

## 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)

**III. County Commission Transmittal Recommendation**

**April, 22, 2014**

Approval per Planning Council transmittal recommendation.

**IV. Summary of State of Florida Review Agency Comments**

**May 28, 2014**

The Florida Department of Transportation (FDOT) notes in their informal comments on the proposed amendment that its goal of having a mixed-use Transit Oriented Development (TOD) on its site at the Sheridan Street Tri-Rail station remains, and is reiterated in the February 3, 2014, letter from the Department (See Attachment 6). In addition, the FDOT offers the following:

**Comment:** At such time as development proposals for the FDOT parcel are contemplated, an additional traffic study should be conducted to determine whether any remaining improvements are needed. In addition, the FDOT notes that the language in the City of Hollywood's Comprehensive Plan regarding the TOD phasing requirements should be amended to match the corresponding language in the Broward County Land Use Plan (BCLUP).

**Response:** Planning Council staff notes that the impacts of the proposed amendment to the transportation network have been analyzed, and based on the voluntary commitments made by the applicant, have been determined to mitigate said impacts at the long-range planning horizon. Further, it is Planning Council staff's understanding that the City's Comprehensive Plan TOD language is being amended, and that said language must be consistent with the BCLUP in order for the City to recertify its future land use element with the Planning Council.

**V. Planning Council Staff Final Recommendation**

**June 17, 2014**

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

**RECOMMENDATIONS/ACTIONS (continued)**

**DATE**

V. Planning Council Staff Final Recommendation (continued)

June 17, 2014

- 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.

VI. Planning Council Final Recommendation

June 26, 2014

Approval per Planning Council staff final recommendation. (Vote of the board; Unanimous: 13-0; Aronson, Blattner, Boccard, DuBose, Furr, Good, Graham, Hobby, Kaplan, Kiar, Lazarow, Mack and Castro)

**SECTION II**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PCT 14-2**

**INTRODUCTION AND APPLICANT’S RATIONALE**

- I. Municipality: Hollywood
- II. County Commission District: District 6
- III. Site Characteristics
  - 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. Broward County Land Use Plan (BCLUP) Designations
  - 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)**

*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 gross 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.

**Update: June 17, 2014:** Additional correspondence has been received from an interested party. See Attachment 21.

**Update: June 26, 2014:** Additional correspondence has been received from County staff, interested parties and the applicant. See Attachments 22 through 28.

**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

**Update: June 17, 2014:**

21. E-correspondence from Cliff Germano to Pete Schwarz, Planning Manager, Broward County Planning Council, dated June 6, 2014

**Update: June 26, 2014:**

22. E-correspondence from Peter Burke, Broward County Pollution Prevention and Remediation Division, to Pete Schwarz, Planning Manager, Broward County Planning Council, dated June 17, 2014
23. Correspondence from Hugo Pacanins, RAM Development, to Pete Schwarz, Planning Manager, Broward County Planning Council, dated June 19, 2014
24. E-correspondence from Karen Caputo, President, Friends of Hollywood Florida Inc., to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated June 24, 2014
25. E-correspondence from Jean Dolan, Planning Administrator, Calvin, Giordano & Associates, Inc., to Pete Schwarz, Planning Manager, Broward County Planning Council, dated June 24, 2014
26. E-correspondence from Karen Caputo, President, Friends of Hollywood Florida Inc., to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated June 25, 2014
27. E-correspondence from Karen Caputo, President, Friends of Hollywood Florida Inc., to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated June 25, 2014
28. E-correspondence from Debbie M. Orshefsky, Greenberg Traurig, to Pete Schwarz, Planning Manager, Broward County Planning Council, dated June 25, 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	<del>1,050</del> <u>550</u>	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)	280,000 793 spaces (minimum)	square feet

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**

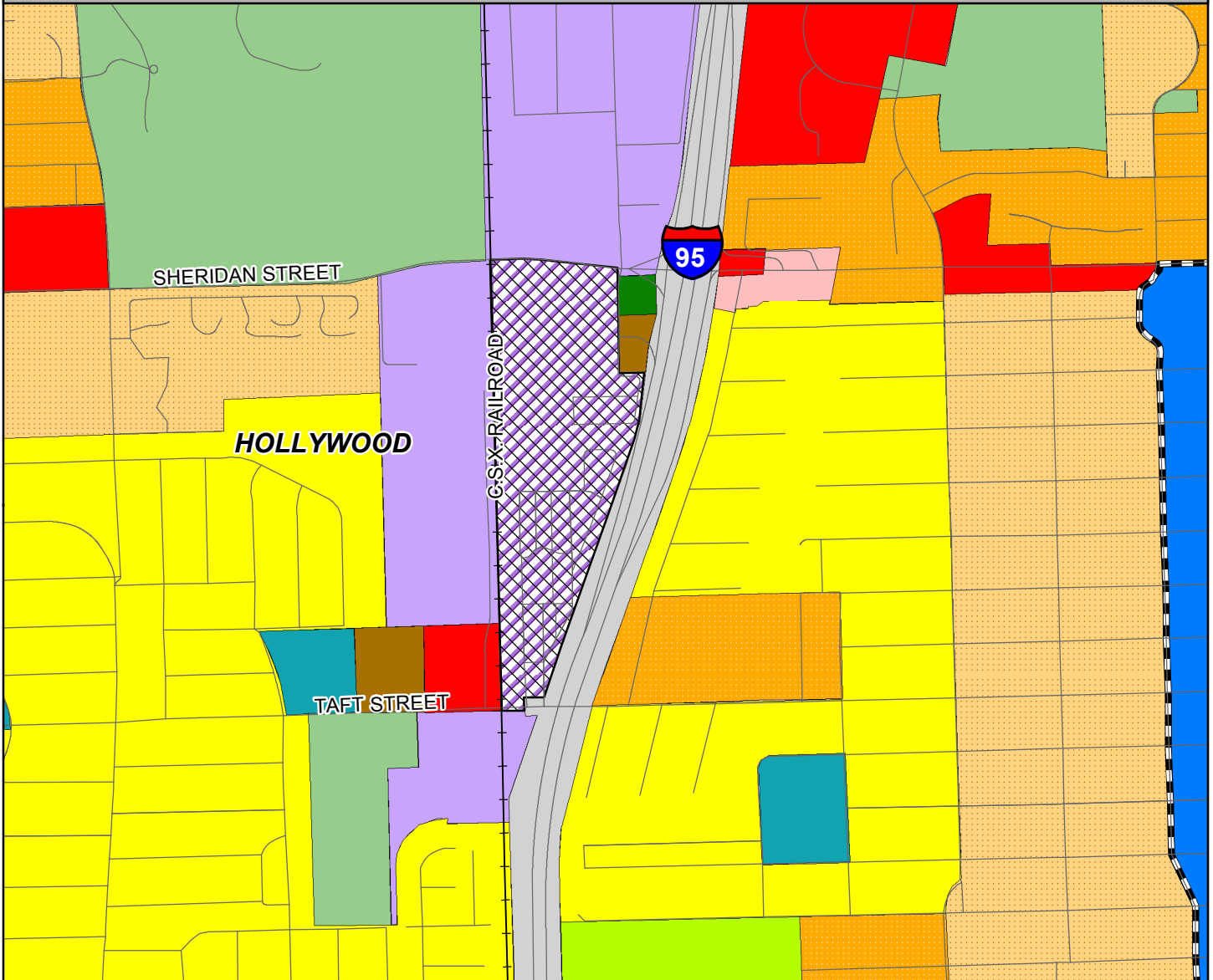


**ATTACHMENT 2.B.  
BROWARD COUNTY LAND USE PLAN  
FUTURE LAND USE DESIGNATIONS  
AMENDMENT PCT 14-2**

**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**



Low (5) Residential	Commercial	Office Park	Utilities
Low-Medium (10) Residential	Community Facilities	Recreation & Open Space	Transportation
Medium (16) Residential	Commercial Recreation	Regional Activity Center	Site
Medium - High (25) Residential	Industrial	Transit Oriented Development	

# **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

**Net P.M. Peak Hour Trips**            + 70 p.m. peak hour trips

**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 IS NOT AN OFFICIAL COPY

This Declaration of Restrictive Covenants ("Declaration") related to the Sheridan Stationside Village development project ("Project") is executed this 27<sup>th</sup> 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



WITNESSES:

OKOMO ASSOCIATES LLC, a Florida limited liability corporation,

*[Signature]*  
Print Name: Mahel Lago  
*[Signature]*  
Print Name: BEALYNE JAMES

By: *[Signature]*  
Name: WALTER WHITE  
Title: MEMBER

STATE OF FLORIDA )  
COUNTY OF BROWARD ) SS

The foregoing instrument was acknowledged before me this 21 day of May, 2008, by Mahel Lago, 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  
*[Signature]*  
Lisa M. Gonzalvo  
Commission # DD501308  
Expires: JAN. 10, 2010  
Bonded by American 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 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 888.90 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 55'46" 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 200 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" W 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 176.80 FEET; THENCE N 13 DEGREES 05'46" E ALONG SAID WESTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 193.26 FEET TO THE POINT OF BEGINNING.

AND

COMMENCE AT THE NORTHWEST CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST; THENCE N 88 DEGREES 55'14" E ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 888.90 FEET; THENCE S 01 DEGREES 04'46" 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 9 (I-95); THENCE N 00 DEGREES 55'49" W ALONG SAID EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID SHERIDAN STREET; THENCE S 88 DEGREES 55'14" W ALONG SAID EXISTING SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 15 FEET TO THE POINT OF BEGINNING.

