invasive exotic aquatic plants by cutting, pulling, or raking. Remove dead plant material from water after using herbicides to reduce pollution. 2"
- Protect your mangroves. All pruning must be in compliance with existing laws. ** 2"
- Establish a border of low maintenance plants between your lawn and shoreline/seawall to absorb nutrients and to provide wildlife habitat. 2"
- Establish a 10-30foot "no fertilizer" zone along your shoreline. 2"
- Where feasible, plant native vegetation in the littoral zone in front of your seawall or along shoreline. 4"
- Decrease wave action and increase habitat by placing clean, native limestone rock in front of your seawall. 3"

TOTAL INCHES

If your yard measures up, call your local Cooperative Extension Service and ask for a Florida Yard Adviser.

Exhibit C

Traffic Mitigation Plan

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lane, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site;
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right-turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

Sheridan Street at N. Park Road

- Installation of video detection software/hardware; and
- Installation of northbound right-turn overlap phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at SR 7/US 441

- Construct a westbound right turn lane
- Installation of eastbound right-turn overlap signal (5 section head) phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at US 1/Federal Highway

- Construct eastbound and westbound right turn lanes

Taft Street at N. 40th Avenue

- Construct eastbound and westbound left turn lanes

Taft Street at N. 26th Avenue

- Installation of traffic signal

Exhibit "D"

Description of Park Parcel

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OFFICIAL COPY

**LAND DESCRIPTION
SHERIDAN STATION PARCEL B (PARK PARCEL)
CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA**

A portion of the Southwest one-quarter (SW ¼) of the Northwest one-quarter (NW ¼) of Section 9, together with a portion of the Southeast one-quarter (SE ¼) of the Northeast one-quarter (NE ¼) of Section 8, all lying in Township 51 South, Range 42 East, Broward County, Florida, also being a portion of Block A, CENTRAL GOLF SECTION OF HOLLYWOOD, according to the Plat thereof recorded in Plat Book 9, Page 44 of the Public Records of Broward County, Florida, all being more particularly described as follows:

COMMENCE at the Northeast corner of said Section 8, and the Northwest corner of said Section 9;

THENCE South 88°31'31" West on the North line of said Section 8, said line also being the Southerly Existing Right of Way line for Sheridan Street, a distance of 114.55 feet to the intersection with the Easterly Existing Right-of-Way line of the C.S.X. (formerly known as Seaboard Coastline) Railroad, as shown on the Florida Department of Transportation Right-of-Way Map, Section 86070-2453, Sheet 32 of 71, dated 03/23/1989, last revised 09/23/1997;

THENCE South 01°29'49" East on said Easterly Right-of-Way line of C.S.X. Railroad, a distance of 1847.54 feet to the **POINT OF BEGINNING**;

THENCE North 88°29'58" East, a distance of 216.00 feet;

THENCE South 01°30'02" East, a distance of 140.34 feet;

THENCE North 88°29'58" East, a distance of 97.62 feet;

THENCE North 01°30'05" West, a distance of 25.00 feet;

THENCE North 88°29'29" East, a distance of 118.89 feet;

THENCE North 01°28'28" West, a distance of 59.48 feet;

THENCE North 88°30'11" East, a distance of 76.44 feet to the intersection with the Westerly Right-of-Way line of Interstate 95 as shown on Florida Department of Transportation Right-of-Way Map, Section 86070-2495, Sheet 2 and 3 of 5, last revised 11/03/2000;

THENCE South 19°26'38" West on said Westerly Right-of-Way line of Interstate 95, a distance of 760.94 feet to the intersection with the Northerly Right-of-Way line of Taft Street as described in Official Records Book 2978, Page 922, Official Records Book 2337, Page 350 and Official Records Book 2342, Page 266, all of the Public Records of Broward County, Florida;

THENCE South 88°28'07" West on said Northerly Right-of-Way line of Taft Street, a distance of 109.83 feet to the beginning of a tangent curve concave to the South;

Prepared By:
CALVIN, GIORDANO AND ASSOCIATES, INC.
1800 Eller Drive, Suite 600
Fort Lauderdale, Florida 33316
May 16, 2008

P:\Projects\2005\055321 Sheridan Street Village\SURVEY\Legal Descriptions\055321-V-SD-SHER-STAT-PARCEL B-PARK.doc

Sheet 1 of 3 Sheets

THENCE continuing on said Northerly Right-of-Way line of Taft Street Westerly on the arc of said curve having a radius of 1,920.08 feet, through a central angle of $03^{\circ}47'53''$, an arc distance of 127.28 feet to the intersection with the said Easterly Existing Right-of-Way line of the C.S.X. Railroad;

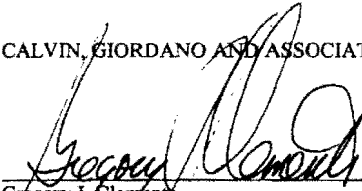
THENCE North $01^{\circ}29'49''$ West on said Easterly Existing Right-of-Way line, a distance of 770.86 feet to the **POINT OF BEGINNING**.

Said lands lying in the City of Hollywood, Broward County, Florida, and containing 262,010 square feet (6.015 acres), more or less.

NOTES:

1. Not valid without the signature and original embossed seal of a Florida licensed Professional Surveyor and Mapper.
2. Lands described hereon were not abstracted by the surveyor, for ownership, easements, rights-of-way or other instruments that may appear in the Public Records of said County.
3. The description contained herein and the attached sketch, do not represent a field Boundary Survey.
4. Bearings shown hereon are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyor's Office. Control Points utilized were D-41 and E-42. The West line of the Northwest one-quarter (NW $\frac{1}{4}$) of Section 9, Township 31 South, Range 42 East having a bearing of South $01^{\circ}31'18''$ East.

CALVIN, GIORDANO AND ASSOCIATES, INC.

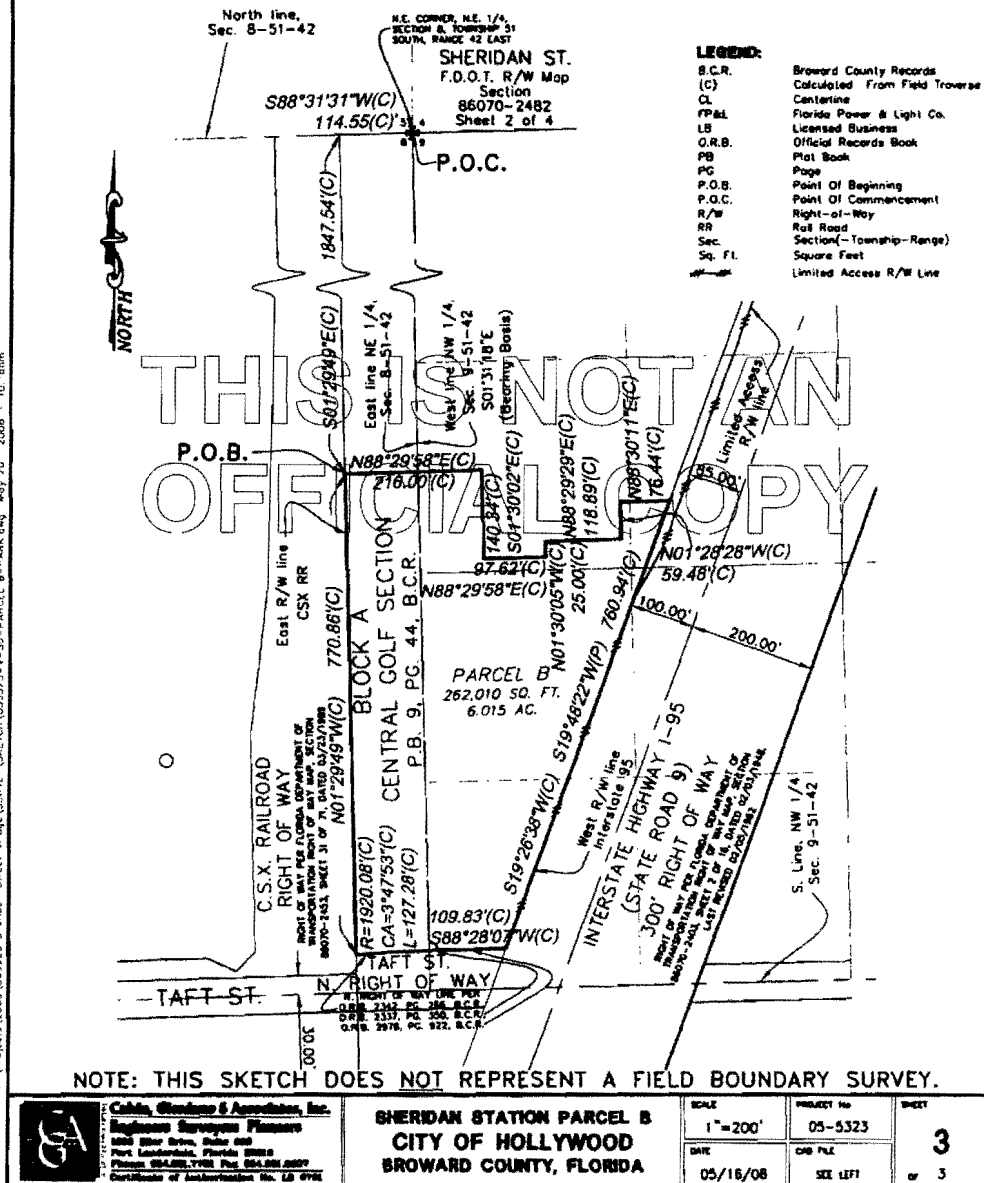

Gregory J. Clements
Professional Surveyor and Mapper
Florida Registration Number LS 4479

Date: 5-20-08

Prepared By:
CALVIN, GIORDANO AND ASSOCIATES, INC.
1800 Eller Drive, Suite 600
Fort Lauderdale, Florida 33316
May 16, 2008
P:\Projects\2005\055323 Sheridan Street Village\SURVEY\Legal Descriptions\055323-V-SD-SHER-STAT-PARCEL B-PARK.doc

Sheet 2 of 3 Sheets

SKETCH OF LAND DESCRIPTION
SHERIDAN STATION PARCEL B (PARK PARCEL)
A Portion of Sections 8 & 9, Township 51 South, Range 42 East
CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA



This Instrument Prepared by and Return to:

Debbie M. Orshefsky, Esq.
Greenberg Traurig, P.A.
401 East Las Olas Boulevard, Suite 2000
Fort Lauderdale, Florida 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

AMENDMENT TO DECLARATION OF RESTRICTIVE COVENANTS

This Amendment to Declaration of Restrictive Covenants ("Declaration") related to the Sheridan Stationside Village development project ("Project") is executed this 13th day of JUNE, 2008, by STATIONSIDE VILLAGE, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156, and OKOMO ASSOCIATES, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156 (collectively referred to as the "Developers").

WHEREAS, Developers are owners and lessees of that certain real property approximately 40 gross acres of land located at the intersection of Interstate 95 and Sheridan Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached Exhibit "A" ("Property"); and

WHEREAS, in connection with the Project, the Developers have Submitted Land Use Plan Amendment Application PCT 07-1 ("Application") for the Property, to change the Property's designation from 18.7 acres of Industrial and 21.7 acres of Medium-High (25 du/acre) Residential to Transit Oriented Development; and

WHEREAS, in connection with the Application, the Developers voluntarily agreed to enter into a Declaration regarding the items enumerated and described and made a part hereof, and did thereafter execute and record that certain "Declaration of Restrictive Covenants" dated May 27, 2008, recorded at Official Records Book 45397, Page 763, of the public records of Broward County, Florida ("Original Declaration"); and

WHEREAS, Developer now desires to amend the Original Declaration dated May 27, 2008, referenced above, to provide that said Declaration could be modified, amended or released only following approval of the Broward County Board of County Commissioners.

NOW, THEREFORE, the undersigned agree and covenant to the following:

1. The above recitals are true and correct and are incorporated herein.

2. The Original Declaration dated May 27, 2008, recorded in Official Records Book 45387, Page 763, of the Public Records of Broward County, Florida is hereby amended to delete paragraph 9 of the Original Declaration in its entirety and replace it with the following:

9. Modification of Declaration. This Declaration may be modified, amended or released only by written document executed by the Developer, its successors or assigns, providing that such modification, amendment or release has been approved by the Broward County Board of County Commissioners.

IN WITNESS WHEREOF, the Developers have executed this Amendment to Declaration of Restrictive Covenants.

Signed, sealed and delivered
in the presence of:

WITNESSES:

STATIONSIDE VILLAGE LLC, a Florida
limited liability corporation,

Print Name: Michael W. Wink

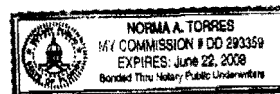
By: [Signature]
Name: Michael Wink
Title: Member

Print Name: Regina S. Williams


STATE OF FLORIDA)
) SS
COUNTY OF BROWARD)


The foregoing instrument was acknowledged before me this 13th day of June, 2008, by Michael Wink, as Sole Member of _____, freely and voluntarily of behalf of said corporation. He/She is personally known to me or has produced _____ as identification.

[Signature]
Notary Public, State of Florida
My Commission Expires:

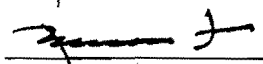


WITNESSES:


Print Name: NORMA A. TORRES


Print Name: BERLYNE ADAMS

OKOMO ASSOCIATES LLC, a Florida limited liability corporation,

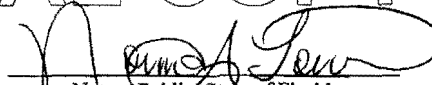
By: 
Name: MICHAEL WOHL
Title: MANAGER

STATE OF FLORIDA)

COUNTY OF BROWARD) SS

THIS IS NOT AN OFFICIAL COPY

The foregoing instrument was acknowledged before me this 12 day of JUNE, 2008, by Michael Wohl, as Sole Member of OKOMO ASSOCIATES LLC, freely and voluntarily of behalf of said corporation. He/She is personally known to me or has produced as identification _____


Notary Public, State of Florida
My Commission Expires: _____

FTL 107,037,668 v1 5-11-08

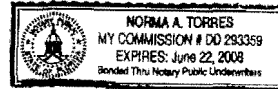


Exhibit "A"

Property Description

THIS IS NOT AN
OFFICIAL COPY

EXHIBIT "A"

PARCEL NO. 101

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

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 9, A DISTANCE OF 883.90 FEET; THENCE S 01 DEGREES 04'48" E, PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 51.25 FEET TO THE INTERSECTION OF THE SOUTHERLY EXISTING RIGHT OF WAY LINE OF SHERIDAN STREET WITH THE WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE S 00 DEGREES 55'48" E ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE POINT OF BEGINNING; THENCE S 88 DEGREES 55'14" W, A DISTANCE OF 198.75 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF NORTH 28TH AVENUE; THENCE S 00 DEGREES 58'28" E ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 358.40 FEET; THENCE N 88 DEGREES 01'34" E, A DISTANCE OF 138.52 FEET TO A POINT ON SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95); THENCE N 08 DEGREES 41'38" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF INTERSTATE 95 (I-95), A DISTANCE OF 174.88 FEET; THENCE N 13 DEGREES 03'48" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 193.28 FEET TO THE POINT OF BEGINNING.

AND

COMMENCE AT THE NORTHWEST CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 883.90 FEET; THENCE S 01 DEGREES 04'48" E, A DISTANCE OF 51.25 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF A PUBLIC ROAD KNOWN AS SHERIDAN STREET, AND THE POINT OF BEGINNING; THENCE S 00 DEGREES 58'28" E A DISTANCE OF 198.75 FEET; THENCE N 88 DEGREES 55'14" E, A DISTANCE OF 14.85 FEET TO THE EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE OF STATE ROAD 8 (I-85); THENCE N 00 DEGREES 55'49" W ALONG SAID EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID SHERIDAN STREET; THENCE S 88 DEGREES 55'14" W ALONG SAID EXISTING SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 15 FEET TO THE POINT OF BEGINNING.

AND LESS:

PARCEL NO. 113.2:

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

COMMENCING AT THE N.W. CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST, RUN NORTH 88 DEGREES 55'14" EAST ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 883.01 FEET; THENCE SOUTH 0 DEGREES 55'49" EAST A DISTANCE OF 50 FEET TO THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING RUN SOUTH 0 DEGREES 55'44" EAST A DISTANCE OF 200 FEET; THENCE NORTH 88 DEGREES 55'14" EAST A DISTANCE OF 200 FEET; THENCE NORTH 0 DEGREES 55'49" WEST A DISTANCE OF 200 FEET; THENCE SOUTH 88 DEGREES 55'14" WEST A DISTANCE OF 200 FEET TO POINT OF BEGINNING.

PARCEL 2:

THAT PART OF THE S 1/2 OF BLOCK A, LYING EAST OF THE SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY, "CENTRAL GOLF SECTION OF HOLLYWOOD", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 9, PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS THAT PORTION DESCRIBED IN OFFICIAL RECORDS BOOK 2342, PAGE 284; AND THAT PART OF THE S 1/2 OF THE SE 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-98 (STATE ROAD NO. 9); AND THAT PART OF THE E 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-98 (STATE ROAD NO. 9); AND THAT PART OF THE SE 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-98 (STATE ROAD NO. 9); AND THAT PART OF THE W 1/2 OF THE SW 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-98 (STATE ROAD NO. 9); AND LESS THE SOUTH 30 FEET FOR ROAD RIGHT-OF-WAY, AND THE W 1/2 OF THE NW 1/4 OF THE SW 1/4 OF THE NW 1/4; AND THAT PART OF THE E 1/2 OF THE SW 1/4 OF THE NW 1/4 OF THE NW 1/4, LYING WEST OF U.S. 1-98 (STATE ROAD NO. 9); ALL THE ABOVE LYING IN SECTION 9, TOWNSHIP 31 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA, CONTAINING 883,537 SQUARE FEET, OR 20.5220 ACRES, MORE OR LESS.

THAT PART OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF THE NORTHWEST ONE-QUARTER (N.W.1/4), OF SECTION 9, AND THAT PART OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF THE NORTHEAST ONE-QUARTER (N.E.1/4), OF SECTION 8, ALL IN TOWNSHIP 31 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°55'14" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 83°52'56" EAST, A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 00°58'26" EAST, A DISTANCE OF 624.41 FEET; THENCE SOUTH 88°58'47" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 00°59'35" EAST, A DISTANCE OF 669.52 FEET TO A POINT HEREIN DESCRIBED AS POINT A; THENCE SOUTH 88°57'11" WEST, A DISTANCE OF 332.38 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY LINE, NORTH 01°06'15" WEST, A DISTANCE OF 1,338.53 FEET TO THE NORTH LINE OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°53'14" EAST, A DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

LESS

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

BEGIN AT THE AFOREMENTIONED POINT A; THENCE RUN SOUTH 88°57'11" WEST, A DISTANCE OF 332.38 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°49'07" WEST, A DISTANCE OF 114.90 FEET TO SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD; THENCE NORTH 01°08'15" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF THE C.S.X. RAILROAD A DISTANCE OF 30.00 FEET; THENCE NORTH 88°48'07" EAST, A DISTANCE OF 114.80 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE NORTH 88°57'11" EAST, A DISTANCE OF 332.42 FEET; THENCE SOUTH 00°59'55" EAST, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.806 ACRES OF LAND, MORE OR LESS.

ALSO KNOWN AS:

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

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°30'41" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 84°17'29" EAST, A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE SOUTH 01°22'59" EAST, A DISTANCE OF 824.41 FEET; THENCE SOUTH 88°34'14" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 01°24'08" EAST, A DISTANCE OF 839.52 FEET; THENCE SOUTH 88°32'38" WEST, A DISTANCE OF 332.42 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE SOUTH 88°24'34" WEST, A DISTANCE OF 114.90 FEET TO A POINT ON THE EASTERLY EXISTING RIGHT OF WAY LINE OF THE C.S.X. (FORMERLY KNOWN AS THE SEABOARD AIR LINE) RAILROAD; THENCE, ALONG SAID EASTERLY RIGHT OF WAY LINE, NORTH 01°30'48" WEST, A DISTANCE OF 1,308.53 FEET TO THE NORTH LINE OF SAID SECTION 8; THENCE, ALONG SAID NORTH LINE, NORTH 88°31'12" EAST, A DISTANCE OF 114.80 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.805 ACRES, MORE OR LESS.

GT GreenbergTraurig

[illegible]

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

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

3. Provide dates of community outreach meetings.

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

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

Sincerely,



Debbie M. Orshefsky

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

FTL 109559887v1

ATTACHMENT 1

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

AND

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

Historical Approvals

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

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

Proposed Amendments to Existing Approvals

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

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

Okomo Property: 500 Residential Units

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

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

City LUPA text change:

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

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

County LUPA text change:

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

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

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

The total entitlements for the project will remain as follows:

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

4. AMENDMENT SITE DESCRIPTION

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

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

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

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

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

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



Florida Department of Transportation

RICK SCOTT
GOVERNOR

5400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

February 3, 2014

Re: Sheridan Street Park & Ride lot

To All Interested Parties:

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

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

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

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

Sincerely,

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

ATTACHMENT 2

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

AND

**SECOND AMENDMENT TO THE DECLARATION OF
RESTRICTIVE COVENANTS (DRC)**

Justification
Second Amendment to Declaration of Restrictive Covenants
Sheridan Station Land Use Plan Text Amendment

Okomo Associates LLC ("Okomo") and the Florida Department of Transportation ("FDOT") have jointly applied (i) to amend the approved plat for the Property; and, (ii) to amend text in the TOD in the land use plan designation for the Property (the "Applications"). The Applications were filed as part of the owners' efforts to allocate the previously approved development rights attributable to the Property between the two (2) ownership interests in the Property. Okomo is the sole owner of the 22+/- acres located at the southern portion of the Property (the "Okomo Property"). In 2012, FDOT and Okomo terminated their 99 year lease for the 18 +/- acres owned by FDOT (the "FDOT Property") so FDOT retains full ownership to that portion of the Property. Given the current ownership interests, the development of the Property will now be a 2 phase project which necessitates revisions to the prior development approvals for the Property. Among the amendments to the prior development approvals which must be processed to accomplish Okomo and FDOT's objectives is to amend the Declaration of Restrictions voluntarily submitted in connection with County land use plan amendment PCT 07-1, recorded at Official Records Book 453967, Page 763, of the public records of Broward County, Florida (the "Original Declaration"), as amended by "Amendment to Declaration of Restrictive Covenants" dated June 13, 2008, recorded at Official Records Book 45454, Page 359, of the public records of Broward County, Florida (the "First Amendment".) As noted in the attached fully executed Second Amendment to Declaration of Restrictions, paragraph 5 of the Original Declaration is proposed to be deleted in its entirety and replaced with the following provision:

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

This proposed amendment to the Original Declaration does not change any of the traffic improvements required pursuant to this Declaration but rather would allow what is now known as Phase 1 of the TOD (500 units of development on Parcel D) to be developed prior to completion of the road improvements required pursuant to Exhibit C of the Original Declaration.

In support of this amendment, the enclosed Traffic Study was prepared to evaluate whether the Phase 1 development of 500 multi-family residential units was "significant" on the links and intersections noted for improvement on Exhibit C. As reflected in this Traffic Study, the 500 multi-family residential units in Phase 1 are not significant on any of the Exhibit C Improvements.

Based upon the foregoing, we respectfully request approval of the Second Amendment to the Declaration of Restrictive Covenants.

AMENDED DECLARATION OF RESTRICTIVE COVENANTS (DRC)
SHERIDAN STATION
February 2014

This Instrument Prepared by and Return to:

Debbie M. Orshefsky, Esq.
Greenberg Traurig, P.A.
401 East Las Olas Boulevard, Suite 2000
Fort Lauderdale, Florida 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SECOND AMENDMENT TO DECLARATION OF RESTRICTIVE COVENANTS

This Second Amendment to Declaration of Restrictive Covenants ("Declaration") related to the Sheridan Stationside Village development project ("Project") is executed this _____ day of _____, 2013, by OKOMO ASSOCIATES, LLC, a Florida limited liability corporation, whose address is 9400 South Dadeland Boulevard, Suite 100, Miami, Florida 33156 ("Okomo") and the Florida Department of Transportation ("FDOT") whose address is 3400 W. Commercial Boulevard, Fort Lauderdale, FL 33309; Okomo and FDOT are collectively referred to herein as the "Landowners".

WHEREAS, Okomo is the owner of that certain real property approximately 22 gross acres of land located at the intersection of Interstate 95 and Taft Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached Exhibit "A" ("Okomo Property"); and

WHEREAS, FDOT is the owner of that certain real property approximately 18 gross acres of land located at the intersection of Interstate 95 and Sheridan Street in the City of Hollywood, Florida, in Broward County, more particularly described in the attached Exhibit "B" ("FDOT Property"); and

WHEREAS, in connection with the Project, Landowners previously submitted and had approved Land Use Plan Amendment Application PCT 07-1 ("Application") for the Property, to change the Property's designation from 18.7 acres of Industrial and 21.7 acres of Medium-High (25 du/acre) Residential to Transit Oriented Development; and

WHEREAS, in connection with the Application, Landowners voluntarily agreed to enter into a Declaration regarding the items enumerated and described and made a part hereof, and did thereafter execute and record that certain "Declaration of Restrictive Covenants" dated May 27, 2008, recorded at Official Records Book 45397, Page 763, of the public records of Broward County, Florida ("Original Declaration") as amended by "Amendment to Declaration of

Restrictive Covenants" dated June 13, 2008 recorded at Official Records Book 45454, Page 359, of the public records of Broward County, Florida ("First Amendment"); and

WHEREAS, Landowners now desire to amend the Original Declaration, as amended, to provide for different timing requirements for completion of the transportation improvements required pursuant to the Original Declaration.

NOW, THEREFORE, the undersigned agree and covenant to the following:

1. The above recitals are true and correct and are incorporated herein.
2. The Original Declaration dated May 27, 2008, recorded in Official Records Book 45387, Page 763, of the Public Records of Broward County, Florida, as amended, is hereby further amended to delete paragraph 5 of the Original Declaration in its entirety and replace it with the following:
 5. Comprehensive Traffic Mitigation Plan. Prior to issuance of a certificate of occupancy for any development within the Sheridan Stationside TOD in excess of 500 residential units, subject to regulatory approval, the road improvements more particularly described in Exhibit "C" attached hereto shall be constructed.

IN WITNESS WHEREOF, the Landowners have executed this Second Amendment to Declaration of Restrictive Covenants.

[Signature Page Follows]

Signed, sealed and delivered
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF
TRANSPORTATION

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421
Attention: John Portera, Right of Way Office
Copy to: Jeb Niewood, Assistant General
Counsel

Witness: Maria Lopez

Print Name: Maria Gutierrez

By: [Signature]
Name: James Wolfe
Title: As Secretary



Witness: Evelyn Wilson

Print Name: Evelyn Wilson

Legal Review: [Signature]
Office of the General Counsel

OKOMO ASSOCIATES LLC, a Florida
limited liability corporation,

9400 South Dadeland Blvd., Ste. 100
Miami, FL 33156

Witness: _____

Print Name: _____

By: _____
Name: _____
Title: _____

Witness: _____

Print Name: _____

Copy to:
GreenbergTraurig
401 East Las Olas Blvd.
Suite 2000
Fort Lauderdale, FL 33301
Attention: Debbie Orshefsky

Signed, sealed and delivered
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF
TRANSPORTATION

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421
Attention: John Portera, Right of Way Office
Copy to: Jeb Niewood, Assistant General
Counsel

Witness: _____

Print Name: _____

By _____
Name:
Title:

Legal Review:

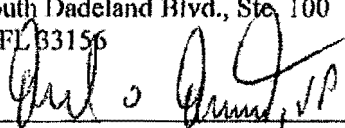
Witness: _____

Print Name: _____

Office of the General Counsel

OKOMO ASSOCIATES LLC, a Florida
limited liability corporation,

9400 South Dadeland Blvd., Ste. 100
Miami, FL 33156

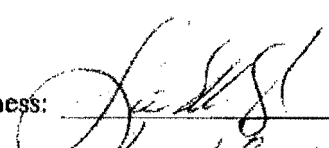
By: 
Name:
Title:

David O. Deutch
Vice President

Copy to:
GreenbergTraurig
401 East Las Olas Blvd.
Suite 2000
Fort Lauderdale, FL 33301
Attention: Debbie Orshefsky

Witness: 

Print Name: Evelyn Crago

Witness: 

Print Name: Lisa M. Gonzalez

Exhibit "A"

Property Description

SKETCH OF LEGAL DESCRIPTION

A portion of that part of Block A lying East of the CSX Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

AND

That part of the W $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 9, Township 51 South, Range 42 East, Broward County, Florida, lying west of U.S. 1-95 (State Road No. 9), being more particularly described as follows:

COMMENCE at the Northwest corner of said Section 9; thence North 88°33'28" East along the North line of said Section 9, a distance of 273.47 feet, said North line being the Southerly Existing Right of Way line of Sheridan Street;

THENCE continue along the Southerly Existing Right of Way line of Sheridan Street South 84°17'55" East for a distance of 358.30 feet;

THENCE South 01°19'55" East along the Westerly Existing Right of Way line of North 29th Avenue, a distance of 348.20 feet;

THENCE North 88°33'28" East a distance of 40.00 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue;

THENCE North 01°19'55" West along said Easterly Right of Way line a distance of 142.76 feet;

THENCE North 88°33'28" East, a distance of 17.81 feet;

THENCE South 01°19'55" East a distance of 40.26 feet;

THENCE North 88°33'28" East, a distance of 147.37 feet;

THENCE North 12°42'02" East, a distance of 41.52 feet;

THENCE North 88°33'28" East, a distance of 39.64 feet to a point on the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95);

THENCE South 12°42'02" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 193.26 feet;

THENCE South 08°19'52" West along said Westerly Existing Limited Access Right of Way line, a distance of 174.43 feet to the POINT OF BEGINNING;

THENCE continue South 08°19'52" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 305.57 feet;

THENCE South 14°30'38" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 204.90 feet to a point on the arc of a non-tangent curve to the right from which the center of radius of said curve bears North 71°45'27" West;

THENCE Southerly, on the arc of said curve, having a radius of 5629.65 feet, and a central angle of 01°12'05" along the said Existing Right of Way line of Interstate 95 (I-95) and the said curve for an arc distance of 118.04 feet;

THENCE South 19°26'38" West along the Westerly Existing Right of Way line of Interstate 95 (I-95), a distance of 1493.87 feet to the Northerly Existing Right of Way line of Taft Street;

THENCE South 88°28'07" West along the said Northerly Existing Right of Way line of Taft Street, a distance of 109.83 feet to a point of curvature of a curve concave to the South, said curve having a radius of 1920.08 feet, and a central angle of 03°47'53" along the said Northerly Existing Right of Way line of Taft Street and the said curve for an arc distance of 127.28 feet, to the Easterly Existing Right of Way Line of the CSX Railroad;

THENCE North 01°29'49" West on said Easterly Right of Way Line, a distance of 1309.81 feet;

THENCE departing from said Easterly Right of Way Line, North 88°35'48" East a distance of 447.49 feet;

THENCE North 01°25'37" West a distance of 639.48 feet;

THENCE North 88°32'15" East a distance of 333.43 feet;

THENCE North 01°19'55" West a distance of 60.37 feet;

THENCE North 88°40'05" East a distance of 138.76 feet to the POINT OF BEGINNING.

Said lands lying in the City of Hollywood, Broward County, Florida and containing 832,843 square feet (20.496 acres) more or less.

NOTES:

1. Not valid without the signature and original embossed seal of a Florida licensed Professional Surveyor and Mapper.
2. Lands described hereon were not abstracted, by the surveyor, for ownership, easements, rights-of-way or other instruments that may appear in the Public Records of said County.
3. The description contained herein and the attached sketch, do not represent a field Boundary Survey.
4. Bearings shown hereon are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyor's Office. Control Points utilized were D-41 and E-42. The West line of the Northwest one-quarter (NW $\frac{1}{4}$) of the Northwest one-quarter (NW $\frac{1}{4}$) of Section 9, Township 51 South, Range 42 East has a bearing of South 01°31'18" East.

CALVIN, GIORDANO AND ASSOCIATES, INC.

Date: _____

Daniel C. Look
Professional Surveyor and Mapper
Florida Registration Number LS 5118



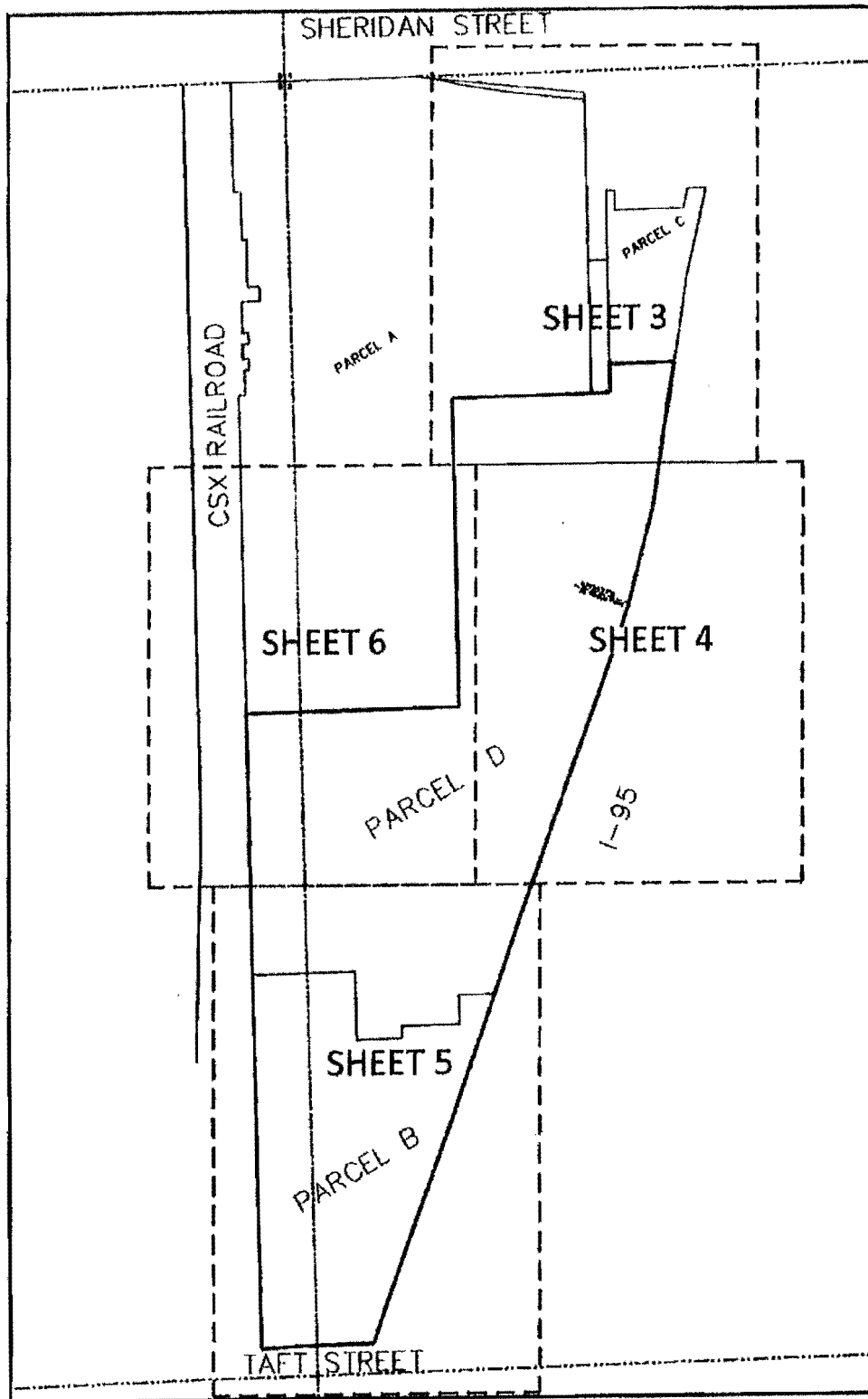
Calvin, Giordano & Associates, Inc.
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Phone: 954.921.7701 • Fax: 954.921.8207
Certificate of Authorization 6791