AND LESS:

PARCEL NO. 113.2

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

COMMENCING AT THE N.W. CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST, RUN NORTH 88 DEGREES 55'14" EAST ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 888.01 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  
 "CASTLINE 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. 1-85  
 (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. 1-85 (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. 1-85 (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. 1-85 (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. 1-85  
 (STATE ROAD NO. 9); ALL THE ABOVE LYING IN SECTION 9, TOWNSHIP 51 SOUTH,  
 RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA  
 CONTAINING 893,537 SQUARE FEET, OR 211,520 ACRES, MORE OR LESS.

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

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE  
 NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING  
 RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°55'14" EAST, A DISTANCE  
 OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 83°52'56" EAST,  
 A DISTANCE OF 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 669.52  
 FEET TO A POINT HEREIN DESCRIBED AS POINT A; THENCE, SOUTH 88°57'11" WEST,  
 A DISTANCE OF 332.36 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE  
 SOUTH 88°49'07" WEST, A DISTANCE OF 114.80 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 114.60 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 17.808 ACRES OF LAND, MORE OR LESS.

ALSO KNOWN AS:

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

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

CONTAINING 17.805 ACRES, MORE OR LESS.

OFFICIAL COPY

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. 3"
- Use non-chemical approaches to pest control, such as pruning off affected areas, hand removing insects, etc., whenever possible. 3"

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**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**

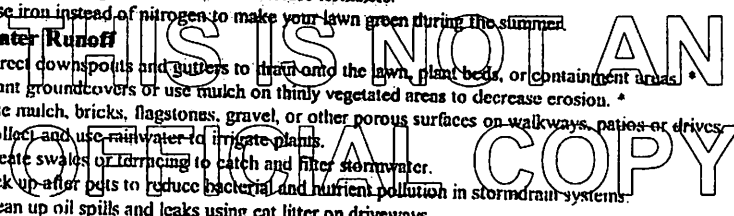
- Direct downspouts and gutters to drain onto the lawn, plant beds, or containment areas. \* 1"
- Plant groundcovers or use mulch on thinly vegetated areas to decrease erosion. \* 2"
- Use mulch, bricks, flagstones, gravel, or other porous surfaces on walkways, patios or drives. 1"
- Collect and use 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**

THIS IS NOT AN  
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\0555323 Sheridan Street Village\SURVEY\Legal Descriptions\0555323-V-SD-SHER-STAT-PARCEL B-PARK.doc

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;

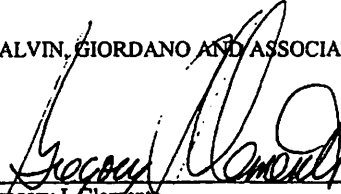
THENCE North  $01^{\circ}29'49''$  West on said Easterly Existing Right-of-Way line, a distance of 770.86 feet to the **POINT OF BEGINNING**.

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.

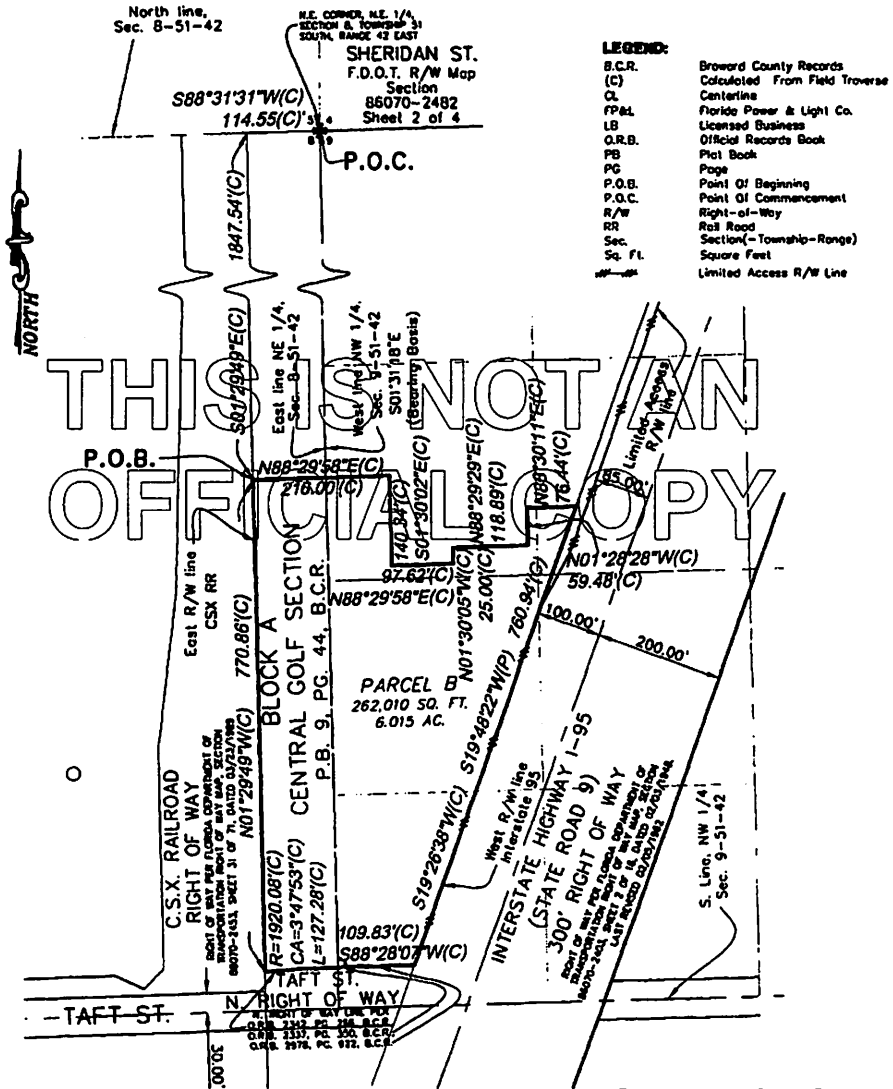
CALVIN, GIORDANO AND ASSOCIATES, INC.

  
Date: 5-20-08  
Gregory J. Clemente  
Professional Surveyor and Mapper  
Florida Registration Number LS 4479

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**



**NOTE: THIS SKETCH DOES NOT REPRESENT A FIELD BOUNDARY SURVEY.**

P:\Projects\2005\051323 S-welder- Street\wgs\SRV\SKETCH\051323-1-50-PARCEL B--MARK.dwg May 70, 2008 - 10:16am

 <b>CSA</b> Cadda, Structures & Associates, Inc. Registered Surveyors Planners 1200 Hill Street, Suite 600 Fort Lauderdale, Florida 33304 Phone: (954) 578-1700 Fax: (954) 578-6977 Certificate of Registration No. LB 9781	<b>SHERIDAN STATION PARCEL B CITY OF HOLLYWOOD BROWARD COUNTY, FLORIDA</b>		SCALE 1"=200' DATE 05/16/08	PROJECT No. 05-5323 CAD FILE SEE LEFT	SHEET <b>3</b> of 3

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 13<sup>th</sup> 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 covnant 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.

*[Signature]*  
 Print Name: LEONARDO GONZALEZ

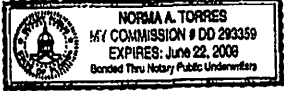
*[Signature]*  
 Print Name: BERLYNE SULLIVAN

By: *[Signature]*  
 Name: MICHAEL WUCHI  
 Title: MEMBER

STATE OF FLORIDA     )  
                                   ) SS  
 COUNTY OF BROWARD    )

The foregoing instrument was acknowledged before me this 13<sup>th</sup> day of June, 2008, by Michael Wuchi, 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:

*[Signature]*  
 Print Name: NORMA A TORRES

*[Signature]*  
 Print Name: REILYNE J. MUIS

OKOMO ASSOCIATES LLC, a Florida limited liability corporation,

By: *[Signature]*  
 Name: MICHAEL WORTH  
 Title: member

STATE OF FLORIDA )  
 ) SS  
 COUNTY OF BROWARD )

The foregoing instrument was acknowledged before me this 15<sup>th</sup> day of JUNE, 2008, by Michael Worth, as Sole Member of \_\_\_\_\_, freely and voluntarily of behalf of said corporation. He/She is personally known to me or has produced \_\_\_\_\_ as identification.

THIS IS NOT AN OFFICIAL COPY

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

FTL 107,037,668 v1 6-11-08

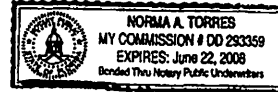


Exhibit "A"

**Property Description**

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---

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 55'49" 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 174.80 FEET TO A POINT ON THE EASTERLY EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF NORTH 2901 AVENUE; THENCE S 00 DEGREES 58'28" E ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 358.40 FEET; THENCE N 89 DEGREES 01'34" E, A DISTANCE OF 134.82 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 198.28 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 9 (I-95); THENCE N 00 DEGREES 55'49" W ALONG SAID EXISTING WESTERLY LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 198.75 FEET TO THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID SHERIDAN STREET; THENCE S 88 DEGREES 55'14" W ALONG SAID EXISTING SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 15 FEET TO THE POINT OF BEGINNING.

AND LESS:

PARCEL NO. 113.2:

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

COMMENCING AT THE N.W. CORNER OF SECTION 9, TOWNSHIP 51 SOUTH, RANGE 42 EAST, RUN NORTH 88 DEGREES 55'14" EAST ALONG THE NORTH LINE OF SAID SECTION 9 A DISTANCE OF 888.01 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 2, PAGE 44,  
 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS THAT PORTION  
 DESCRIBED IN OFFICIAL RECORDS BOOK 2342, PAGE 224; 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. 1-85  
 (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. 1-85 (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. 1-85 (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. 1-85 (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. 1-85  
 (STATE ROAD NO. 9); ALL THE ABOVE LYING IN SECTION 8, TOWNSHIP 51 SOUTH,  
 RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

OFFICIAL COPY

SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA,  
 CONTAINING 891,637 SQUARE FEET, OR 20.5220 ACRES, MORE OR LESS.

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

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE  
 NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING  
 RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°55'14" EAST, A DISTANCE  
 OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 83°52'56" EAST,  
 A DISTANCE OF 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 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°48'47" EAST, A DISTANCE OF 114.90 FEET TO THE EAST LINE OF SAID SECTION 8; THENCE NORTH 88°57'11" EAST, A DISTANCE OF 332.42 FEET; THENCE SOUTH 00°58'35" EAST, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 17.808 ACRES OF LAND, MORE OR LESS.

OFFICIAL COPY

ALSO KNOWN AS

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

BEGIN AT THE NORTHWEST CORNER OF SAID SECTION 9; THENCE RUN ALONG THE NORTH LINE OF SAID SECTION 9, (SAID LINE ALSO BEING THE SOUTHERLY EXISTING RIGHT OF WAY LINE FOR SHERIDAN STREET), NORTH 88°30'41" EAST, A DISTANCE OF 272.91 FEET; THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 84°17'29" EAST, A DISTANCE OF 358.83 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH 29TH AVENUE; THENCE, ALONG SAID RIGHT OF WAY LINE SOUTH 01°22'59" EAST, A DISTANCE OF 624.41 FEET; THENCE SOUTH 88°34'14" WEST, A DISTANCE OF 293.71 FEET; THENCE SOUTH 01°24'08" EAST, A DISTANCE OF 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.



February 14, 2014

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

RECEIVED

FEB 14 2014

BROWARD COUNTY  
PLANNING COUNCIL

RE: BCLUP Amendment #PCT 14-02: Sheridan Station Transit Oriented Development  
Proposed Text Revision and Response to County Review Comments

Dear Ms. Blake-Boy:

This letter is submitted to convey a requested revision to the pending text amendment and to respond to County Review Comments.

**I. Revision to Pending Text Amendment**

The pending text amendment includes changes to the City and County notes associated with the TOD land use which restrict the timing of residential units developed relative to the amount of commercial construction within the site. As set forth on the revised page 7 of 8, the Applicant now proposes to revise the text amendment request previously submitted by changing the required Phase 2 commercial development from 75,000 SF to 100,000 SF (revised page 7 and 8 of the Text Amendment Application is provided herewith as Attachment 1.) Also included in Attachment 1 is a letter from FDOT stating that 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 on the 18 acre site.

**II. Responses to County Review Comments**

- 1. Provide a draft of the amended Declaration of Restrictive Covenants (DRC) addressing the proposed change in phasing. Provide a Traffic Significance Analysis to determine if the change proposed for Phase 1 of the project increases traffic by over 3% on any of the traffic segments proposed for improvement in Phase 2 of the project.**

**Response:** The amended DRC is provided as Attachment 2 along with the Justification Statement and Attachment 3 is the 3% Significance analysis for Phase 1 of the project. The analysis shows that the Phase 1 development of 500 multi-family units is not significant based upon the Planning Council standard of significance of 3%.

ALBANY  
 ALBUQUERQUE  
 ATLANTA  
 AUSTIN  
 BOCA RATON  
 CHICAGO  
 DALLAS  
 DELAWARE  
 DENVER  
 FORT LAUDERDALE  
 HOUSTON  
 LAS VEGAS  
 LOS ANGELES  
 LOS ANGELES  
 MIAMI  
 MILWAUKEE  
 NEW YORK  
 NEW YORK  
 ORANGE COUNTY  
 ORLANDO  
 PALM BEACH COUNTY  
 PHOENIX  
 PHOENIX  
 ROME  
 SACRAMENTO  
 SAN FRANCISCO  
 SHANGHAI  
 SILICON VALLEY  
 TAMPA  
 TAMPA  
 TUCSON  
 TUCSON CORNER  
 WASHINGTON DC  
 WHITE PLAINS

- 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.

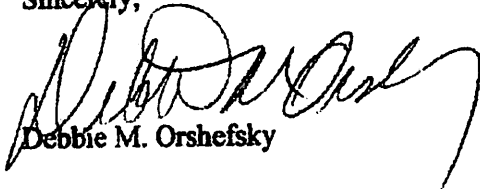
- 3. Provide dates of community outreach meetings.**

**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 14<sup>th</sup> 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:	<del>1,050</del> 500 dwelling units
High Rise Residential Land Uses:	<del>1,050</del> 550 dwelling units
Hotel:	150 rooms
Parking for Tri-Rail Station:	280,000 square feet (793 spaces minimum)

**4. AMENDMENT SITE DESCRIPTION**

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

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

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

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

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

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



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.  
SECRETARY

February 3, 2014

Re: Sheridan Street Park & Ride lot

To All Interested Parties:

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads "John Portera". The signature is written in a cursive, flowing style.

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

**ATTACHMENT 2**

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

**AND**

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

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

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

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

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

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

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

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

**This Instrument Prepared by and Return to:**

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

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

**SECOND AMENDMENT TO DECLARATION OF RESTRICTIVE COVENANTS**

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

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

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

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

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

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

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

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

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

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

[Signature Page Follows]

Signed, sealed and delivered  
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF  
TRANSPORTATION

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

Witness: Maria Gutierrez

Print Name: Maria Gutierrez

By: [Signature]  
Name: James Wolfe  
Title: Asst. Secretary



Witness: Eveitt Wilson

Print Name: Eveitt Wilson

Legal Review:  
[Signature]  
Office of the General Counsel

OKOMO ASSOCIATES LLC, a Florida  
limited liability corporation,

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

Witness: \_\_\_\_\_

Print Name: \_\_\_\_\_

By: \_\_\_\_\_  
Name:  
Title:

Witness: \_\_\_\_\_

Print Name: \_\_\_\_\_

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

Signed, sealed and delivered  
in the presence of:

STATE OF FLORIDA, DEPARTMENT OF  
TRANSPORTATION

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

Witness: \_\_\_\_\_

Print Name: \_\_\_\_\_

By \_\_\_\_\_  
Name:  
Title:

Witness: \_\_\_\_\_


Print Name: \_\_\_\_\_

Legal Review:

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**

Witness:   
\_\_\_\_\_

Print Name: Brooklyn Crago

Witness:   
\_\_\_\_\_

Print Name: Lisa M. Gonzalez

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

**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 Plot thereof, recorded in Plot Book 9, Page 44, of the Public Records of Broward County, Florida.

AND

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### NOTES:

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

CALVIN, GIORDANO AND ASSOCIATES, INC.

Date: \_\_\_\_\_

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



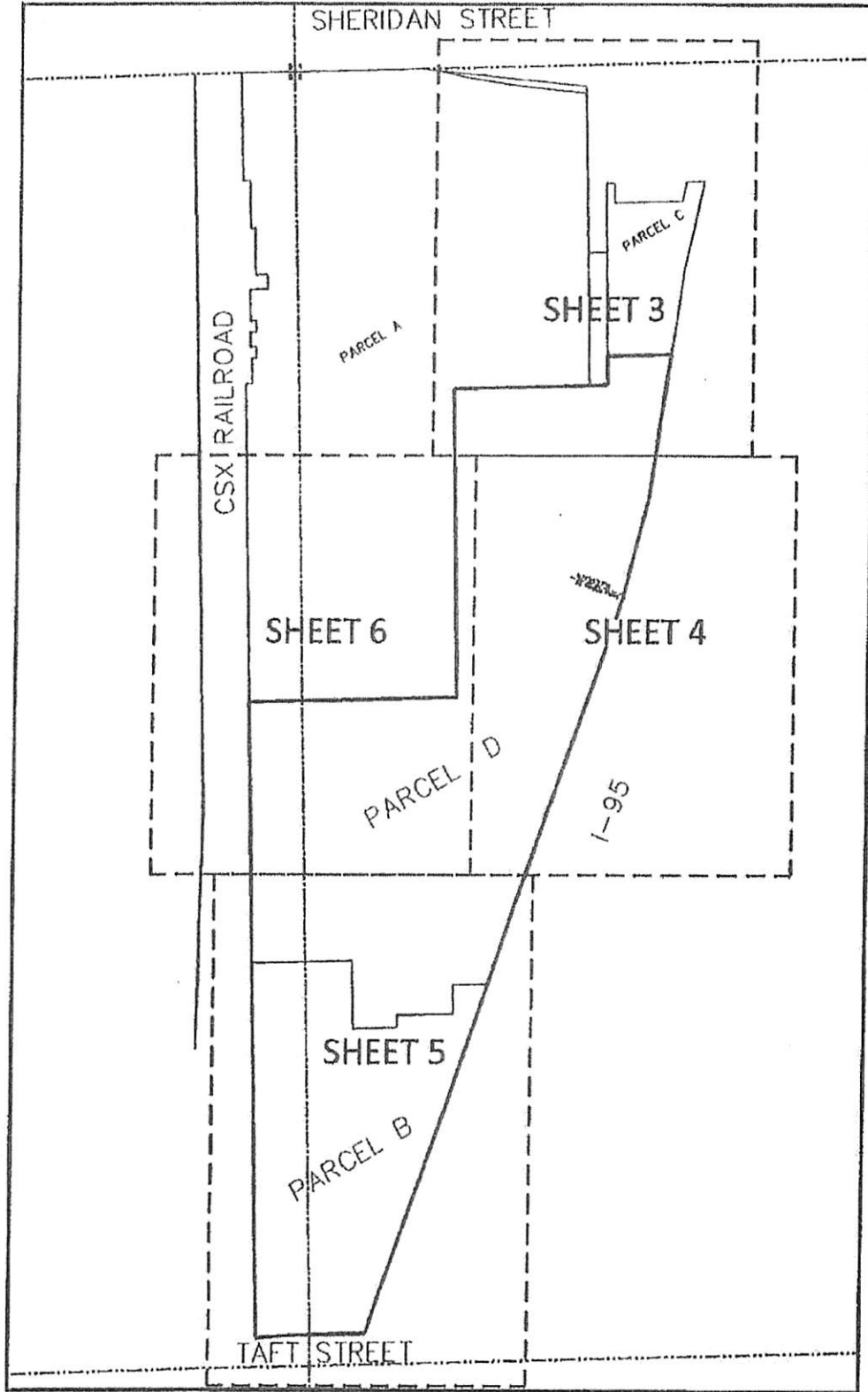
Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS™  
18001A Dine Rd, Ft. Lauderdale, FL 33316  
Phone: 352-921-7701 • Fax: 352-921-8337  
Certificate of Authorization 6781