**PARCEL B-D
SHERIDAN STATION
CITY OF HOLLYWOOD**

SCALE N/A	PROJECT No 13-5958	SHEET 1 OF 6
DATE 12-23-13	CAD FILE SEE LEFT	

P:\Projects\2013\135958 Sheridan Station\Survey\SKETCH\35958-V-50-PARC-B-D.dwg, Dec 26, 2013 - 4:32pm

SKETCH OF LEGAL DESCRIPTION



KEY MAP
NOT TO SCALE

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Phone: 954-921-7781 • Fax: 954-921-6309
Certificate of Authorization: 6701

**PARCEL B-D
SHERIDAN STATION
CITY OF HOLLYWOOD**

SCALE
NOT TO SCALE

DATE
12-23-13

PROJECT No.
13-5958

CAD FILE
SEE LEFT

SHEET
2
OF
6

SKETCH OF LEGAL DESCRIPTION

SHERIDAN STREET

F.D.O.T. R/W Map Section 86070-2482 Sheet 2 of 4
(Latest revision date: 8-11-1997)

North line, NW 1/4
SEC 9-51-42

P.O.C.
NORTHWEST CORNER OF
SEC 9-51-42

5.4 N88°33'28"E 273.47'

North line,
NW ¼
SEC 9-51-42

Southerly existing
R/W line of
Sheridan St.

S013118'E
(BASIS OF BEARING)
The West line of the
N.W. 1/4 of
Sec. 9-51S-42E

LEGEND:

BCR == BROWARD COUNTY RECORDS
CA == CENTRAL ANGLE
FDOT == FLORIDA DEPARTMENT OF TRANSPORTATION
l == ARC LENGTH
ORB == OFFICIAL RECORDS BOOK
PB == PLAT BOOK
PG == PAGE
POB == POINT OF BEGINNING
POC == POINT OF COMMENCEMENT
R == RADIUS
RR == RAILROAD
R/W == RIGHT-OF-WAY
SEC == SECTION, TOWNSHIP, RANGE
Sq Ft == SQUARE FEET
UE == UTILITY EASEMENT

PARCEL "A"
(PROPOSED)

Masterly existing R/W

N 29th AVENUE

NLS
CRB-15782-PG-30JBCR
Voted per
and payed

PARCEL "C"
(PROPOSED)

P.O.B.

INTERSTATE HIGHWAY I-95
(STATE ROAD 9)
RIGHT OF WAY

GRAPHIC SCALE

100

(IN FEET)

TOTAL
892,843 Sq. Feet
20.498 Acres

PARCEL "D"
(PROPOSED)

MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 4



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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE
1"=100'

DATE
12-23-1

PROJECT No
13-5958

CADTRB
SEE L

3 OF 6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3

MATCHLINE - SEE SHEET 6

TOTAL
892,843 Sq. Feet
20.496 Acres

PARCEL "D"
(PROPOSED)

N71°45'27"W
To Radius Point

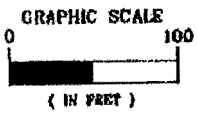
INTERSTATE HIGHWAY 195
(STATE ROAD 9)
RIGHT OF WAY

RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION
86070-2403, SHEET 2 OF 18, DATED 02/03/1948,
LAST REVISED 02/03/1962

Existing existing
limited access R/W
line of Interstate 95

LEGEND:

- BCR = BROWARD COUNTY RECORDS
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- PG = PAGE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- R = RADIUS
- RR = RAILROAD
- R/W = RIGHT-OF-WAY
- SEC = SECTION, TOWNSHIP, RANGE
- Sq Ft = SQUARE FEET
- UE = UTILITY EASEMENT



MATCHLINE-SEE SHEET 5



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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE 1"=100'	PROJECT NO. 13-5958
DATE 12-23-13	CAD FILE SEE LEFT

SHEET
4
OF
6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 4

CSX RAILROAD 100' RIGHT OF WAY

RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
88070-2453, SHEET 32 OF 71, DATED 03/23/1989,
LAST REVISED 09/23/1997

Electricity existing R/W line
CSX RR

N 01° 20' 45" W 1309.87'

S 88° 29' 58" W 216.00'

140.34'
N 01° 30' 02" W

S 01° 30' 05" E 25.00'

97.62'
S 88° 29' 58" W

S 88° 29' 29" W 118.89'

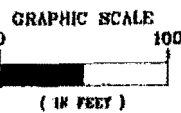
S 01° 28' 28" E 59.48'

S 88° 30' 11" W 76.44'

Electricity existing
Applied across R/W
line of Interstate 95

TOTAL
892,843 Sq. Feet
20.496 Acres

PARCEL "B"
(PROPOSED)



INTERSTATE HIGHWAY 195
(STATE ROAD 9)
RIGHT OF WAY

RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION
88070-2403, SHEET 2 OF 16, DATED 02/03/1998,
LAST REVISED 02/05/1992

R=1920.08'
CA=03°47'53"
L=127.28'

109.63'
S 88° 28' 07" W

TAFT ST.

South line, NE 1/4
SEC 8-51-42

- LEGEND:**
- BCR = BROWARD COUNTY RECORDS
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 - PB = PLAT BOOK
 - PG = PAGE
 - POB = POINT OF BEGINNING
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 - RR = RAILROAD
 - R/W = RIGHT-OF-WAY
 - SEC = SECTION, TOWNSHIP, RANGE
 - Sq Ft = SQUARE FEET
 - UC = UTILITY EASEMENT

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**PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD**

SCALE 1"=100'	PROJECT NO. 13-5958
DATE 12-23-13	CAD FILE SEE LEFT

SHEET
5
OF
6

SKETCH OF LEGAL DESCRIPTION

B I O C K A
"CENTRAL GOLF SECTION OF HOLLYWOOD"
PLAT BOOK 9, Pg. 44, B.C.R.

CSX RAILROAD 100' RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
86070-2453, SHEET 32 OF 71, DATED 03/23/1989.
LAST REVISED 09/23/1997

N 01°29'49" W 659.42' (Total)

S01°31'18"E
(BASIS OF BEARING)
The West line of the
N.W. 1/4 of Sec. 9-51S.-42E.

PARCEL "A"
(PROPOSED)

LEGEND:

- BCR = BROWARD COUNTY RECORDS
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- FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
- L = ARC LENGTH
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- RR = RAILROAD
- R/W = RIGHT-OF-WAY
- SEC = SECTION, TOWNSHIP, RANGE
- Sq Ft = SQUARE FEET
- UE = UTILITY EASEMENT

N 88°35'48" E 447.49'

PARCEL "D"
(PROPOSED)

TOTAL
892,843 Sq. Feet
20.496 Acres

GRAPHIC SCALE
0 100
(IN FEET)

MATCHLINE
SEE SHEET 3

N 01°25'37" W

639.48'

MATCHLINE - SEE SHEET 4

MATCHLINE - SEE SHEET 5

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Certificate of Authorization 6761

PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE
1"=100'

DATE
12-23-13

PROJECT NO.
13-5958

CAD FILE
SEE LEFT

SHEET
6
OF
6

Exhibit "B"

Property Description

SKETCH OF LEGAL DESCRIPTION

A portion of that part of Block A lying East of the CSX Railroad right-of-way, "CENTRAL GOLF SECTION OF HOLLYWOOD," according to the Plat thereof, recorded in Plat Book 9, Page 44, of the Public Records of Broward County, Florida.

AND

That part of the W 1/2 of the NW 1/4 of Section 9, Township 51 South, Range 42 East, Broward County, Florida, lying west of U.S. 1-95 (State Road No. 9), being more particularly described as follows:

BEGIN at the Northwest corner of said Section 9; thence North 88°33'28" East along the North line of said Section 9, a distance of 273.47 feet, said North line being the Southerly Existing Right of Way line of Sheridan Street ;
 THENCE continue along the Southerly Existing Right of Way line of Sheridan Street South 84°17'55" East for a distance of 358.30 feet;
 THENCE South 01°19'55" East along the Westerly Existing Right of Way line of North 29th Avenue, a distance of 348.20 feet;
 THENCE North 88°33'28" East a distance of 40.00 feet to a point on the Easterly Existing Right of Way line of North 29th Avenue;
 THENCE North 01°19'55" West along said Easterly Right of Way line a distance of 142.78 feet;
 THENCE North 88°33'28" East a distance of 17.81 feet;
 THENCE South 01°19'55" East a distance of 40.26 feet;
 THENCE North 88°33'28" East a distance of 147.37 feet;
 THENCE North 12°42'02" East a distance of 41.52 feet;
 THENCE North 88°33'28" East a distance of 39.64 feet to a point on the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95);
 THENCE South 12°42'02" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 193.26 feet;
 THENCE South 08°19'52" West along said Westerly Existing Limited Access Right of Way line, a distance of 174.43 feet;
 THENCE South 88°40'05" West departing from said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 138.76 feet;
 THENCE South 01°19'55" East a distance of 60.37 feet;
 THENCE South 88°32'15" West a distance of 333.43 feet;
 THENCE South 01°25'37" East a distance of 639.48 feet;
 THENCE South 88°35'48" West a distance of 447.49 feet, to the Easterly Existing Right of Way Line of the CSX Railroad;
 THENCE along said Easterly Right of Way Line, North 01°29'49" West a distance of 659.42 feet;
 THENCE North 88°30'11" East a distance of 13.44 feet;
 THENCE North 01°29'49" West a distance of 52.79 feet;
 THENCE North 88°30'11" East a distance of 10.08 feet;
 THENCE North 01°29'49" West a distance of 23.44 feet;
 THENCE South 88°30'11" West a distance of 12.90 feet;
 THENCE North 01°29'49" West a distance of 30.56 feet;
 THENCE North 88°30'11" East a distance of 13.08 feet;
 THENCE North 01°29'49" West a distance of 23.34 feet;
 THENCE South 88°30'11" West a distance of 12.78 feet;
 THENCE North 01°29'49" West a distance of 66.16 feet;
 THENCE North 88°30'11" East a distance of 39.09 feet;
 THENCE North 01°29'49" West a distance of 29.60 Feet;
 THENCE South 88°30'11" West a distance of 25.55 feet;
 THENCE North 01°29'49" West a distance of 98.50 feet;
 THENCE South 88°30'11" West a distance of 9.80 feet;
 THENCE North 01°29'49" West a distance of 98.80 feet;
 THENCE South 88°30'11" West a distance of 14.66 feet to said Easterly Existing Right of Way Line of the CSX Railroad;
 THENCE along said Easterly Right of Way Line, North 01°29'49" West a distance of 225.98 feet to the North line of the Northeast One-Quarter of Section 8;
 THENCE run along the said North line of the Northeast One-Quarter of Section 8, North 88°31'31" East a distance of 114.55 feet to the POINT OF BEGINNING.

Said lands lying in the City of Hollywood, Broward County, Florida and containing 834,548 square feet (19.158 acres) more or less.

P:\Projects\2013\135958 Sheridan Station\Survey\SECTION\135958-V-SD-PARC-A-C.dwg Dec 26, 2013 - 11:38am

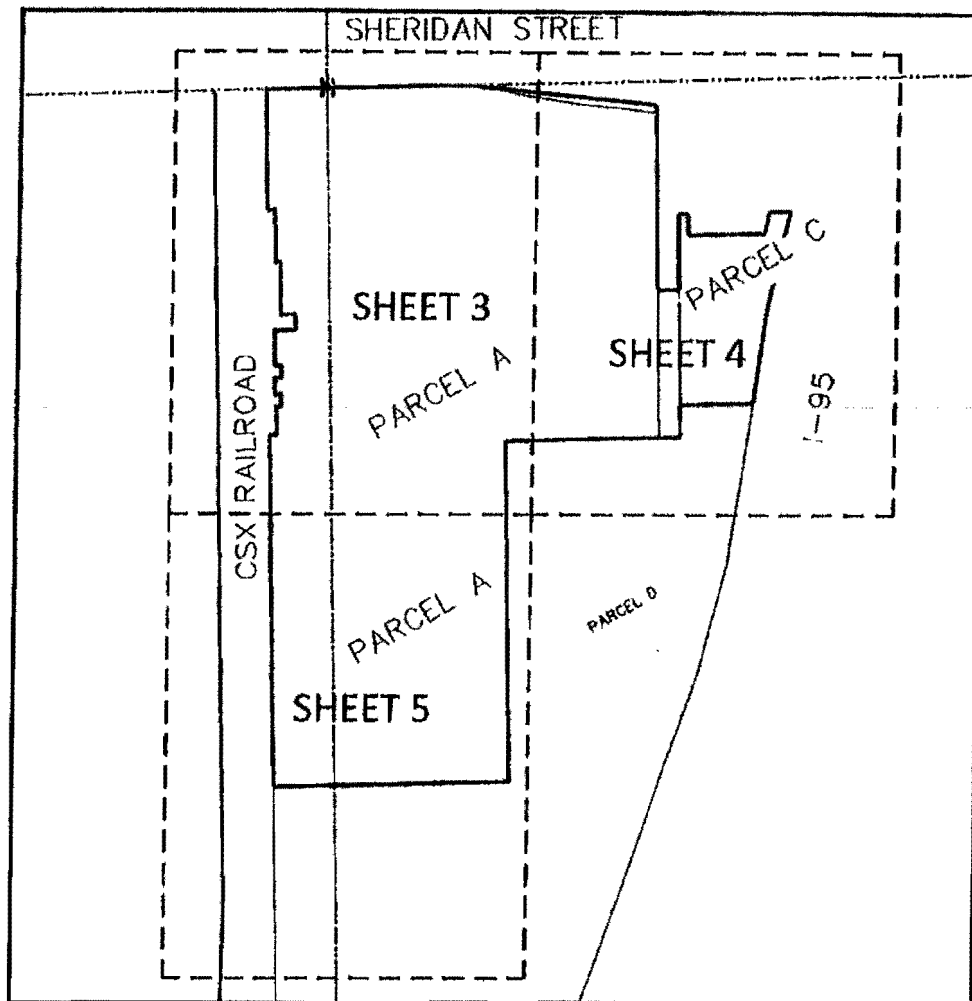


Calvin, Giordano & Associates, Inc.
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 Phone: 954/921-7701 • Fax: 954/921-0009
 Certificate of Authorization 0701

PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE	N/A	PROJECT NO.	13-5958	SHEET	1
DATE	12-23-13	CAD FILE	SEE LEFT	OF	6

SKETCH OF LEGAL DESCRIPTION



KEY MAP
NOT TO SCALE

NOTES:

1. Not valid without the signature and original embossed seal of a Florida licensed Professional Surveyor and Mapper.
2. Lands described hereon were not abstracted, by the surveyor, for ownership, easements, rights-of-way or other instruments that may appear in the Public Records of said County.
3. The description contained herein and the attached sketch, do not represent a field Boundary Survey.
4. Bearings shown hereon are relative to State Plane Coordinates, Florida East Zone, as shown on "Eastern Broward County Secondary G.P.S. Control Network" prepared by the Broward County Surveyor's Office. Control Points utilized were D-41 and E-42. The West line of the Northwest one-quarter (NW ¼) of the Northwest one-quarter (NW ¼) of Section 9, Township 51 South, Range 42 East has a bearing of South 01°31'18" East.

CALVIN, GIORDANO AND ASSOCIATES, INC.

Date: _____

Daniel C. Look
Professional Surveyor and Mapper
Florida Registration Number LS 5118

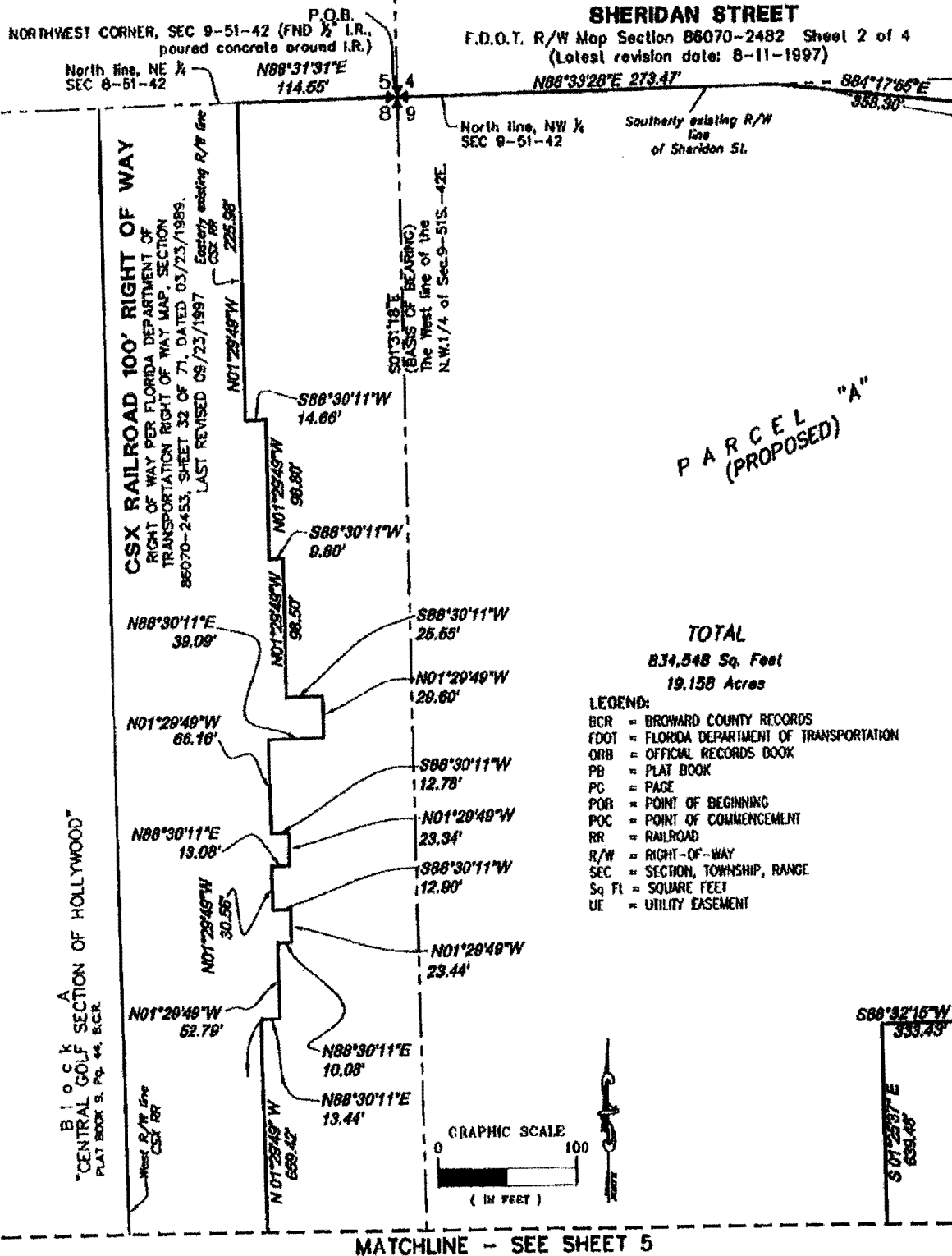


Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS
1600 E. W. Dr., Suite 100, Fort Lauderdale, Florida 33316
Phone: 954-521-7701 • Fax: 954-521-6007
Certificate of Authorization 0781

PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE NOT TO SCALE	PROJECT No. 13-5958	SHEET 2 OF 5
DATE 12-23-13	CAD FILE SEE LEFT	

SKETCH OF LEGAL DESCRIPTION



P:\Projects\2013\35958 Sheridan Station\Survey\Sketch\35958-V-SD-PARC-A-C.dwg Dec 26, 2013 - 11:16am

 <p>Calvin, Giordano & Associates, Inc. EXCEPTIONAL SOLUTIONS™ 1400 E. 1st Avenue, Suite 600, Fort Lauderdale, Florida 33316 Phone: 954-921-2701 • Fax: 954-921-2000 Certificate of Authorization 07901</p>	<p>PARCEL A-C SHERIDAN STATION CITY OF HOLLYWOOD</p>	<p>SCALE 1"=100'</p> <p>DATE 12-23-13</p>	<p>PROJECT# 13-5958</p> <p>CAD/PRE SEE LEFT</p>	<p>SHEET 3 OF 5</p>
--	---	---	---	--

SKETCH OF LEGAL DESCRIPTION

SHERIDAN STREET

F.D.O.T. R/W Map Section 88070-2482 Sheet 2 of 4
(Latest revision date: 8-11-1997)

North line, NW 1/4
SEC 9-51-42

S88°33'28"W

- LEGEND:**
- OCR = BROWARD COUNTY RECORDS
 - FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
 - ORB = OFFICIAL RECORDS BOOK
 - PB = PLAT BOOK
 - PG = PAGE
 - POB = POINT OF BEGINNING
 - POC = POINT OF COMMENCEMENT
 - RR = RAILROAD
 - R/W = RIGHT-OF-WAY
 - SEC = SECTION, TOWNSHIP, RANGE
 - Sq Ft = SQUARE FEET
 - UE = UTILITY EASEMENT

MATCHLINE - SEE SHEET 3

348.20' S01°19'55"E
142.76' N07°19'55"W
40.0' N08°33'28"E
359.00' S01°19'55"E
80.37' S01°19'55"E

N. 29th AVE.
Recorded PL 088-45702 PC 301 BOR

PARCEL "C" (PROPOSED)

TOTAL
834,548 Sq. Feet
19.158 Acres

PARCEL "D" (PROPOSED)

GRAPHIC SCALE
0 100
(IN FEET)

INTERSTATE HIGHWAY I-95
(STATE ROAD 9)
RIGHT OF WAY
NOT OF RECORD FOR FLORIDA DEPARTMENT OF TRANSPORTATION
88070-2482 SHEET 2 OF 4
LAST REVISION 02/03/1994

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Certificate of Authorization 0701

PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

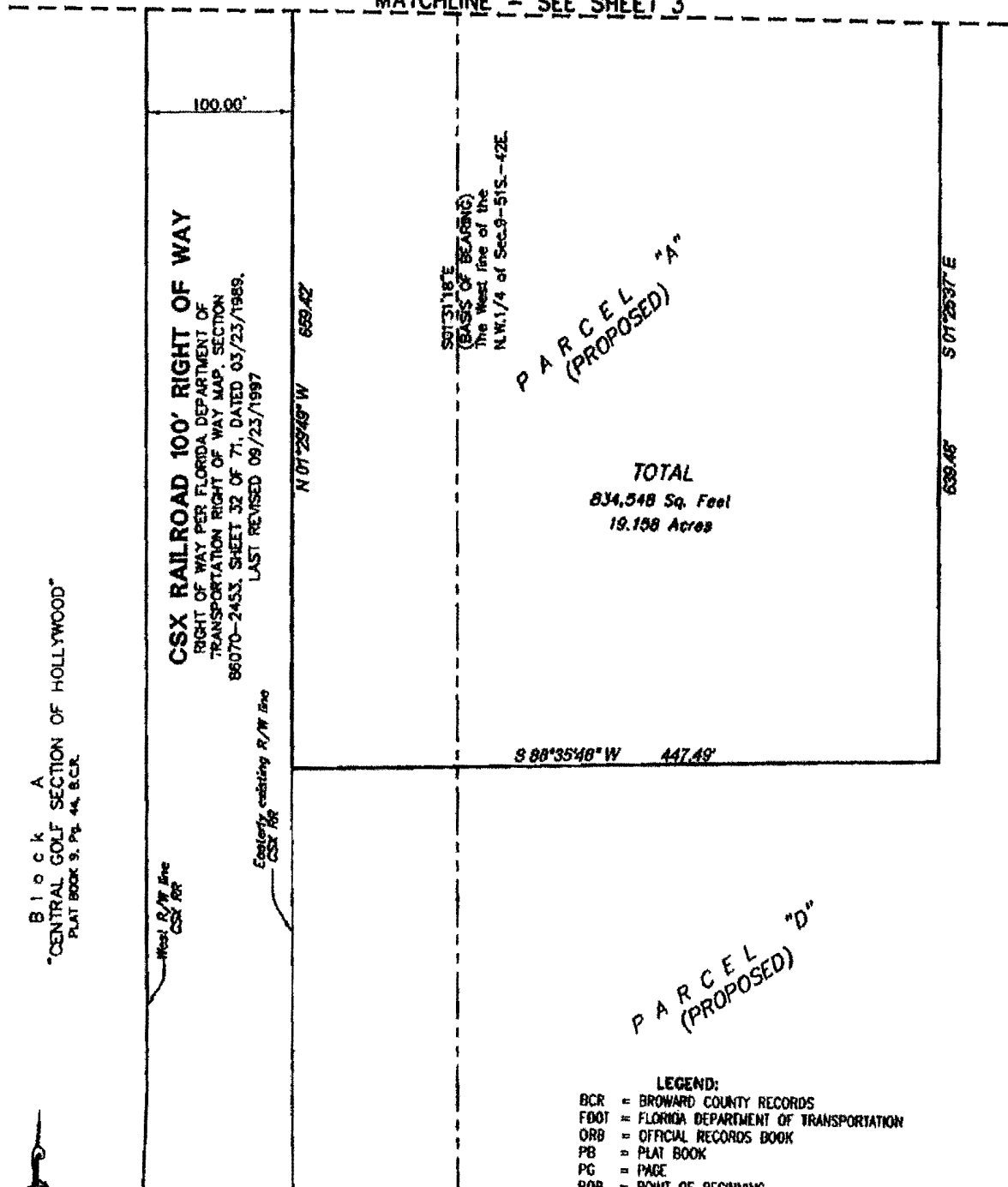
SCALE
1"=100'
DATE
12-23-13

PROJECT NO.
13-5958
CADD FILE
SEE LEFT

SHEET
4
OF
6

SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3

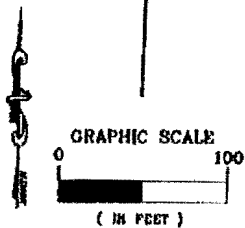


Block A
"CENTRAL GOLF SECTION OF HOLLYWOOD"
PLAT BOOK 9, Pg. 44, B.C.A.

CSX RAILROAD 100' RIGHT OF WAY
RIGHT OF WAY PER FLORIDA DEPARTMENT OF
TRANSPORTATION RIGHT OF WAY MAP, SECTION
86070-2453, SHEET 32 OF 71, DATED 03/23/1989.
LAST REVISED 08/23/1997

TOTAL
834,548 Sq. Feet
19.158 Acres

PARCEL "D"
(PROPOSED)



- LEGEND:
- BCR = BROWARD COUNTY RECORDS
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 - UE = UTILITY EASEMENT

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PARCEL A-C
SHERIDAN STATION
CITY OF HOLLYWOOD

SCALE 1"=100'	PROJECT No. 13-5958
DATE 12-23-13	CAD FILE SEE LEFT

SHEET
5
OF
5

Exhibit C

Traffic Mitigation Plan

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lane, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site;
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right-turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

Sheridan Street at N. Park Road

- Installation of video detection software/hardware; and,
- Installation of northbound right-turn overlap phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at SR 7/US 441

- Construct a westbound right turn lane
- Installation of eastbound right-turn overlap signal (5 section head) phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at US 1/Federal Highway

- Construct eastbound and westbound right turn lanes

Taft Street at N. 40th Avenue

- Construct eastbound and westbound left turn lanes

Taft Street at N. 26th Avenue

- Installation of traffic signal

ATTACHMENT 3

3% SIGNIFICANCE ANALYSIS SHERIDAN STATION PHASE 1

Significance Analysis

Sheridan Stationside Village

prepared

by

Calvin, Giordano and Associates



Calvin, Giordano & Associates, Inc.
EXCEPTIONAL CULTURE

FEBRUARY 2014

Introduction

Calvin, Giordano and Associates (CGA) was retained by Okomo Associates LLC to complete a significance analysis for the development of 500 residential units as part of the Sheridan Stationside Village project in the City of Hollywood, Florida. Based on Broward County Planning Council requirements, project traffic is considered “significant” if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways.

A previous study was completed for this project in 2007 which assessed potential impacts of the proposed project based on the following proposed land uses:

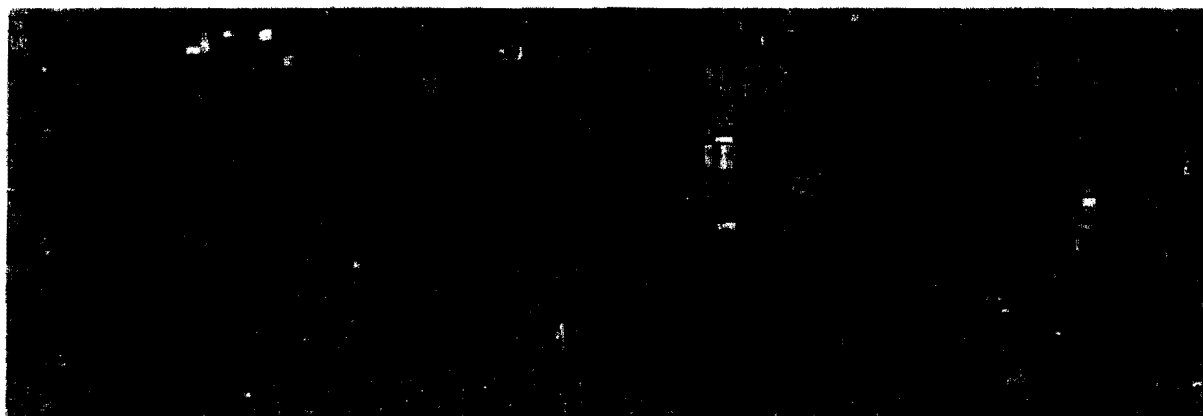
- 299,000 square feet of Office
- 300,000 square feet of Retail
- 150 Hotel Rooms
- 1,050 Residential Units

The original project had a final build-out year of 2015 and has since been revised to be completed in two (2) phases with a final build-out year of 2018:

1. Phase1 (2015)
 - a. 500 Residential Units
2. Phase 2 (2018)
 - a. 299,000 square feet of Office
 - b. 300,000 square feet of Retail
 - c. 150 room Hotel
 - d. 550 Residential Units

The project location and potential impact area are presented in **Figure 1**.

SHERIDAN STATIONSIDE VILLAGE



Existing Conditions

The project site is bounded by Sheridan Street to the north, Taft Street to the south, I-95 to the east and N. 30th Avenue to the west; the traffic impact area is bounded by Dixie Highway to the east, SR-7/US-441 to the west, Sheridan Street to the north and Johnson Street to the south.

Trip Generation

Project traffic for Phase 1 of the development was developed using trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition). Based on input from the Broward Planning Council, the analysis was performed for "worst case scenario" for land use type and generation rate (average rate versus equation); in addition, a trip generation analysis for the streets adjacent to the generator was also completed. The trip generation rates used to estimate the project trips are based on ITE Land Use code 220 (Apartment) and Land Use Code 223 (Mid-Rise Apartment). The trip generation results for the project and the adjacent streets are summarized in **Table 1** and **Table 2**.

Table 1: Trip Generation for Peak Hour of the Generator (Phase 1)

ITE Land Use Code	Land Use	Intensity	Units	Rate	Equation	Trips based on Rate	Trips based on Equation	Net New Trips (In)	Net New Trips (Out)
AM									
220	Apartment	500	Dwelling Units	0.55	$T=0.54(X)+2.45$	<u>*275</u>	272	80	195
223	Midrise Apartment	500	Dwelling Units	0.35	$T=0.46(X)-14.01$	175	216	63	124
PM									
220	Apartment	500	Dwelling Units	0.67	$T=0.60(X)+14.91$	<u>*335</u>	315	204	131
223	Midrise Apartment	500	Dwelling Units	0.44	$T=0.53(X)-11.27$	220	254	150	90

***Maximum Number of Trips**

Table 2: Trip Generation for Peak Hour of Adjacent Street (Phase 1)

ITE Land Use Code	Land Use	Intensity	Units	Rate	Equation	Trips based on Rate	Trips based on Equation	Net New Trips (In)	Net New Trips (Out)
AM									
220	Apartment	500	Dwelling Units	0.51	$T=0.49(X)+3.73$	255	249	51	204
223	Midrise Apartment	500	Dwelling Units	0.30	$T=0.41(X)-13.06$	150	192	60	104
PM									
220	Apartment	500	Dwelling Units	0.62	$T=0.55(X)+17.65$	310	293	202	109
223	Midrise Apartment	500	Dwelling Units	0.39	$T=0.48(X)-11.07$	195	229	133	82

Based on the results of the trip generation, the maximum number of trips to be generated by the proposed project will be 275 and 335 trips during the AM and PM peak hours respectively

Trip Distribution

The trip distribution at the project driveways was taken from the previous study completed by *Kimley-Horn and Associates* in May 2007 for the Sheridan Stationside Village project. The trip distribution throughout the remaining roadway network was developed based on distribution ratios calculated from the existing turning movement counts. The trip distribution for the project is presented in **Figure 2** and **Figure 3**.