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

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

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# SKETCH OF LEGAL DESCRIPTION



KEY MAP  
NOT TO SCALE

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Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS®  
10201 Van Allen Way, Suite 600, Fort Lauderdale, Florida 33310  
Phone: 954.921.7701 • Fax: 954.921.8507  
Certificate of Authorization 6791

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

SCALE  
NOT TO SCALE  
DATE  
12-23-13

PROJECT No  
13-5958  
CAD FILE  
SEE LEFT

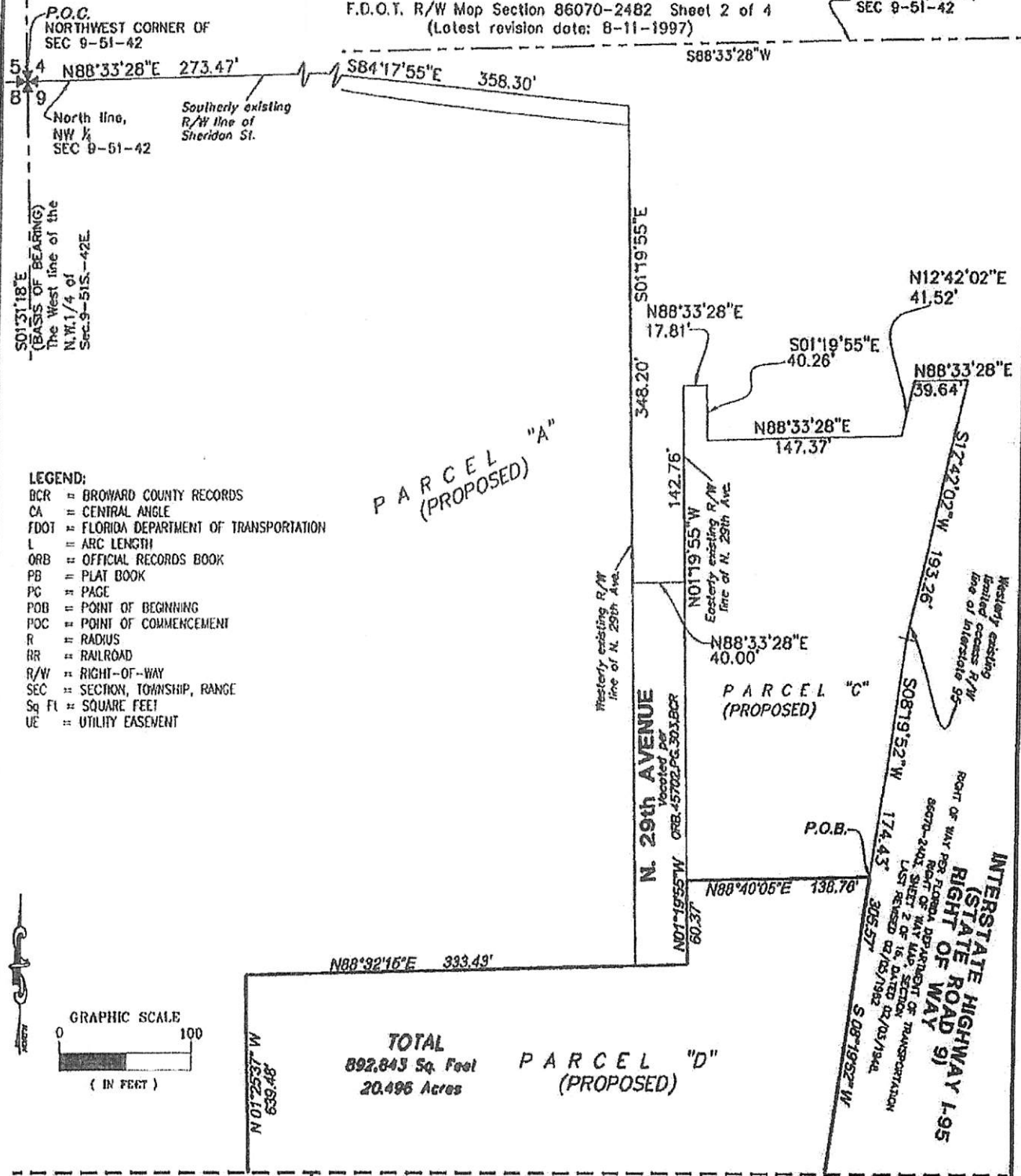
SHEET  
**2**  
OF  
6

# SKETCH OF LEGAL DESCRIPTION

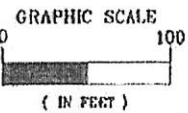
## SHERIDAN STREET

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

North line, NW ¼  
SEC 9-51-42



- LEGEND:**
- BCR = BROWARD COUNTY RECORDS
  - CA = CENTRAL ANGLE
  - FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
  - L = ARC LENGTH
  - ORB = OFFICIAL RECORDS BOOK
  - PB = PLAT BOOK
  - PC = 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 6 | MATCHLINE - SEE SHEET 4

**TOTAL**  
892,843 Sq. Feet  
20.496 Acres

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Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS  
16015 E. US Hwy, Suite 600, Fort Lauderdale, Florida 33316  
Phone: 954-921-2761 • Fax: 954-921-8307  
Certificate of Authorization 6791

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

SCALE 1"=100'	PROJECT NO. 13-5958	SHEET <b>3</b> OF <b>6</b>
DATE 12-23-13	CAD FILE SEE LEFT	

# SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3

**TOTAL**  
892,843 Sq. Feet  
20.496 Acres

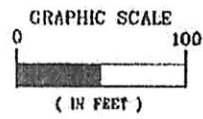
**PARCEL "D"**  
(PROPOSED)

**LEGEND:**

- BCR = BROWARD COUNTY RECORDS
- CA = CENTRAL ANGLE
- 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

**INTERSTATE HIGHWAY I-95**  
(STATE ROAD 9)  
**RIGHT OF WAY**  
RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION  
86070-2403, SHEET 2 OF 16, DATED 02/03/1948,  
LAST REVISED 02/05/1962

Historically existing  
limited access R/W  
line of Interstate 95



MATCHLINE - SEE SHEET 6

MATCHLINE-SEE SHEET 5

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**Calvin, Giordano & Associates, Inc.**  
EXCEPTIONAL SOLUTIONS  
1800 Blue Drive, Suite 600, Fort Lee, Florida 33411  
Phone: 954.921.7701 • Fax: 954.921.8507  
Certificate of Authorization 6701

**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  
 86070-2453, SHEET 32 OF 71, DATED 03/23/1989,  
 LAST REVISED 09/23/1997

Easterly existing R/W line  
 CSX RR  
 N 01°29'49"W  
 1309.61'

**PARCEL "D"**  
 (PROPOSED)

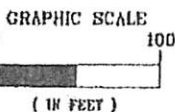
**PARCEL "B"**  
 (PROPOSED)

**TOTAL**  
 892,843 Sq. Feet  
 20.496 Acres

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

RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION  
 86070-2403, SHEET 2 OF 16, DATED 02/03/1948,  
 LAST REVISED 02/05/1962

Westerly existing  
 R/W line of Interstate 95



**TAFT ST.**  
 South line, NE X  
 SEC 8-51-42

R=1920.08'  
 CA=03°47'53"  
 L=127.20'  
 109.83'  
 S88°28'07"W

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

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**Calvin, Giordano & Associates, Inc.**  
 EXCEPTIONAL SOLUTIONS  
 1801 E. 13th Ave, Suite 600, Fort Lauderdale, FL 33316  
 Phone: 954-921-2201 • Fax: 954-921-6397  
 Certificate of Authorization 6791

**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

MATCHLINE  
SEE SHEET 3

B L 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

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

P A R C E L "A"  
(PROPOSED)

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

N 88°35'48" E 447.49'

P A R C E L "D"  
(PROPOSED)

TOTAL  
692,843 Sq. Foot  
20.496 Acres

N 01°29'49" W 559.42' (Total)

Easterly existing R/W line  
CSX RR

1309.87'

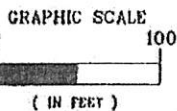
N 01°29'49" W

N 01°29'37" W

639.48'

MATCHLINE - SEE SHEET 4

MATCHLINE - SEE SHEET 5



Calvin, Giordano & Associates, Inc.  
EXCEPTIONAL SOLUTIONS™  
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Phone: 954-521-7701 • Fax: 954-921-8337  
Certificate of Authorization 6701

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 142.76 feet;  
 THENCE North 88°33'28" East a distance of 17.81 feet;  
 THENCE South 01°19'55" East a distance of 40.26 feet;  
 THENCE North 88°33'28" East a distance of 147.37 feet;  
 THENCE North 12°42'02" East a distance of 41.52 feet;  
 THENCE North 88°33'28" East a distance of 39.64 feet to a point on the Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95);  
 THENCE South 12°42'02" West along said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 193.26 feet;  
 THENCE South 08°19'52" West along said Westerly Existing Limited Access Right of Way line, a distance of 174.43 feet;  
 THENCE South 88°40'05" West departing from said Westerly Existing Limited Access Right of Way line of Interstate 95 (I-95), a distance of 138.76 feet;  
 THENCE South 01°19'55" East a distance of 60.37 feet;  
 THENCE South 88°32'15" West a distance of 333.43 feet;  
 THENCE South 01°25'37" East a distance of 639.48 feet;  
 THENCE South 88°35'48" West a distance of 447.49 feet, to the Easterly Existing Right of Way Line of the CSX Railroad;  
 THENCE along said Easterly Right of Way Line, North 01°29'49" West a distance of 659.42 feet;  
 THENCE North 88°30'11" East a distance of 13.44 feet;  
 THENCE North 01°29'49" West a distance of 52.79 feet;  
 THENCE North 88°30'11" East a distance of 10.08 feet;  
 THENCE North 01°29'49" West a distance of 23.44 feet;  
 THENCE South 88°30'11" West a distance of 12.90 feet;  
 THENCE North 01°29'49" West a distance of 30.56 feet;  
 THENCE North 88°30'11" East a distance of 13.08 feet;  
 THENCE North 01°29'49" West a distance of 23.34 feet;  
 THENCE South 88°30'11" West a distance of 12.78 feet;  
 THENCE North 01°29'49" West a distance of 66.16 feet;  
 THENCE North 88°30'11" East a distance of 39.09 feet;  
 THENCE North 01°29'49" West a distance of 29.60 Feet;  
 THENCE South 88°30'11" West a distance of 25.55 feet;  
 THENCE North 01°29'49" West a distance of 98.50 feet;  
 THENCE South 88°30'11" West a distance of 9.80 feet;  
 THENCE North 01°29'49" West a distance of 98.80 feet;  
 THENCE South 88°30'11" West a distance of 14.66 feet to sold 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\SKETCH\135958-V-SD-PARC-A-C.dwg Dec 26, 2013 - 11:38am

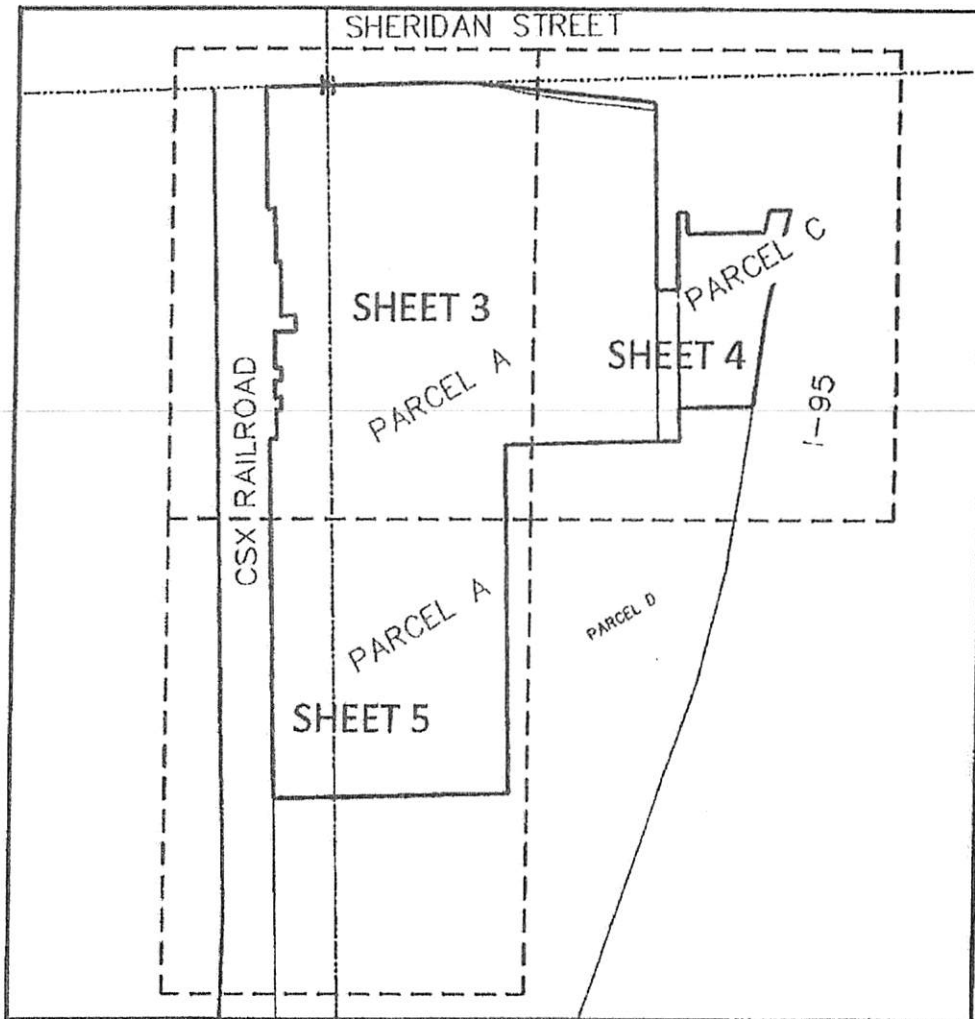


**Calvin, Giordano & Associates, Inc.**  
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 Certificate of Authorization 0701

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

SCALE N/A	PROJECT# 13-5958	SHEET <b>1</b> OF <b>5</b>
DATE 12-23-13	CAD/P&E SEE LEFT	

# 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 1/4) of the Northwest one-quarter (NW 1/4) of Section 9, Township 51 South, Range 42 East has a bearing of South 01°31'16" 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  
1000 Elk O'Way, Suite 603, Fort Lauderdale, Florida 33316  
Phone: 954-921-7701 • Fax: 954-921-6907  
Certificate of Authorization 6791

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

SCALE NOT TO SCALE	PROJECT No 13-595B	SHEET <b>2</b> OF <b>5</b>
DATE 12-23-13	CAD FILE SEE LEFT	

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# SKETCH OF LEGAL DESCRIPTION

NORTHWEST CORNER, SEC 9-51-42 (FND 1/2 I.R., poured concrete around I.R.)  
 North line, NE 1/4 SEC 8-51-42  
 P.O.B.  
 54  
 819  
**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  
 Southerly existing R/W line of Sheridan St.  
 N88°33'28"E 273.47'  
 S84°17'55"E 358.30'

**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

Easterly existing R/W line CSX RR

225.98'

N01°29'49"W

S88°30'11"W 14.66'

N01°29'49"W 98.80'

S88°30'11"W 9.80'

N01°29'49"W 98.50'

N88°30'11"E 39.09'

N01°29'49"W 66.16'

N88°30'11"E 13.08'

N01°29'49"W 30.55'

N01°29'49"W 62.79'

S88°30'11"W 25.65'

N01°29'49"W 29.60'

S88°30'11"W 12.78'

N01°29'49"W 23.34'

S88°30'11"W 12.90'

N01°29'49"W 23.44'

N88°30'11"E 10.08'

N88°30'11"E 13.44'

N01°29'49"W 659.42'

S88°32'15"W 333.43'

S01°25'37"E 639.48'

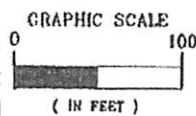
S01°31'18"E (BASIS OF BEARING) The West line of the N.W. 1/4 of Sec. 9-51S.-42E.