FIGURE 1. PROJECTIVITY IN DURING EXERCISES (PART 1)

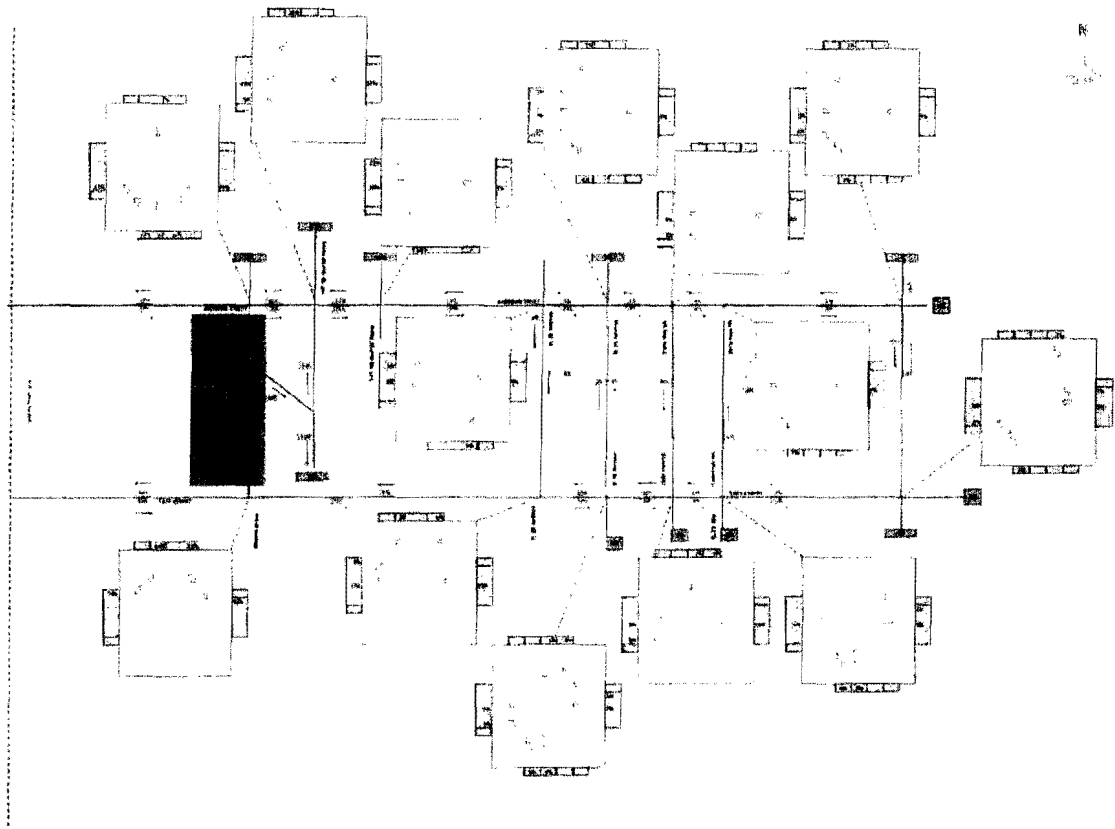
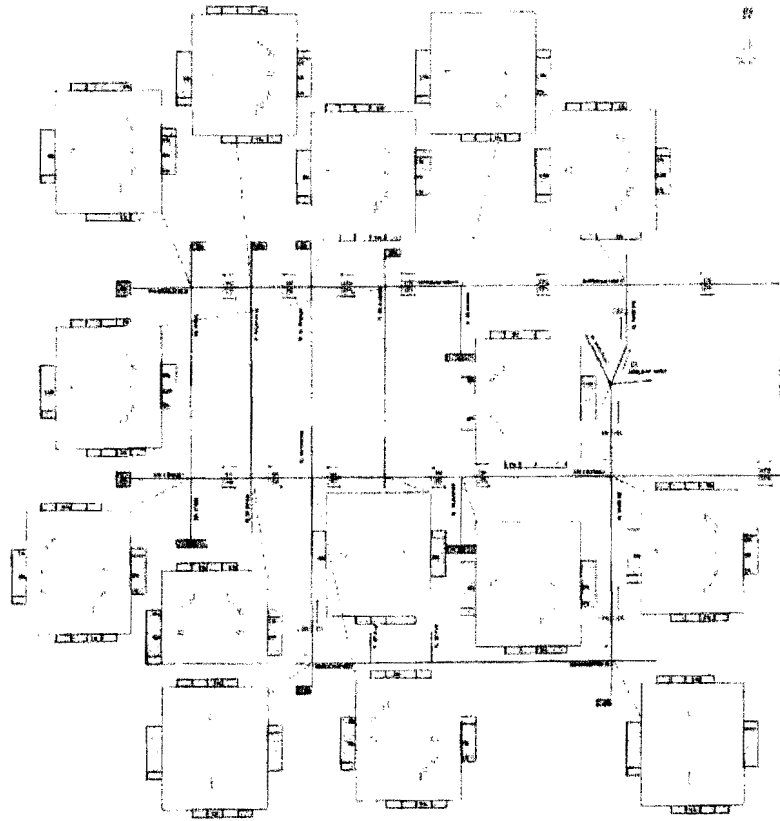


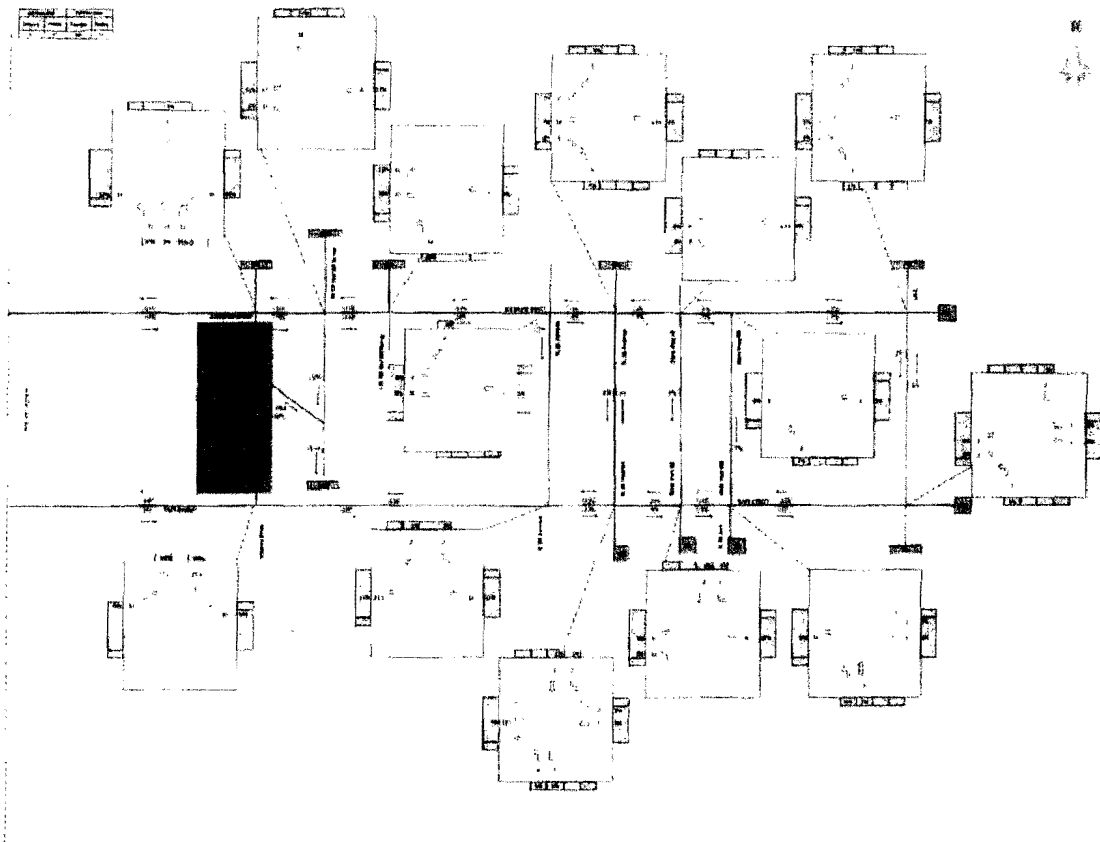
Figure 1. Project layout, showing the location of the study area.



Trip Assignment

Based on the trip distribution from the previous study and the calculated ratios at the study intersections, the trips generated by the project were distributed and assigned to the respective links throughout the roadway network. The new project trips for the AM and PM Peak hours are presented in **Figure 4 - Figure 7**.

FIGURE 1. PROJECT TRAFFIC ANALYSIS NETWORK AND COUNTING POINTS



Three Percent (3%) Significance Analysis

The original traffic study completed in 2007 identified roadway improvements based upon full build-out of the project in one single phase. In addition, improvements were identified through input from Broward County and the City of Hollywood. It should be noted that the majority of the improvements proposed by the City of Hollywood and Broward County are already being completed as part of FDOT Project# 424674-1-52-01.

Based on the trips generated by the proposed project, a significance analysis was performed to determine if the impact from Phase 1 of the project was considered “significant” on the remaining roadway links noted for improvement (improvements not completed by others or under construction by FDOT). It should be noted that although the 3% significance analysis should be completed based on the traffic generated on the adjacent streets (Table 2), the maximum number of trips (Table 1) were utilized to be conservative.

Based on Broward County Planning Council requirements, project traffic is considered “significant” if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways.

The significance analysis showed that the traffic generated by Phase 1 of the project is not considered significant on the remaining roadway links. The results of the significance analysis are presented in **Table 3**.

Table 3: Significance Analysis

Roadway	From	To	LOS D Capacity Threshold	3% of Capacity	Two- Way Peak Hour Trips	Trips for Existing Land Use	Net Two- Way Peak Hour Trips	Significant
AM								
Sheridan Street	N. 35th Avenue	N. Park Road	5390	162	41	14	27	NO
	N. Park Road	N. 29th Avenue	5390	162	47	16	31	NO
Taft Street	N. 28th Avenue	N. 26th Avenue	1330	40	37	13	24	NO
	N. 26th Avenue	Dixie Highway SB	1330	40	28	10	18	NO
Taft Street	Dixie Highway NB	US-1	1330	40	14	5	9	NO
	US-1	East of US-1	1330	40	11	4	7	NO
Taft Street	West of State Road 7	State Road 7	1330	40	14	5	9	NO
	State Road 7	N. 56th Avenue	1330	40	17	6	11	NO
PM								
Sheridan Street	N. 35th Avenue	N. Park Road	5390	162	50	19	31	NO
	N. Park Road	N. 29th Avenue	5390	162	57	22	35	NO
Taft Street	N. 28th Avenue	N. 26th Avenue	1330	40	43	17	26	NO
	N. 26th Avenue	Dixie Highway SB	1330	40	34	13	21	NO
Taft Street	Dixie Highway NB	US-1	1330	40	17	6	10	NO
	US-1	East of US-1	1330	40	13	5	8	NO
Taft Street	West of State Road 7	State Road 7	1330	40	17	6	10	NO
	State Road 7	N. 56th Avenue	1330	40	20	8	12	NO

Conclusion and Recommendations

Calvin, Giordano and Associates was retained by Okomo Associates LLC to complete a significance analysis for the development of a 500 residential units as part of the Sheridan Stationside Village project in the City of Hollywood, Florida. A previous study was completed for this project in 2007 which assessed potential impacts of the proposed project based on the following proposed land uses:

- 299,000 square feet of Office
- 300,000 square feet of Retail
- 150 Hotel Rooms
- 1,050 Residential Units

The original project had a final build-out year of 2015 and has since been revised to be completed in two (2) phases with a final build-out year of 2018:

3. Phase1 (2015)
 - a. 500 Residential Units
4. Phase 2 (2018)
 - a. 299,000 square feet of Office
 - b. 300,000 square feet of Retail
 - c. 150 room Hotel
 - d. 550 Residential Units

The construction of the 500 residential units is anticipated to generate a total of 275 trips during the AM peak period and 335 trips during the PM peak period.

The original traffic study completed in 2007 identified roadway improvements based upon full build-out of the project in one single phase. In addition, improvements were identified through input from Broward County and the City of Hollywood. It should be noted that the majority of the improvements proposed by the City of Hollywood and Broward County are already being completed as part of FDOT Project# 424674-1-52-01.

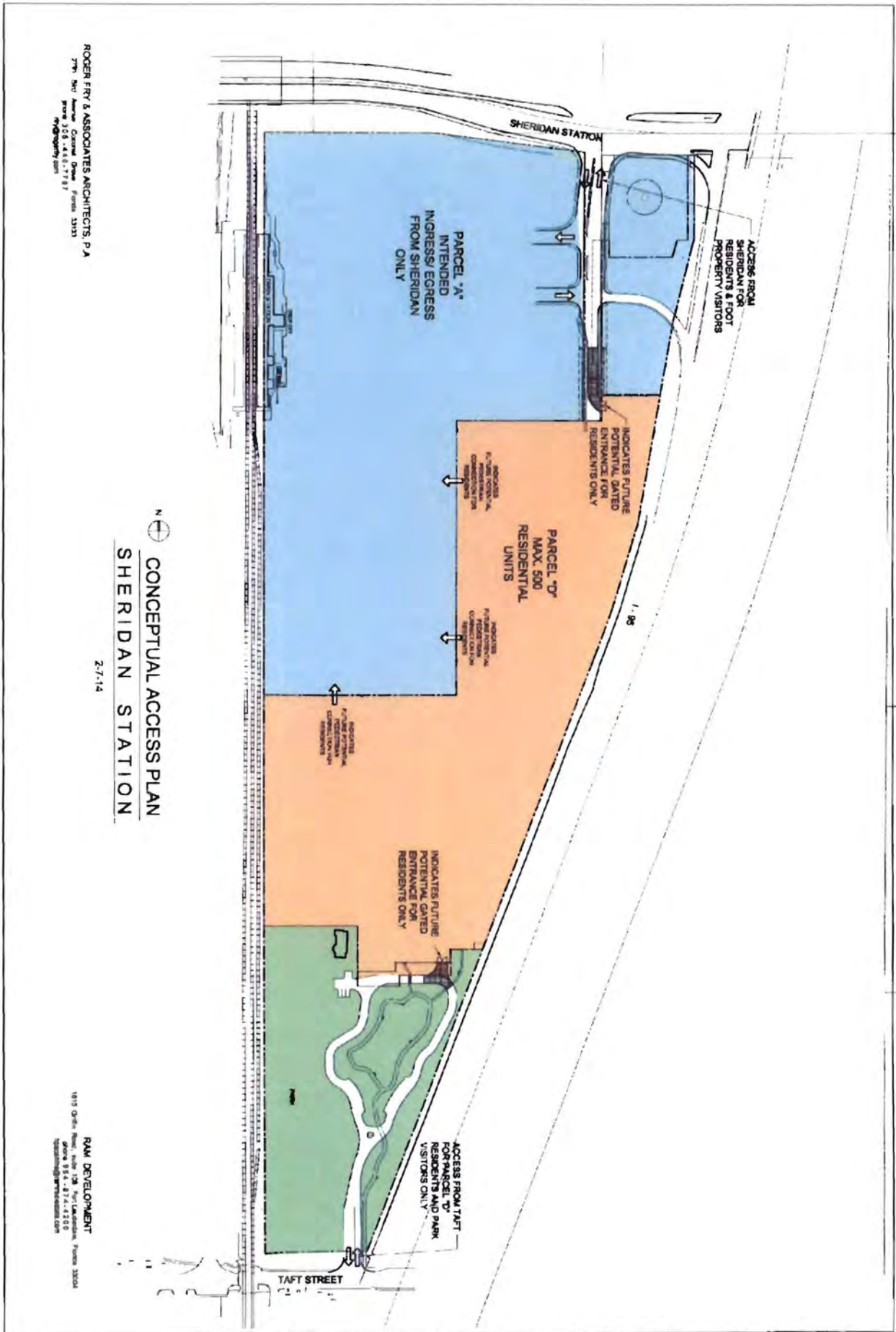
The analysis was completed in support of an amendment to the "Declaration of Restrictive Covenants" provided by Okomo Associates LLC to determine if the impact from Phase 1 of the project was considered "significant" on several key roadways within the study area. Based on Broward County Planning Council requirements, project traffic is considered "significant" if the net trips generated by the proposed development are more than 3% of the LOS D capacity of affected roadways

The significance analysis showed that the traffic generated by Phase 1 of the project is not considered significant.

ATTACHMENT 4

CONCEPTUAL ACCESS PLAN SHERIDAN STATION

ATTACHMENT 6.A.