**PARCEL "A"**  
(PROPOSED)

**TOTAL**  
834,548 Sq. Feet  
19.158 Acres

**LEGEND:**

- BCR = BROWARD COUNTY RECORDS
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- R/W = RIGHT-OF-WAY
- SEC = SECTION, TOWNSHIP, RANGE
- Sq Ft = SQUARE FEET
- UE = UTILITY EASEMENT



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

West R/W line CSX RR

MATCHLINE - SEE SHEET 5

MATCHLINE - SEE SHEET 4

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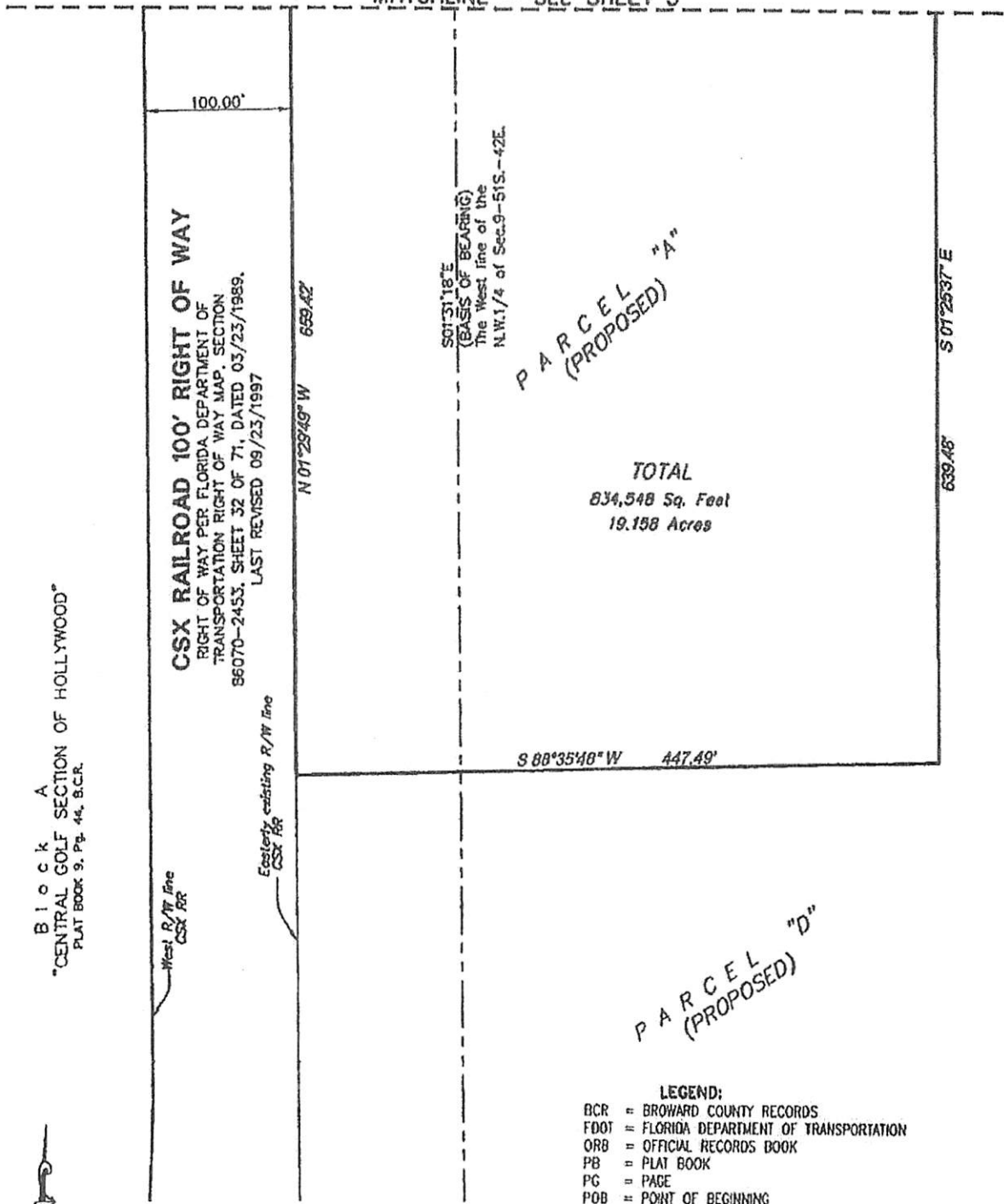
**PARCEL A-C**  
**SHERIDAN STATION**  
**CITY OF HOLLYWOOD**

SCALE 1"=100'	PROJECT# 13-5958	SHEET <b>3</b> OF <b>5</b>
DATE 12-23-13	CAD FILE SEE LEFT	



# SKETCH OF LEGAL DESCRIPTION

MATCHLINE - SEE SHEET 3



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

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

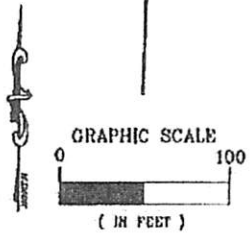
S 01°25'18"E  
(BASIS OF BEARING)  
The West line of the  
N.W. 1/4 of Sec. 9-51S.-42E.

PARCEL "A"  
(PROPOSED)

TOTAL  
834,548 Sq. Feet  
19.158 Acres

S 88°35'48"W 447.49'

PARCEL "D"  
(PROPOSED)



- LEGEND:**
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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 SOLUTIONS

**FEBRUARY 2014**

## **Introduction**

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

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

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

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

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

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

# SHERIDAN STATIONSIDE VILLAGE



### 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. 30<sup>th</sup> 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* (9<sup>th</sup> 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)
<b>AM</b>									
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
<b>PM</b>									
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)
<b>AM</b>									
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
<b>PM</b>									
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 6. PREDICTED TRAFFIC NETWORK DISTRIBUTION (EQUATION 1)

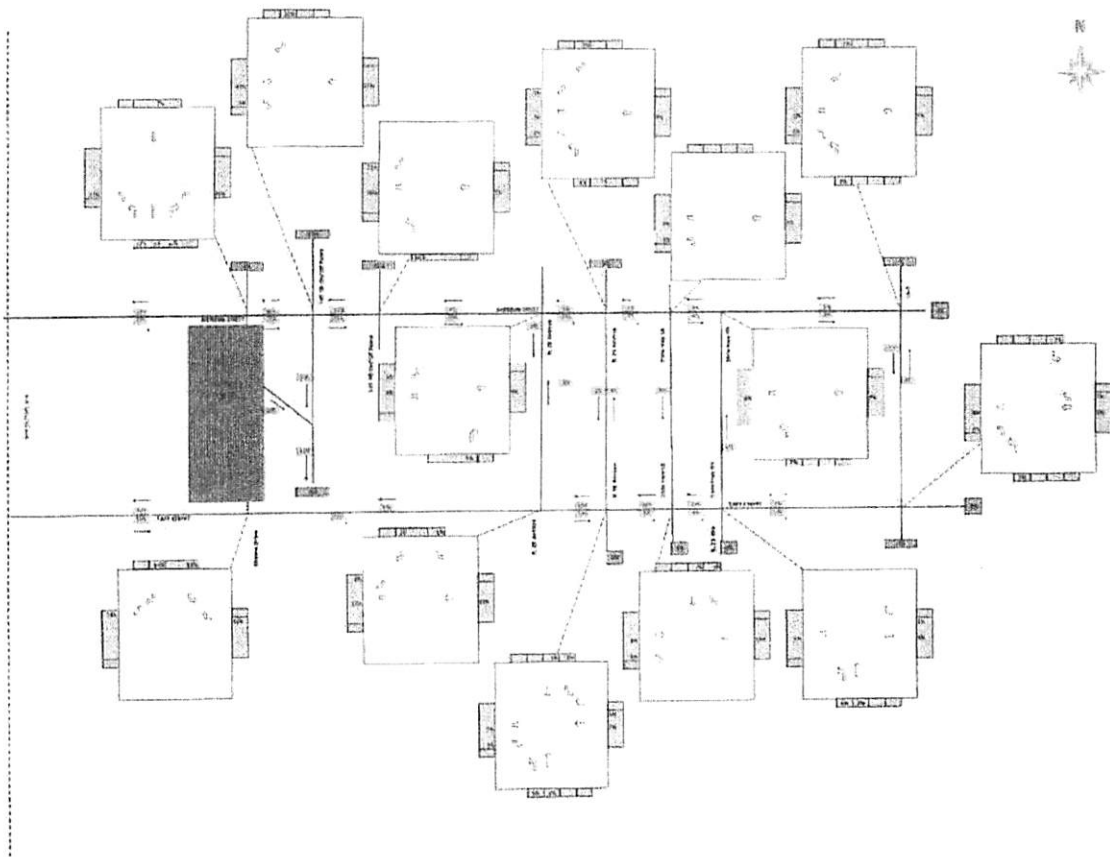
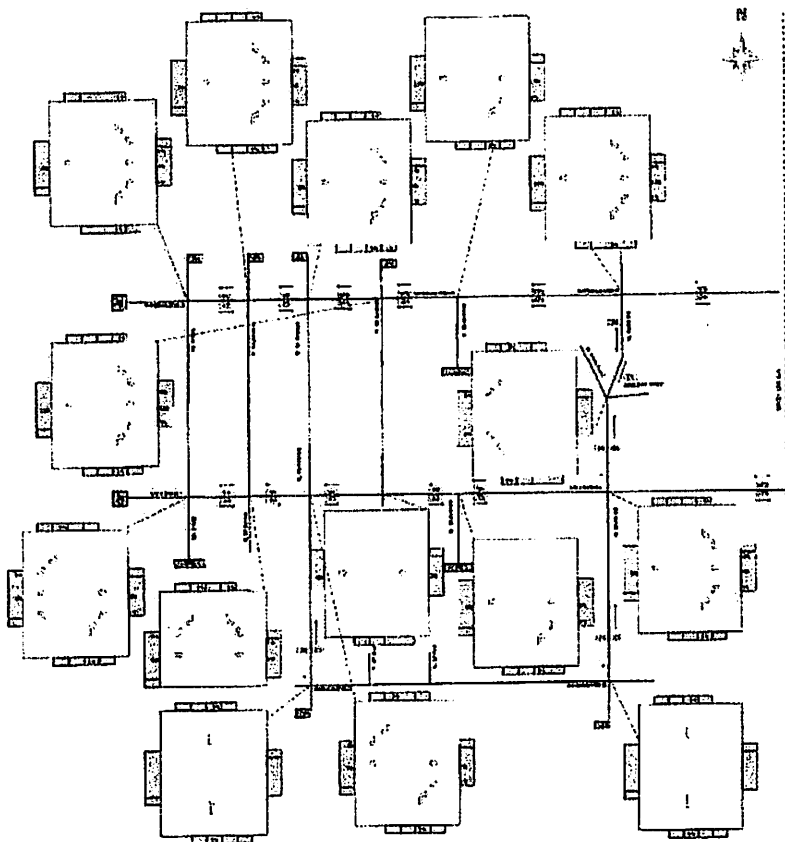


FIGURE 4. FLEET TRAFFIC AT PORN INTERSECTION



### **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 6. SELECTED PRACTICE AREA NETWORK ASSIGNMENT (PART II)

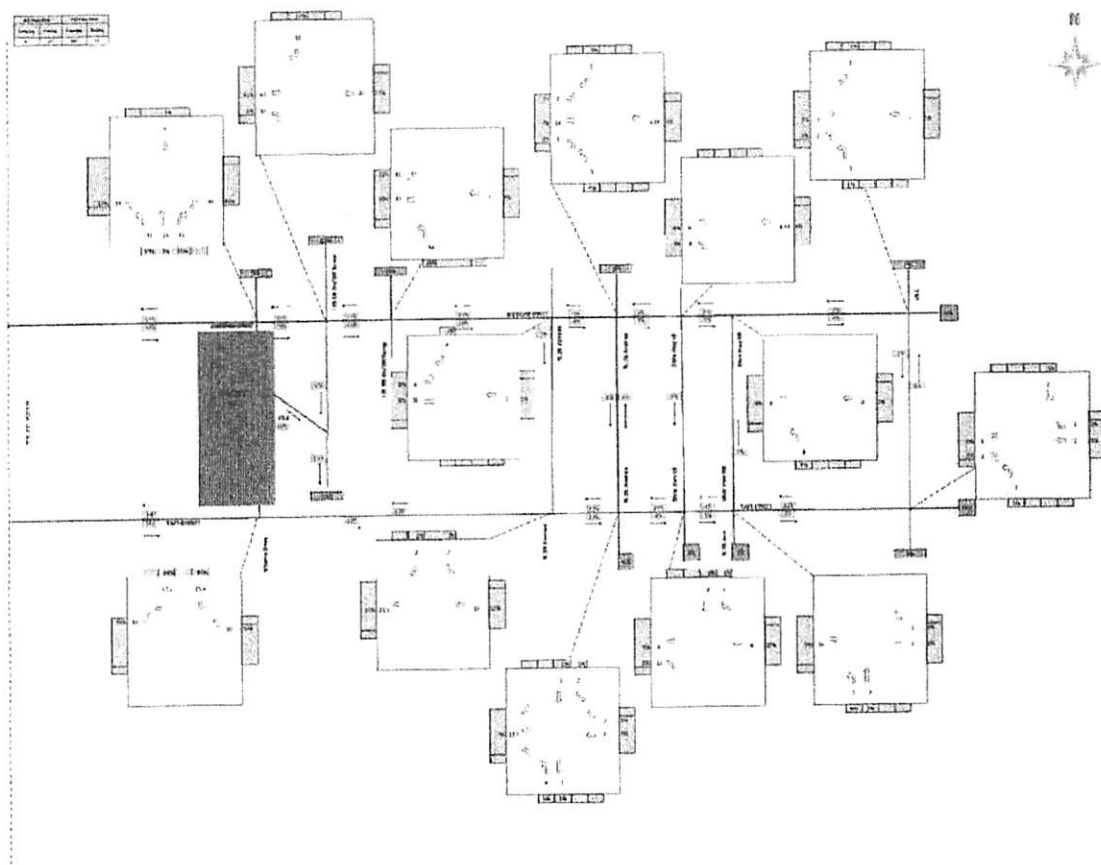


Figure 3. FROM TELECOM CENTER TO THE AIRPORT

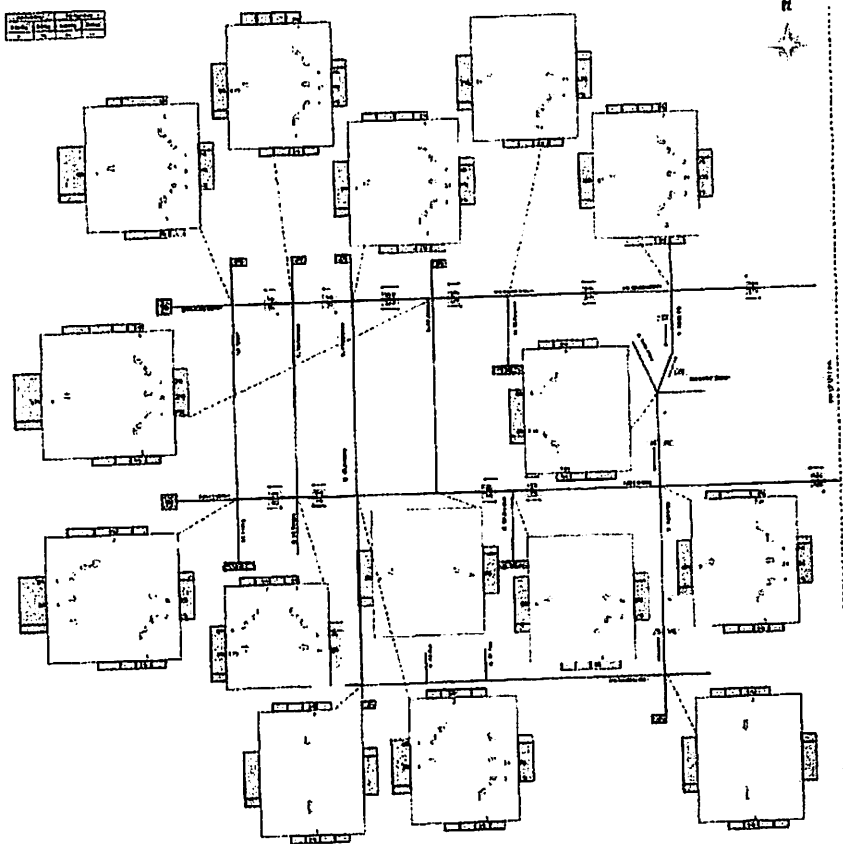


FIGURE 8 PROJECTED 2010 INFLUENCE NETWORK (CONTOUR 1)