ATTACHMENT 7



Transportation Department

Transit Division – Service and Capital Planning
1 North University Drive, 3400A, Plantation, Florida 33324

February 24, 2014

RECEIVED

Barbara Blake Boy, Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

FEB 27 2014

**BROWARD COUNTY
PLANNING COUNCIL**

RE: Land Use Plan Amendment to Broward County Land Use Plan, PCT 14-2

Dear Ms. Barbara Blake Boy:

Broward County Transit (BCT) has reviewed your correspondence dated December 18, 2013 regarding Land Use Plan Amendment PCT 14-2, located in the City of Hollywood for current and planned bus service. Current fixed-route county bus service to the amendment site is currently provided by BCT Route 12. Please see the following table for detailed information:

BCT ROUTE	DAYS OF SERVICE	HOURS OF SERVICE A.M. – P.M.	SERVICE FREQUENCY
12	Monday – Friday Saturday Sunday	5:20a – 9:11p 6:00a – 8:16p 9:50a – 7:41p	40/50 Min 60/50 Min 60/50 Min

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

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

Sincerely,

John A. Ramos, Senior Planner
Service and Capital Planning

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Holness • Kristin Jacobs • Martin David Kish • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
www.broward.org

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

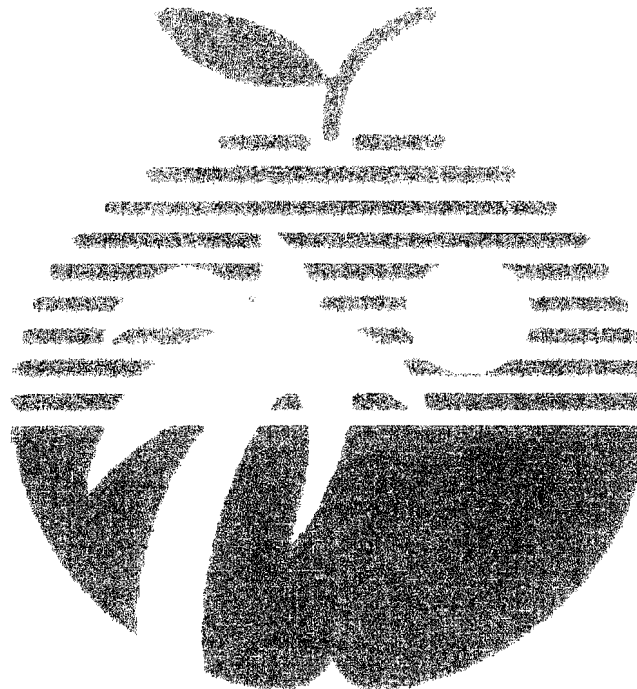
LAND USE
SBBC-452-2008
County No: PCT 14-2
Sheridan Station

February 14, 2014

RECEIVED

FEB 14 2014

**BROWARD COUNTY
PLANNING COUNCIL**



Growth Management
Facility Planning and Real Estate Department
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
Date: February 14, 2014	Units Permitted 1,050 Units Proposed 1,050	Existing Land Use: TOD
Name: Sheridan Station	NET CHANGE (UNITS):	Proposed Land Use: TOD
SBBC Project Number: SBBC-452-2008	Students Permitted Proposed NET CHANGE	Current Zoning: TOD
County Project Number: PCT 14-2	Elem 28 61 33	Proposed Zoning: TOD
Municipality Project Number: 13-L-99	Mid 12 29 17	Section: 8, 9
Owner/Developer: Okomo Associates, LLC	High 8 36 28	Township: 51
Jurisdiction: Hollywood	Total 48 126 78	Range: 42

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	Benchmark* Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of Gross Capacity
Oakridge Elementary	721	721	603	-118	-6	83.6%
Attucks Middle	1,227	1,227	742	-485	-22	60.5%
South Broward High	2,289	2,289	2,059	-230	-9	90.0%

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% Gross Capacity Adjusted Benchmark	Projected Enrollment				
				14/15	15/16	16/17	17/18	18/19
Oakridge Elementary	629	-92	87.2%	598	617	612	618	612
Attucks Middle	753	-474	61.4%	735	742	728	732	715
South Broward High	2,073	-216	90.6%	2,041	2,019	1,992	1,994	2,012

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.

A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate Enrollment	Aggregate Over/(Under) Enrollment	18/19	19/20	20/21	21/22	22/23
Area G - Elementary	17,723	14,805	-2,918	15,194	15,349	15,505	15,660	15,816
Area G - Middle	7,713	5,789	-1,924	5,544	5,544	5,543	5,543	5,542
Area G - High	9,160	7,652	-1,508	8,052	8,092	8,133	8,173	8,214

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2013-14 Contract Permanent Capacity	2013-14 Benchmark* Enrollment	Over/(Under)	Projected Enrollment		
				14/15	15/16	16/17
Ben Gamla Charter 6-8	110	127	17	127	127	127
Ben Gamla Charter 6-8	110	107	-3	107	107	107
Florida Intercultural K_5	130	171	41	171	171	171
Hollywood Academy 6_8	900	395	-505	395	395	395
Hollywood Academy K_5	600	865	265	865	865	865
Paragon Academy Of Technology	500	122	-378	122	122	122
Sunshine Elementary	500	207	-293	207	207	207

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code.

A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark school enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day

PLANNED AND FUNDED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 1 - 5)

School(s)	Description of Improvements
Oakridge Elementary	None
Attucks Middle	None
South Broward High	None

PLANNED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 6 - 10)

Improvements for Planning Area G	
School Level	Comments
Elementary	None
Middle	None
High	None

Comments

Information contained in the application indicates that the approximately 40.4 acres site is generally located on the south side of Sheridan Street between Interstate 95 and North 30th Road in the City of Hollywood. The current land use designation for the site is Transit Oriented Development (TOD), which currently allows 1,050 mid-rise residential units on the site. The applicant proposes to change the residential units mix to 500 garden apartment (all three or more bedroom) and 550 high-rise units by keeping the same land use designation. The development as proposed is anticipated to generate 78 (33 elementary, 17 middle, and 28 high school) additional students into Broward County Public Schools.

This application was reviewed based on its location in the School District's Long Range Seven Planning Areas, and Ten-Year Long Range Plan contained in the Five-Year Adopted District Educational Facilities Plan (DEFP). However, the statistical data regarding the Level of Service (LOS) status of the actual schools impacted by this land use application in the initial five years of the ten-year period is depicted herein for informational purposes only.

Schools serving the amendment site in the 2013-14 school year are Oakridge Elementary, Attucks Middle, and South Broward High. Based on the District's Public School Concurrency Planning Document, all the schools are currently operating below the adopted LOS of 100% of their capacities in the 2013-14 school year. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2013-14 – 2015-16), all the schools are expected to operate below the adopted LOS of 100% through the 2015-16 school year. It should be noted that the permanent school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment and the permanent capacity additions that are planned for the schools within the first three years of the Five-Year Adopted DEFP FY 2013-14 – 2017-18. Also, to ensure maximum utilization of the impacted Concurrency Service Areas, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County. Charter schools located within a two-mile radius of the site in the 2013-14 school year are depicted herein.

Capital Improvements scheduled in the long range section (2018-19 to 2022-23) of the Five-Year Adopted DEFP FY 2013-14 – 2017-18 regarding pertinent impacted schools are depicted above. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "G" and the elementary, middle and high schools currently serving Planning Area "G" and their cumulative student enrollments, cumulative capacities, and pertinent student enrollment projections are depicted herein.

Therefore, Planning Area "G" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area.


Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

PROJECT NUMBER: SBBC-452-2008

2 | 14 | 2014
Date

Reviewed By:


Signature

Mohammed Rasheduzzaman, AICP
Name

Planner
Title

ATTACHMENT 9

EP&GMD COMMENTS

PCT 14- 2

Page 1

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FEB - 3 2014

**BROWARD COUNTY
PLANNING COUNCIL**

**ENVIRONMENTAL PROTECTION &
GROWTH MANAGEMENT DEPARTMENT
REVIEW AND COMMENTS ON
PROPOSED BROWARD COUNTY LAND USE PLAN MAP AMENDMENT**

For: Broward County Planning Council

Applicant: Okomo Associates, LLC/Calvin Giordano & Associates Inc

Amendment No.: PCT 14 - 2

Jurisdiction: Hollywood **Size:** Approximately 40.4 acres

Existing Use: Tri-Rail station, park and ride lot and single-family residential (mobile homes)

Current Land Use Designation: Transit Oriented Development (TOD) consisting of:
300,000 square feet of commercial
299,000 square feet of office
1,050 high-rise dwelling units
150 hotel rooms
280,000 sq. ft. of Tri-Rail parking garage with 793 parking spaces

Proposed Land Use Designation: Transit Oriented Development (TOD) consisting of:
550 high-risedwelling units
500 multi-family dwelling units
150 hotel rooms
280,000 sq. ft. of Tri-Rail parking garage with 793 parking spaces
300,000 square feet of commercial
299,000 square feet of office

Location: Section: 9 Township: 51 South Range: 42 East; generally located east of the C.S.X. Railroad, west of I-95, between Sheridan Street and Taft Street.

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

ANALYSIS AND FINDINGS:

DEVELOPMENT & ENVIRONMENTAL REGULATION DIVISION

Wetlands - [CP Policies 7.5.9, 7.5.11, 13.8.1, 13.8.2, 13.8.3, 13.8.5, 13.8.6, 13.9.3, 13.9.4, 13.9.6, 13.10.1, 13.10.3, 13.10.4; BCLUP Policies 09.05.01, 09.05.06, 09.05.08, 09.05.09, 09.05.13, 09.05.17 09.05.18]

Review of aerial photographs and information submitted by the applicant indicates that the proposed amendment site does not contain any wetlands within its boundaries. See the attached Wetlands Resource Questionnaire. As the site does not appear to contain wetlands, the proposed land use designation is not expected to have a negative impact on wetland resources.

Upland Resources (including Tree Preservation and Greenways) - [CP Policies 13.6.11, 13.6.13, 13.6.14; BCLUP Policies 01.06.02, 05.03.02, 05.03.04, 05.03.05, 09.01.06, 09.01.08, 09.01.09, 09.01.10]

Review of aerial photographs indicates that the northern portion of the subject site contains scattered landscape trees and the southern portion contains significant native canopy. Development of the site must comply with the Tree Preservation regulations of the City of Hollywood if trees are to be removed or relocated. The applicant is encouraged to minimize the number of trees to be removed by incorporating existing trees in the site plan. If trees cannot be incorporated into the site plan in their current location, the applicant is encouraged to relocate trees, especially those of specimen size and quality. If the above recommendations are pursued to the fullest extent possible, the proposed land use designation is not expected to have a negative impact on upland resources

Marine and Riverine Resources - [CP Policies 7.5.10, 13.2.3, 13.5.3, 13.7.6, 13.7.8; BCLUP Policies 05.03.02, 06.01.04, 06.01.05, 06.01.06, 09.02.06, 09.03.01, 09.03.02, 09.03.05, 09.03.06, 09.03.07, 09.03.08, 09.03.09, 09.03.10, 09.03.11, 09.04.02]

The proposed land use designation is not expected to have an impact on marine or riverine resources. Impacts to resources require review and licensing under Article XI of Chapter 27, Broward County Code of Ordinances.

POLLUTION PREVENTION, REMEDIATION AND AIR QUALITY DIVISION

Air Quality - [CP Policy 13.1.15, BCLUP Policy 09.14.03]

EP&GMD COMMENTS

PCT 14- 2

Page 3

The preliminary traffic analysis indicates that the proposed amendment would result in 70 PM peak hour trips per day compared to trips associated with the current designation. Based upon the trips generated and the projected levels of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a moderate impact on air quality. There is one air permitted facility within ½ mile from the parcel and no violations have been observed in the past year. If the applicant incurs the construction of parking facilities, the Broward County Code of Ordinances, Parking Facility Rule might be applicable.

The Air Quality Division recommends pro-active long term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Division recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, bikeways and bike storage facilities, and the use of pedestrian friendly designs which will include native tree shaded areas. *SJS 01/10/14.*

Wellfield Protection - [CP Policies 4.2.10, 4.4.13, 7.5.2, 7.5.3, 7.5.4, 13.2.2, 13.3.3; BCLUP Policies 09.02.01, 09.02.03, 09.02.05]

The proposed amendment site is not currently within a wellfield zone of influence. No special restrictions apply under Broward County's Wellfield Protection regulations.

DL 10/31/2006

Solid Waste - [CP Policies 6.1.2, 6.1.3, 13.2.7; BCLUP Policies 01.04.04, 08.01.11, 08.01.13, 08.01.14, 08.01.15]

There are no active solid waste facilities located within one mile of the amendment site. There are no inactive solid waste facilities located within one-quarter mile of the site. However, TY Park Dump is within 2,000 feet from the amendment site at the Northeast corner of TY Park at Sheridan and I-95 west side. *DL 10/31/2006*

Contaminated Sites - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies 01.04.04, 03.04.01]

The list of known contaminated sites (from EPD's GIS Database of Contaminated Locations in Broward County) has been reviewed. No listed contaminated sites were found on or adjacent to the proposed amendment location. *DL 10/31/2006*

SARA TITLE III (Community Right to Know) - [CP Policy 13.2.7; BCLUP Policies 01.04.04, 03.04.01]

EP&GMD COMMENTS

PCT 14- 2

Page 4

The list of known SARA Title III facilities (from EPD's GIS Database of SARA Title III Facilities in Broward County) has been reviewed. There are no SARA Title III facilities on the proposed amendment site. *DL 10/31/2006*

Hazardous Material Facilities - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies 01.04.04, 03.04.01]

The list of known hazardous material facilities and storage tank facilities (from EPD's GIS Database of Hazardous Material Facilities in Broward County) has been reviewed. There are no known hazardous material facilities in proximity to the boundaries of the proposed amendment site. There are no known storage tank facilities located on the proposed amendment site. *DL 10/31/2006*

NATURAL RESOURCES PLANNING & MANAGEMENT DIVISION:

Specially Designated Areas - [CP policies 13.6.1, 13.6.4, 13.6.6, 13.6.7, 13.6.9, 13.6.10, 13.7.2, 13.7.5; BCLUP Policies 09.01.01, 09.01.02, 09.01.03, 09.01.04, 09.01.05, 09.01.06, 09.01.11]

County specially designated areas, e.g. Natural Resource Areas, Native Vegetative Communities Category Local Areas of Particular Concern, Urban Wilderness Inventory sites, do not exist on or in the vicinity of the proposed amendment site.

Priority Planning Areas for Sea Level Rise – [CP Policies 19.2.2, 19.3.7, 19.3.12, 19.3.13; BCLUP Policies A.03.04, A.03.05, A.03.06, A.03.07, 9.07.02, 9.09.04, 12.01.13]

The Priority Planning Areas for Sea Level Rise Map identifies areas that are at increased risk of flooding due to, or exacerbated by, sea level rise over the next 50 years. In review of land use plan amendments, the County requires the applicant to demonstrate that the project will not increase saltwater intrusion or areawide flooding, not adversely affect groundwater quality or environmentally sensitive lands, and that subsequent development will be served by adequate stormwater management and drainage facilities.

The County also strongly discourages those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. The County will take into consideration sea level rise and flood protection mitigation strategies and requirements included within the city's local comprehensive plans and/or development

EP&GMD COMMENTS

PCT 14- 2

Page 5

regulations, or improvements committed to by the applicant which would mitigate or enhance flood protection and adaptation from rising sea levels.

While the County encourages applicants to consider these and other impacts from climate change during the site planning process, the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Policies A.03.05, 9.07.02, and 9.09.04 do not apply to the review of this project.

However, it is important for the applicant to note that areas of concern are identified near the proposed site, and that certain infrastructure, such as access roads, may be at risk to climate change impacts in the near future. Please see the attached PPA map zoomed to the proposed amendment site for more information.

NatureScape Program – [CP Policies 4.4.8, 13.3.5, 13.3.7; BCLUP A.02.01] – Development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans.

Surface Water Management - [CP Policies 7.4.2, 7.4.3, 7.5.2, 7.5.9, 13.2.4, 13.3.12; BCLUP Policies 08.01.18, 08.01.19, 09.04.01, 09.04.02, 09.07.01, 09.07.03, 09.09.01, 09.09.02, 09.09.04, 09.10.02]

The proposed amendment site is located within the jurisdiction of the Broward County Environmental Protection Department. Successful compliance with the criteria established by the Broward County Environmental Protection Department should result in reducing the potential danger from flooding and maintaining the quality of surface waters. A surface water management permit from the Broward County Environmental Protection Department will be required prior to any construction.

The proposed amendment site is located within the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area, Flood Zone AE, with a base flood elevation of 7 NGVD. A minimum elevation of 7 feet, NGVD, as found on the Broward County 100-Year Flood Maps will prevail in those areas where jurisdictionally appropriate.

Water Recharge - [CP Policies 7.4.3, 7.5.2, 7.5.3, 7.5.4, 7.5.7, 7.5.9, 7.5.11, 7.5.12, 13.3.12, 13.3.13; BCLUP Policies 06.01.01, 06.01.03]

The proposed land use designation would involve a major percentage of impervious area. The

EP&GMD COMMENTS

PCT 14- 2

Page 6

development resulting from the proposed land use designation would result in a net decrease in the volume of water available for recharge. The decrease in the recharge capacity resulting from development under the proposed designation would be minor. This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation. See the attached Water Recharge Questionnaire.

ATTACHMENT 10



Our Best.
Nothing Less.

LIBRARIES DIVISION • Historical Commission

301 Harmon (S.W. 13th) Avenue • Fort Lauderdale, Florida 33312 • 954-357-5553 • FAX 954-357-5522

January 17, 2014

Pete Schwarz
Broward County Planning Council
115 South Andrews Avenue
Fort Lauderdale, Florida 33301



**Re: Broward County Historical Commission Review
BCLUP amendment PCT 14-2**

Dear Mr. Schwarz:

I have had an opportunity to review materials relative to **BCLUPA PCT 14-2**.

The application includes "an executed Declaration of Restrictive Covenants which preserves the Okomo Coral Rock House and approximately 6 acres of surrounding oak hammock are being preserved for use as a public park, per the Historical Commission's 2007 initial comments." Per the 2007 Historical Commission "[both] an archaeological survey and historical structure assessment should take place prior to development to determine the significance of the archaeological and historical resources associated with the project area." It does not appear that this work has been performed.

Per *Exhibit L* (response letter from the Department of State, division of Historical Resources) which indicates that neither an historic structure survey of the Okomo Coral Rock House or an archaeological survey of the project area has been recorded or submitted to the Florida Division of Historical Resources, Florida Master Site File or the Broward County Historical Commission. As result, no assessment of the presence or absence of archaeological materials the project area has been completed and therefore no potential impacts to extant resources can be determined. This information is recommended for develop of future park management plans as it may relate to the treatment of known historical or archaeological resources, e.g.: installation of utilities, irrigation and other improvements.

As indicated in the 2007 Historical Commission comments, the project area remains moderate to highly probably for presence of archaeological deposits which may be impacted by the proposed development including the future use of portion of the project area as park space. Based on this information, the Broward County Historical Commission requests that a cultural resource assessment (CRA) study of the proposed project area be conducted of the project area prior to development in order to determine the presence/absence of archaeological materials.

Broward County Board of County Commissioners

Sue Gunzburger • Dale V.C. Holness • Kristin Jacobs • Martin David Kiar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler
www.broward.org

In the event archaeological features or artifacts are discovered during the course of development, the Broward County Office of Planning *shall* be notified within twenty four (24) hours of the discovery and sufficient time provided to allow proper recordation, recovery, or preservation of the find (Broward Co. Florida Ord. 92-38).

If, in the event, any unmarked human burial remains are discovered, then work in the vicinity of the burial find is to halt immediately until a determination can be made, in accordance with Florida State Statutes, Chapter 872, by either the state archaeologist or the county medical examiner as to jurisdiction, custody, and disposition of the remains. Should this occur, this office is to be contacted immediately to facilitate the coordination of the find.

If you have any questions regarding these comments or would like additional information please contact me at the Broward County Historical Commission by telephone: (954) 357-5506, or email: mdefelice@broward.org.

Sincerely,
Matthew DeFelice, County Archaeologist

Ec: Laura Connors, Associate Director, Libraries Division
Peggy Davis, Manager, Libraries Division, Historical Commission
David Baber, Historic Preservation Coordinator, Libraries Division



ATTACHMENT 11

Blake Boy, Barbara

From: Defelice, Matthew
Sent: Tuesday, March 04, 2014 3:03 PM
To: Blake Boy, Barbara
Cc: Schwarz, Pete; Baber, David; Davis, Peggy; Henderson, Susanne
Subject: RE: Sheridan Station PCT 14-2

Barbara,

Thank you contacting me with additional information about the Sheridan Station LUPA. As I mentioned during our conversation this afternoon, David Baber, County Historic Preservation Coordinator has been in touch with the Director of the Planning Office, City of Hollywood who has expressed that the Okomo Coral Rock House will be preserved per the Declaration of Restrictive Covenants.

The City of Hollywood Planning Office has indicated they are exploring the possibility to locally designate the Okomo House as a City of Hollywood Historic Structure. Furthermore, as you also indicated, the designation as a County LAPC would offer the structure minimal protections as a planning tool.

The information that your office as well as the City of Hollywood has provided has answered the concerns expressed in my prior email and based on this information it is not necessary to pursue a LAPC designation or other County historic designations as part of this development project.

I have copied David Baber to provide him an opportunity to respond if necessary. I have also copied Susan Henderson, Planner at the County Environmental Regulation and Growth Management Division to make her aware that our concerns have been met.

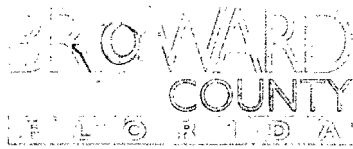
Thank you again for your assistance.

Regards,

Matthew DeFelice
County Archaeologist

Matthew DeFelice, County Archaeologist
Broward County Libraries Division
Historical Commission
301 Harmon (SW 13th) Avenue
Fort Lauderdale, Florida 33312
Tel. 954-357-5506
Fax. 954-357-5522
<http://www.broward.org/Library/History/Pages/Default.aspx>

ATTACHMENT 12



Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION

115 S. Andrews Avenue, Room 329K • Fort Lauderdale, Florida 33301 • 954-357-6634 • FAX 954-357-8655


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JAN 14 2014

**BROWARD COUNTY
PLANNING COUNCIL**

DATE: January 17, 2014

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council

FROM: Henry Sniezek, Director
Planning and Redevelopment Division 

SUBJECT: Broward County Land Use Plan
Review of Proposed Amendment – Hollywood PCT 14-2

The Broward County Planning and Redevelopment Division (PRD) staff has reviewed proposed amendment PCT 14-2. The subject site is located in the City of Hollywood involving approximately 40 acres. The amendment proposes:

Current Designations: Transit Oriented Development (TOD):
300,000 square feet of commercial use
299,000 square feet of office use
1,050 high-rise residential units
150 hotel rooms
280,000 square feet of Tri-Rail Station parking
(minimum of 793 spaces)

Proposed Designation: Transit Oriented Development (TOD):
300,000 square feet of commercial use
299,000 square feet of office use
500 multi-family residential units
550 high-rise residential units
150 hotel rooms
280,000 square feet of Tri-Rail station parking
(minimum of 793 spaces)

Estimated Net Effect: No net effect on units or uses:
Change replaces 500 existing high-rise dwelling units with 500 multi-family dwelling units.

Item 8 - Affordable Housing

Amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan (BCLUP) are subject to the requirements of BCLUP Policy 1.07.07. The net effect of the amendment will be an addition of 0 residential units; thus, Policy 1.07.07 does not apply.

Item 10 - Hurricane Evacuation Analysis

The amendment site is not located in a Hurricane Evacuation Zone based on the Broward County Land Use Plan's "Natural Resource Map Series Eastern Broward County: Hurricane Evacuation Zones".

Item 11 – Redevelopment Analysis

The amendment site is not located within a Community Redevelopment Area.

Item 12 – Intergovernmental Coordination

Topeekeegee Yugnee Park, a County-owned facility/property, is approximately 330ft to the northwest of the proposed amendment site. It is separated from the proposed amendment site by the intersection of Sheridan Street and the CSX Railroad.

If you have any questions, please contact Maribel Feliciano, Planning Administrator, of the Planning and Redevelopment Division staff at 954-519-1424 or mfeliciano@broward.org

HS/am
cc: File

Attachment

ATTACHMENT 13



Environmental Protection and Growth Management Department
PLANNING AND REDEVELOPMENT DIVISION

1 North University Drive, Suite 102-A • Plantation, Florida 33324 • 954-357-6666 • FAX 954-357-6521 • 954-519-1412

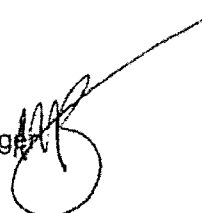
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MAR 3 2014

**BROWARD COUNTY
PLANNING COUNCIL**

DATE: February 28, 2014

TO: Pete Schwarz, Planning Manager
Broward County Planning Council

FROM: Martin Berger, Planning Section Manager 

SUBJECT: Sheridan Station TOD
Draft Amended Declaration of Restrictive Covenants
Broward County Land Use Plan Amendment PCT 14-2

The draft amendment to the executed and recorded Declaration of Restrictive Covenants for the Sheridan Station TOD proposes to change the timing of required traffic mitigation improvements from "prior to the issuance of the first certificate of occupancy" to "prior to the issuance of a certificate of occupancy for any development in excess of 500 residential units." In support of this amendment, a traffic study was submitted to evaluate whether 500 multi-family units (proposed Phase 1 of the development) would have a "significant" impact on the links and intersections that required mitigation.

The Development Management and Environmental Review Section of the Planning and Redevelopment Division defers to the Planning Council staff to determine whether the development of 500 units would trigger "significant" impacts. It is noted that the County Land Use Plan currently requires that "prior to the issuance of building permits for more than 300 residential units, a minimum of 100,000 square feet of commercial (retail and/or office) square footage must be under construction. Prior to the issuance of building permits for more than 500 residential units, a minimum of 200,000 square feet of commercial (retail and/or office) square footage must be under construction."

I understand that this draft DRC amendment is related to pending BCLUP Amendment PCT 14-02, in which the petitioner is seeking to split the development into two phases, with Phase 1 being 500 residential units and Phase 2 being the balance; eliminate the commercial requirement for more than 300 residential units, and decrease amount of commercial square footage that must be under construction prior to the issuance of building permits for more than 500 residential units from 200,000 to 100,000. It is noted that this proposal may be seen as contrary to the intent when the Transit Oriented Development designation was originally approved for the site, which was to encourage mixed use development.

The Planning and Redevelopment Division has previously expressed concerns regarding the precedent that removing or modifying voluntary commitments proffered during the Land Use Plan amendment process may create. The County Commission considers these voluntary commitments

Pete Schwarz
February 28, 2014
Page 2

in deciding whether to approve changes to the County Land Use Plan. The Board relied on these commitments, and the timing of the implementation of these commitments, in its decision to approve this TOD plan designation.

Thank you for the opportunity to provide comments.

cc: Barbara Blake-Boy, Executive Director, Broward County Planning Council
Cynthia Chambers, Director, Environmental Protection and Growth Management Department
Henry Sniezek, Director, Planning and Redevelopment Division

MAR 10 2014

RESPONSE TO REVIEW COMMENTS
SHERIDAN STATION LAND USE PLAN TEXT AMENDMENT
AND AMENDMENT TO THE DECLARATION OF RESTRICTIVE COVENANTS
March 7, 2014

BROWARD COUNTY
PLANNING COUNCIL

1. The 2007 voluntary commitment to develop at least 20%, or 210 dwelling units, of the 1,050 residential units as “workforce-income” units, which is defined as no more than 140% of the area median income, remains intact. Further, the obligation to provide “workforce-income” housing will be shared pro rata by Parcels A, C and D. Therefore, the proposed Okomo residential development of up to 500 dwelling units will result in up to 100 “workforce income” dwelling units.

Response: This is correct and acknowledged by the Applicant.

2. Access to Taft Street will be restricted to the Okomo residential development only. The Okomo residential development will also have access to Sheridan Street. However, residential and non-residential development on the FDOT property will not have access to Taft Street.

Response: This is correct and acknowledged by the Applicant.

3. Please address/respond to the attached comments from County staff regarding the proposed amendment to the Declaration of Restrictive Covenants.

Response: Martin Berger’s letter dated February 28, 2014 contained the following issues:

- *The proposed change of phasing to “decrease the amount of commercial square footage that must be under construction prior to issuance of building permits for more than 500 units from 200,000 to 100,000 SF.... may be seen as contrary to the intent when the Transit Oriented Corridor designation was originally approved for the site, which was to encourage mixed use development.”*

Response: The new phasing condition still requires mixed use development consistent with the original intent and is also consistent with the original phasing condition placed on the project by the City of Hollywood. The phasing requirement adopted by the City was always 500 residential units allowed before the first 100,000 square feet of commercial had to be under construction. It is not clear from the record why the County’s phasing condition was different than the City’s requirement but both served the same mixed use intent. The proposed amendment to the County Plan will result in consistency for the initial phase of the project in both the City and County Plans.

The 2007 approved Master Plan for the TOD always showed, what is now Parcel D, as residential and the mixed use component was always intended for the 18-acre parcel near the Tri-Rail Station. FDOT has provided a letter (attached) dated February 3rd which reiterates the goal to build a mixed use, transit oriented development on the 18-acres currently owned by FDOT and used for the existing Sheridan Tri-Rail Station park and ride

lot. The access plan provided in the Supplemental Information requested by the Planning Council (attached) clearly shows the internal vehicular and pedestrian circulation between the proposed parcels which further supports the intent of creating an integrated TOD in accordance with the original land use plan designation.

- *Concern about the precedent set by allowing modifications to the DRC which contains the voluntary commitments proffered during the Land Use Plan amendment process.*

Response: The voluntary commitments for this land use change as proffered in the Declaration of Restrictive Covenants include Workforce Housing; Green Development; Reclaimed Water; Landscaping Plan; Comprehensive Traffic Mitigation Plan; and the Okomo Coral Rock House and Park. The only change being made is to the phasing of the Comprehensive Traffic Mitigation Plan, which has already been partially implemented in advance of any project-related construction. The following list of improvements from Exhibit C of the original DRC have already been built or are in the process of being built by FDOT:

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lanes, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 Northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

These improvements represent the majority of the investment required by the DRC to accommodate the project and vest the TOD for traffic concurrency. The change in timing for the completion of the remainder of the improvements, which clearly aren't needed to accommodate the traffic impacts of Phase 1 of the project, is a minor tweak to the original voluntary commitments and does not represent a significant change in the intent of the TOD land use designation approval or create any kind of remarkable precedent.

4. Please address/respond to the attached Historical Commission comments.

Response: The Historical Commission has been provided with additional information and the issues they raised have been adequately addressed.

5. Exhibit C of the Second Amendment to the DRC is missing from the Planning Council staff copy. Exhibit C is the comprehensive traffic mitigation plan.

Response: Exhibit C was not originally provided because it is not being amended and the Second Amendment was only addressing the amendments. Exhibit C has been provided to the Planning Council for clarification, however, it should be noted that it is not being amended.



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

**ANANTH PRASAD, P.E.
SECRETARY**

February 3, 2014

Re: Sheridan Street Park & Ride lot

To All Interested Parties:

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

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

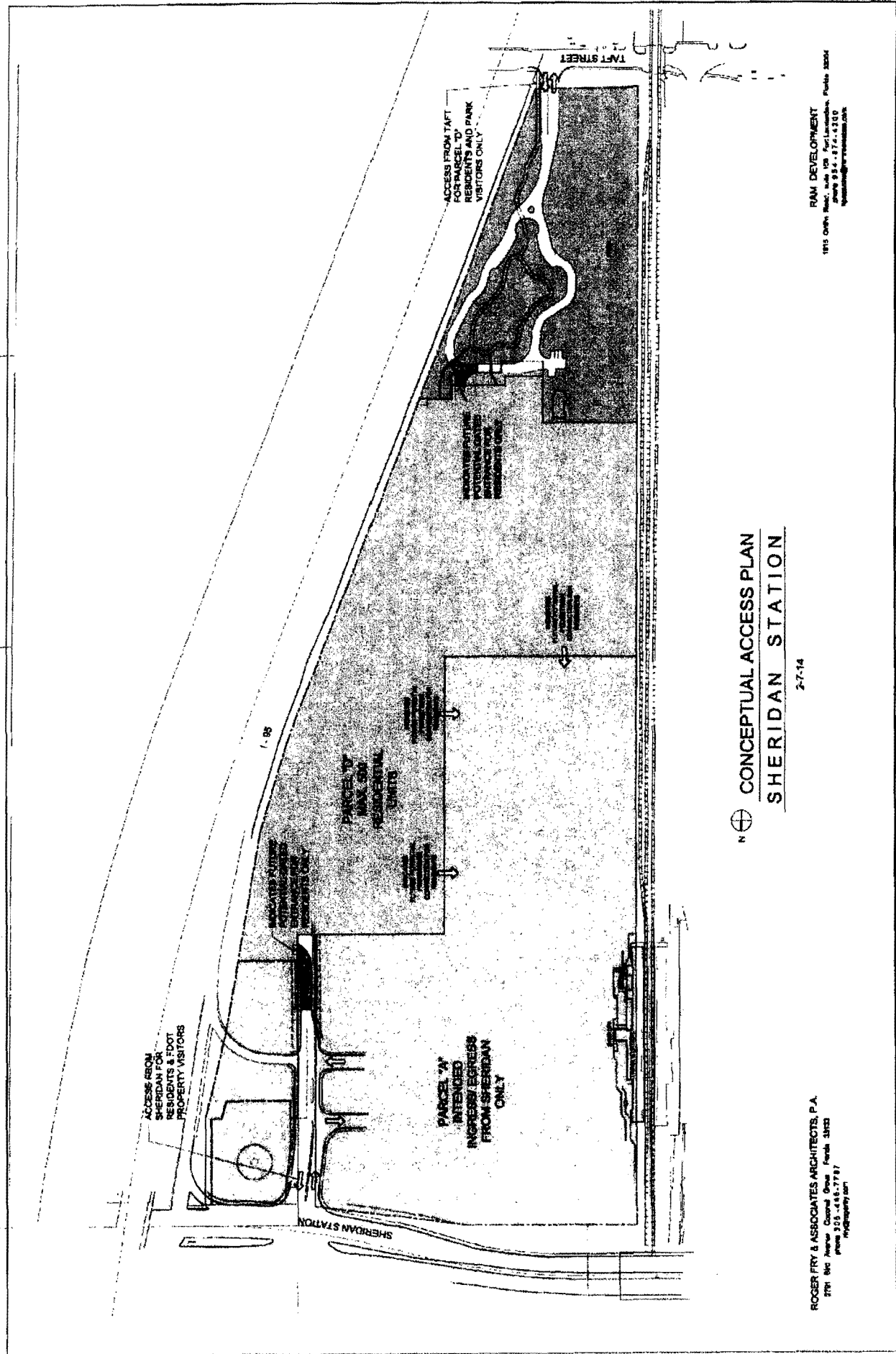
If the Sheridan Street Park & Ride Lot is developed at some time in the future, the Department’s goal is to have a mixed-use Transit Oriented Development (TOD) on the 18 acre site. However, it should be understood that current and foreseeable market constraints do not support the development on the 18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

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

Sincerely,

A handwritten signature in black ink, appearing to read "John Portera".

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



N ⊕ CONCEPTUAL ACCESS PLAN
 SHERIDAN STATION

2-7-14

ROGER FRY & ASSOCIATES ARCHITECTS, P.A.
 2701 NC Avenue, Capital Gate, Fairfax 2203
 phone 554-446-7787
 rfa@rfa.com

RAM DEVELOPMENT
 1815 Oak Ridge Road, Suite 100, Fort Lauderdale, Florida 33304
 phone 954-874-4300
 ramdev@ramdev.com

Exhibit C
Traffic Mitigation Plan

Sheridan Street at Interstate 95

- Construct an additional left-turn lane on the southbound off-ramp
- Construct an additional left-turn lane on the northbound off-ramp
- Increase the merge distance on the southbound entrance ramp; and
- Modify the existing traffic signals to accommodate the proposed improvements.

Sheridan Street at N. 29th Avenue

- Reconstruct the northbound approach to include dual left-turn lanes, through lanes, and dual right-turn lanes
- Construct an additional westbound left turn lane
- Reconstruct the eastbound approach laneage to provide for a left-turn lane, two through lanes designated for Interstate 95 Northbound traffic, three general through lanes, one through lane designated for Interstate 95 southbound traffic, and a right-turn lane into the site
- Reconstruct the southbound approach to include dual left turn lanes, a through lane and dual right turn lanes
- Modify the existing traffic signal to accommodate the proposed improvements.

Sheridan Street at N. Park Road

- Installation of video detection software/hardware; and
- Installation of northbound right-turn lane overlap phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at SR 7US 441

- Construct a westbound right turn lane
- Installation of eastbound right-turn overlap signal (5 second head) phase with opposing U-Turn Yield to right-turn sign (R10-16)

Taft Street at US1/Federal Highway

- Construct eastbound and westbound right turn lanes

Taft Street at N. 40th Avenue

- Construct eastbound and westbound left turn lanes

Taft Street at N. 26th Avenue

- Installation of traffic signal

ATTACHMENT 15

BROWARD COUNTY LAND USE PLAN OBJECTIVE AND POLICIES “TRANSIT ORIENTED DEVELOPMENT”

Planning Council Staff Review Comments Regarding Proposed Amendment PC 07-1 (Updated for PCT 14-2) City of Hollywood

OBJECTIVE 10.05.00 Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Development (TOD) land use category within the Broward County Land Use Plan.

The TOD land use category must be supported by policies in the local land use element that incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a “sense of place” and is transit supportive.

Planning Council Staff Comment

It is felt that the information submitted with the City’s application, as described in the following Planning Council staff comments regarding the City’s consistency with the Broward County Land Use Plan’s “Transit Oriented Development” policies, demonstrates that the proposed “Transit Oriented Development” would generally further Objective 10.05.00. It is noted that the Sheridan Street Tri-Rail Station is adjacent to the proposed amendment site and there will be access between the proposed development and the Tri-Rail Station.

Land Use Criteria

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

Planning Council Staff Comment

The proposed Transit Oriented Development (TOD) consists of a specific, contiguous land area containing approximately 40.4 gross acres. The proposed amendment will consist of 1,050 high-rise residential dwelling units. The applicant has voluntarily committed that 158 or 15% of the residential units will be developed as “workforce income” affordable housing, as defined in Article 8 of the “Administrative Rules Document: Broward County Land Use Plan.

Update: March 18, 2014: PC 07-1 was adopted with an additional voluntary commitment that an additional 5% of the 1,050 dwelling units (53 dwelling units) will be developed as affordable for those up to 140% of the median income. This proposed amendment, PCT 14-2, will consist of 550 high-rise residential dwelling units and 500 multi-family residential dwelling units, 20% of which will be restricted to “workforce income” affordable housing.

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

Planning Council Staff Comment

The proposed Transit Oriented Development (TOD) includes a pool of 1,050 high-rise residential dwelling units within the approximately 40.4 gross acres.

Update: March 18, 2014: The proposed amendment to the existing TOD includes a pool of 550 high-rise residential dwelling units and 500 multi-family residential dwelling units within the approximately 40.4 gross acres.

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

Planning Council Staff Comment

The proposed Transit Oriented Development (TOD) consists of 340,000 square feet of commercial use, 299,000 square feet of office use, 150 hotel rooms, and 280,000 square feet of Tri-Rail parking garage (793 parking spaces).

Update: March 18, 2014: PC 07-1 was adopted with 300,000 square feet of commercial use, 299,000 square feet of office use, 150 hotel rooms, and 280,000 square feet of Tri-Rail parking garage (793 parking spaces).

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

Planning Council Staff Comment

According to the City, stand alone automobile oriented uses are not proposed or desired for the amendment site. Furthermore, the City of Hollywood Comprehensive Plan: Land Use Criteria proposes language consistent with the above policy.

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

Planning Council Staff Comment

The proposed Transit Oriented Development (TOD) consists of 340,000 square feet of commercial use, 299,000 square feet of office use, 150 hotel rooms, and 280,000 square feet of Tri-Rail parking garage (793 parking spaces) within the approximately 40.4 gross acres. The City of Hollywood Comprehensive Plan proposes language consistent with the above policy.

Update: March 18, 2014: PC 07-1 was adopted with 300,000 square feet of commercial use, 299,000 square feet of office use, 150 hotel rooms, and 280,000 square feet of Tri-Rail parking garage (793 parking spaces).

Design Guideline Principles

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

- Integrated transit stop with shelter, or station (within the TOD area).
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Development.
- Wide (5 feet shall be the minimum consistent with ADA Requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from

the elements.

- Buildings should front the street (zero or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

Planning Council Staff Comment

The City of Hollywood Comprehensive Plan: Design Guideline Principles proposes language consistent with above policy. The applicant and City have indicated that they will work together during the site plan approval process to address the specific design features.

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

Planning Council Staff Comment

The City of Hollywood Comprehensive Plan: Design Guideline Principles proposes language consistent with the above policy.

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

Planning Council Staff Comment

The City of Hollywood Comprehensive Plan: Design Guideline Principles proposes language consistent with the above policy.

Review Process Considerations

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

Planning Council Staff Comment

The proposed amendment to the “Transit Oriented Development” (TOD) land use category is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 1,354 p.m. peak hour trips. Planning Council staff notes that the p.m. peak hour vehicle trips generated by the proposed amendment includes a 13.3% trip reduction for internal capture and a 7% trip reduction for transit usage which is consistent with the Institute of Transportation Engineers (ITE) guidelines. In addition, Planning Council staff has provided information addressing transit level of service and planned transit improvements serving the proposed TOD amendment area. Further, the City of Hollywood Comprehensive Plan: Review Process Considerations proposes language consistent with the above policy.

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

Planning Council Staff Comment

The transportation impact analysis was based on a 10,000 square feet per gross acre standard utilized for non-residential land uses.

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

Planning Council Staff Comment

The City of Hollywood Comprehensive Plan: Review Process Considerations does not propose language to address the above policy; however, it is a requirement of the policy.

ATTACHMENT 16

Broward Planning and Development
Jan. 10, 2014

I want to Thank you in advance for taking a few minutes to read this and address our concerns. I hope that this correspondence is being directed to the proper agency. If not could you please direct it correctly or contact me with the appropriate e-mail information.

The North Central Hollywood Civic Association is a neighborhood Civic Association whose boundaries are Sheridan Street to the North, Hollywood Blvd. to the south, I-95 to the west and Dixie Hwy. to the east.

We are concerned with what appears to be the lack of a cohesive plan with regard to overall traffic impacts on our community. There are currently several development projects either approved or going through the process that will affect traffic and the quality of life for our residents.

Specifically today our concern is Sheridan Station. Although the project is technically not in our neighborhood, it is directly adjacent to it.

Sheridan Station was to be a 'Transit Oriented Development' when approved 7 years ago. FDOT was to be involved by leasing land to the developer. The TOD was supposed to be self contained with no reason for residents to have to leave the community. It was supposed to have all necessary amenities.

That is not the case today and what is being amended for approval to be built is just rental apartments. Traffic concerns, are very real. Our City Staff put out a report which states "The proposed amendment will not create any traffic impacts". How can a development project be built with no traffic impacts?

Please understand that we are not against development, but need development that will not negatively impact our neighborhood for years to come.

Initially the project was to be primarily accessed on Sheridan Street. The plan shown at a public meeting held at City Hall outlined a re-design and re-routing of the internal road resulting in a more direct cut-through from Taft to Sheridan. It seems more Traffic will be on Taft in primarily residential neighborhoods.

The frontage along Sheridan is owned by FDOT and they are not a party to the current development plan. The only access from Sheridan is N. 29 Ave. which was to be vacated under the original plan but that is no longer the case. It is there primarily as a driveway to get to the Tri-Rail lot.

The feeling is that Taft will become the main access/egress point for the apartments, with the proposed 60' wide opening and the turn lanes, etc., along with the Park Road "improvements". This will put more traffic pressure on Taft St., which except for the area immediately around the parcel, is a 2 lane road through primarily single family homes.

Also in the time since this project was initially approved more than 7 years ago there have been additional pressures imposed on neighborhood streets especially Taft.

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

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

And you still have the Meyerhoff senior center and the Fire Rescue Station at Taft and Dixie (I heard it is the busiest in the county) and the ambulance / rescue Taft Street route to the hospital. Couple that with the limited sight distance bridge over the C-10 Canal and the condos that already exist with the single family homes, and we have the potential for a real traffic mess.

Again the TOD would have been innovative, a draw for the area and something unique, a wave of the future. Sadly what is being proposed today is another, what was described to us as, "market rate" rentals. The location is between a railroad and highway and without the rest of the TOD elements what type of "market rate" can one expect? We respectfully ask please look at all impacts on area residents to make travel better and thereby improve the overall quality of life for everyone. Do not allow Taft Street to be overburdened.

Thank you on behalf of the North Central Hollywood Civic Association
Cliff Germano President
cgermano@bellsouth.net
954-639-6030

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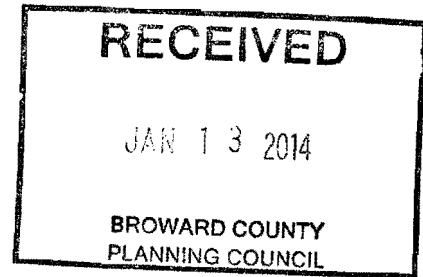
JAN 10 2014

BROWARD COUNTY
PLANNING COUNCIL

ATTACHMENT 17

Schwarz, Pete

From: Blake Boy, Barbara
Sent: Monday, January 13, 2014 5:24 PM
To: Schwarz, Pete
Subject: FW: Sheridan Village Station project



From: pete brewer [pcbrew@bellsouth.net]
Sent: Monday, January 13, 2014 4:55 PM
To: Blake Boy, Barbara; Henderson, Susanne; Gunzburger, Suzanne; Ryan, Tim
Subject: Sheridan Village Station project

Dear County Officials;

Since the Sheridan Station project is no longer a Transit Oriented Development I have great concerns regarding the new proposed traffic plans. With FDOT out it seems the majority of the traffic will now use Taft Street as the main access/egress for the rental units.

For 45 years I have lived in Sunset Isles located between Taft and Arthur Streets and borders east @27th. ave. and west @ 1-95 and the C-10 canal. With the exception of Taft our residential streets end at the canal and the only way out is 27th. ave to Taft St. During the rush hours this a task and with the proposed changes will become a bigger problem. Taft Street is a narrow two lane road with double tri-rail tracks adjacent to the Yellow Green Market and the Sheridan project at 29th. ave. Also Taft has a narrow bridge over the C-10 canal at 28 ct. A big concern is will the tri-rail tracks adjacent to the project and the bridge at 28th.ct. be widen to accommodate this project and if so who would pay??

Please note what is being presented now for your approval has drastically changed from your approval several years ago. In particular the traffic plan and also the first 124 units were to be for 55+ seniors. Please take a look at how this revised traffic plan will burden our residential neighborhood.

ATTACHMENT 18

Blake Boy, Barbara

From: pete brewer <pcbrew@bellsouth.net>
Sent: Tuesday, January 14, 2014 10:47 AM
To: Blake Boy, Barbara; Henderson, Susanne; Gunzburger, Suzanne; Ryan, Tim
Cc: tcallari@hollywoodfl.org
Subject: Fw: Sheridan Village Station project
Attachments: untitled-[2]

----- Forwarded Message -----

From: HCCA Corresponding Secretary <ShaferLES@Hotmail.com>
To: Lawrence E. Shafer <shaferles@hotmail.com>
Sent: Monday, January 13, 2014 10:57 PM
Subject: FW: Sheridan Village Station project

Per tonight's meeting.- L.E.S.

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

Subject: FW: Sheridan Village Station project
From: "Lawrence E. Shafer" <shaferles@hotmail.com>
Date: Mon, January 13, 2014 10:13 pm
To: CorrespondingSecretary@HCCACentral.org

From: pete brewer [mailto:pcbrew@bellsouth.net]
Sent: Monday, January 13, 2014 9:11 PM
To: HCCA Corresponding Secretary
Subject: Fw: Sheridan Village Station project
From: pete brewer <pcbrew@bellsouth.net>
To: "bblakeboy@broward.org" <bblakeboy@broward.org>; "shenderson@broward.org" <shenderson@broward.org>; "sgunzburger@broward.org" <sgunzburger@broward.org>; "tryan@broward.org" <tryan@broward.org>
Sent: Monday, January 13, 2014 4:55 PM
Subject: Sheridan Village Station project

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Since the Sheridan Station project is no longer a Transit Oriented Development I have great concerns regarding the new proposed traffic plans. With FDOT out it seems the majority of the traffic will now use Taft Street as the main access/egress for the rental units.

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tracks adjacent to the project and the bridge at 28th.ct. be widen to accommodate this project and if so who would pay??

Please note what is being presented now for your approval has drastically changed from your approval several years ago. In particular the traffic plan and also the first 124 units were to be for 55+ seniors. Please take a look at how this revised traffic plan will burden our residential neighborhood.

Thank you,
Pete Brewer
pcbrew@bellsouth.net

No virus found in this message.
Checked by AVG - www.avg.com
Version: 2014.0.4259 / Virus Database: 3658/6998 - Release Date: 01/13/14

ATTACHMENT 19

Blake Boy, Barbara

From: pete brewer <pcbrew@bellsouth.net>
Sent: Tuesday, January 14, 2014 11:00 AM
To: Blake Boy, Barbara; Henderson, Susanne
Cc: Gunzburger, Suzanne; Ryan, Tim
Subject: Fw: Balance Sheet from 2007 on Sheridan Station

I hope this will not occur again at this meeting. Citizens should be allowed to speak!

2007 Balance Sheet <http://fl-hollywood.civicplus.com/AgendaCenter/ViewFile/Item/417?fileID=1671>

Postscript. A word must be said about the city planning director's performance at the Oct. 7 community meeting. He gave up a Saturday morning to attend this meeting, for which residents can only thank him. But when he stood up to speak to the group, he lost the good will that might have been his. Instead of presenting his subject in a positive, professional way, he lit right out against the president of the North Central Hollywood Civic Association who had spoken against the size and scope of the project. "It would take me longer than we have been here this morning to turn what Pete Brewer has said into the truth," was how Mr. Epstein began his own remarks. The audience booed at this nasty dig from a city department head. This would not be worth a mention if it were an isolated occurrence, but too often the planning director has disrespected Hollywood residents in public meetings. Fortunately, this gratuitous, momentary nastiness was the only negative occurrence in what was otherwise a well-run meeting on a controversial subject.

April 30, 2007

Sheridan Stationside Project

The Broward County Planning Council voted 11-4 to recommend approval of the Sheridan Stationside "transit oriented development," sending the proposal on to the county commission for its consideration of the project.

On the plus side, the developer announced a voluntary commitment to give the City of Hollywood six acres of oak hammock for a park. This acreage will include the coral rock house in its present location which the developer promised to restore for use as a community center.

On the negative side, Hollywood residents' testimony about unacceptable levels of traffic was ignored. Just two days before the hearing, a traffic consultant produced a document purporting to show that the traffic would be better on Taft Street as a result of 1,050 new homes plus retail, office and hotel development at the Sheridan Tri-Rail site. This "improvement" would be achieved by adding two turn lanes and a stop light. All but four of the Planning Council members apparently relied on this document to approve the project.

Some members of the Planning Council wanted to leave for lunch, so the majority voted to cut off public comments before everyone had an opportunity to speak. They then rushed through their approval, holding virtually no thoughtful discussion on the project. This meant that several residents were not allowed to speak although they had been sitting in the chambers for two and a half hours waiting for the opportunity. A low point in the proceeding occurred when Hollywood Commissioner Fran Russo, who is a member of the Planning Council, voted with the majority to prevent several

Hollywood residents from speaking. At least one of those who had been patiently waiting to speak was from her own district. Ignoring residents' concerns, she then voted to approve the project.

ATTACHMENT 20



PARKS AND RECREATION DIVISION • Administrative Offices
950 N.W. 38th St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management
Accredited by the Commission for Accreditation of Parks and Recreation Agencies (CAPRA)*

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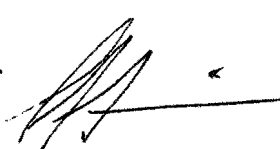
**BROWARD COUNTY
PLANNING COUNCIL**

MEMORANDUM

January 8, 2014

To: Barbara Blake Boy, Executive Director
Broward County Planning Council

Thru:  Dan West, Director
Parks and Recreation Division

From: John R. Fiore, Associate Planner
Parks and Recreation Division 

Re: **Land Use Plan Amendment Comments**
March 20, 2014 Meeting

The Broward County Parks and Recreation Division has reviewed the proposed amendment to the Broward County Land Use Plan scheduled for the Planning Council's first public hearing at their March 2014 meeting. Our Comments are as follows:

PC 14-4 No objections. However, regional park impact fees will be required at the time of platting, replatting, or a note on the face of the plat, to reflect the regional park impact fees to be paid for the 287 residential units proposed in this land use amendment.

PC 14-5 No objections. However, regional park impact fees will be required at the time of replatting, or a note on the face of the plat, to reflect the regional park impact fees to be paid for the 262 residential units proposed in this land use amendment.

PC 14-6 No objections. However, regional park impact fees will be required at the time of replatting, or a note on the face of the plat, to reflect the regional park impact fees to be paid for the 605 residential units proposed in this land use amendment.

PCT 14-2 No objections to the changes proposed in the Text Amendment.

If you or your staff has any question on our comments, please call me at 954-357-8133.