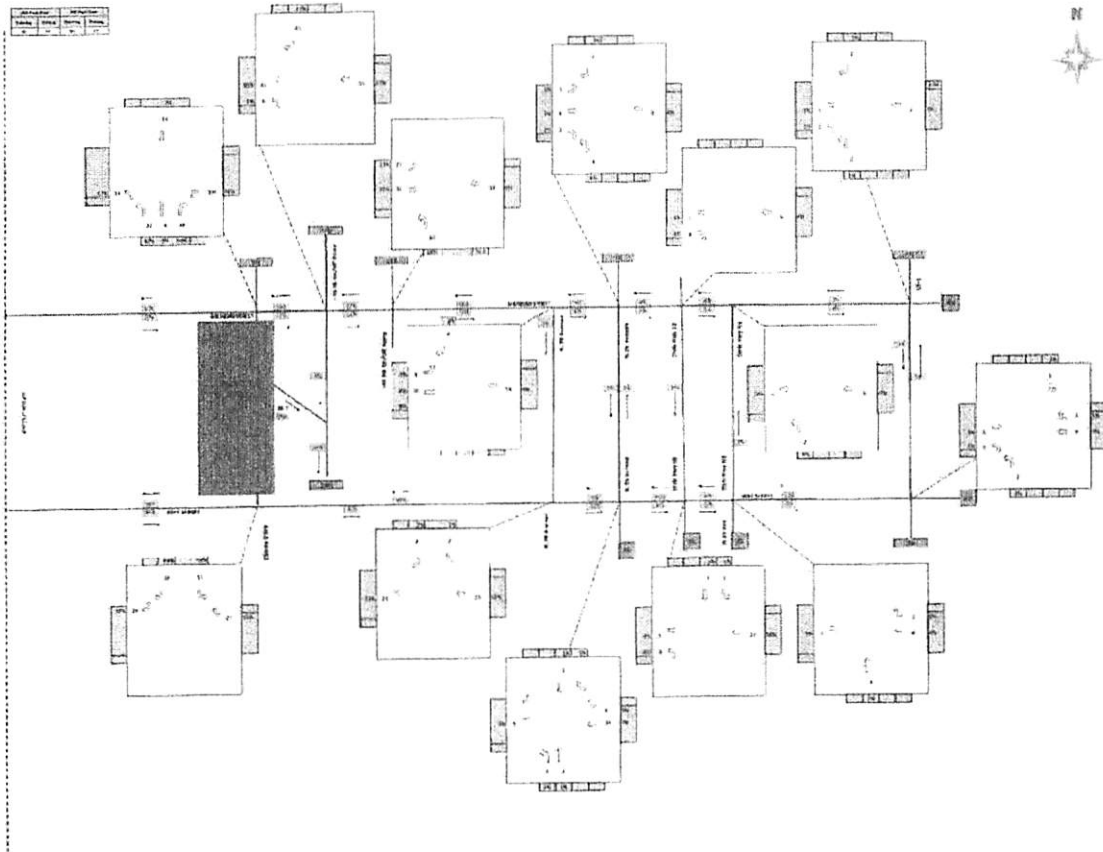
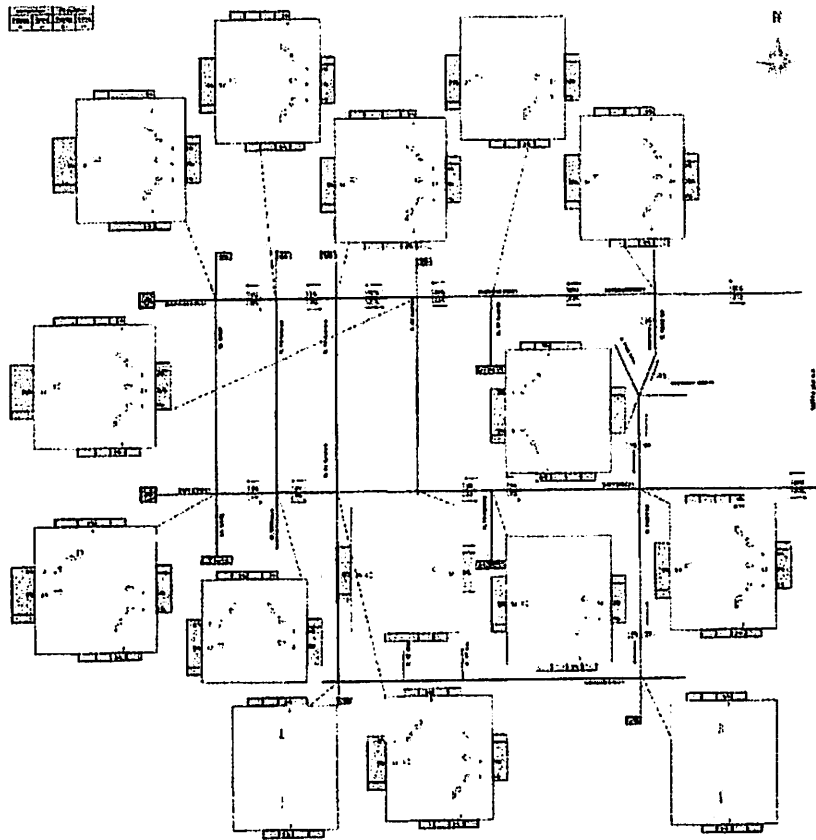


FIGURE 1. PEOPLE IN A ROOM AND NETWORK OF DISCUSSIONS



### **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
<b>AM</b>								
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
<b>PM</b>								
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. Phase 1 (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.

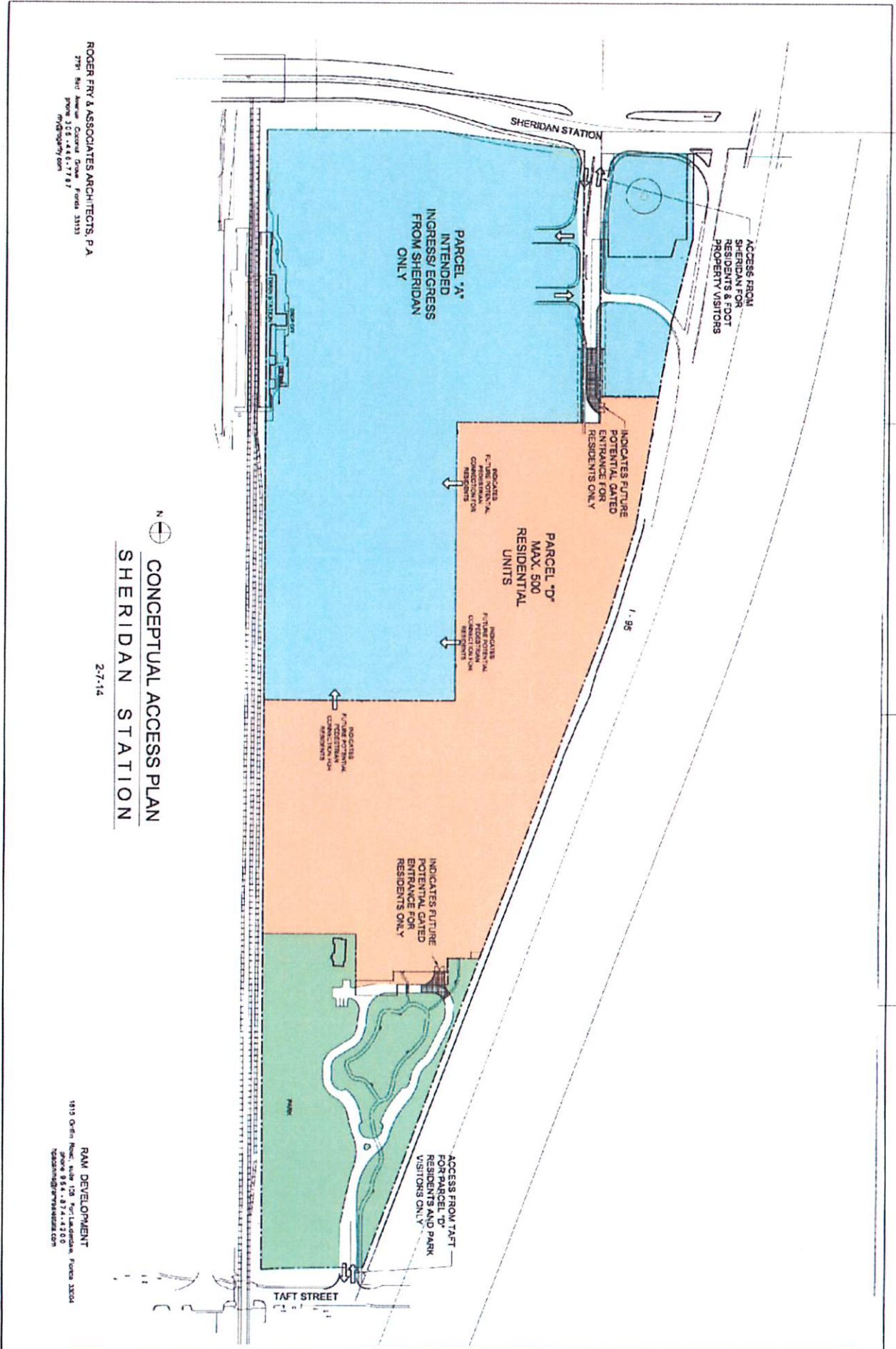
The analysis was completed in support of an amendment to the "Declaration of Restrictive Covenants" provided by Okomo Associates LLC to determine if the impact from Phase 1 of the project was considered "significant" on several key roadways within the study area. Based on Broward County Planning Council 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.



ROGER FRY & ASSOCIATES ARCHITECTS, P.A.  
 27th Blvd Avenue Coastal Drive Fortis 33133  
 Phone 305.844.1781  
 rfa@rfa.com

N  
**CONCEPTUAL ACCESS PLAN**  
**SHERIDAN STATION**  
 2-7-14

RAM DEVELOPMENT  
 1815 Ocean Road, Suite 128 Fort Lauderdale, Florida 33304  
 Phone 954.874.4300  
 rdevelopment@ramdevelopment.com

# 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	5:20a – 9:11p	40/50 Min
	Saturday	6:00a – 8:16p	60/50 Min
	Sunday	9:50a – 7:41p	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](mailto:jramos@broward.org) if you require any additional information.

Sincerely,

John A. Ramos, Senior Planner  
Service and Capital Planning



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](http://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	Existing Land Use: TOD																				
Name: Sheridan Station	Units Proposed: 1,050	Proposed Land Use: TOD																				
SBBC Project Number: SBBC-452-2008	NET CHANGE (UNITS): 0	Current Zoning: TOD																				
County Project Number: PCT 14-2	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Students</th> <th>Permitted</th> <th>Proposed</th> <th>NET CHANGE</th> </tr> </thead> <tbody> <tr> <td>Elem</td> <td>28</td> <td>61</td> <td>33</td> </tr> <tr> <td>Mid</td> <td>12</td> <td>29</td> <td>17</td> </tr> <tr> <td>High</td> <td>8</td> <td>36</td> <td>28</td> </tr> <tr> <td>Total</td> <td>48</td> <td>126</td> <td>78</td> </tr> </tbody> </table>	Students	Permitted	Proposed	NET CHANGE	Elem	28	61	33	Mid	12	29	17	High	8	36	28	Total	48	126	78	Proposed Zoning: TOD
Students	Permitted	Proposed	NET CHANGE																			
Elem	28	61	33																			
Mid	12	29	17																			
High	8	36	28																			
Total	48	126	78																			
Municipality Project Number: 13-L-99		Section: 8, 9																				
Owner/Developer: Okomo Associates, LLC		Township: 51																				
Jurisdiction: Hollywood		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)**

<b>Improvements for Planning Area G</b>	
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

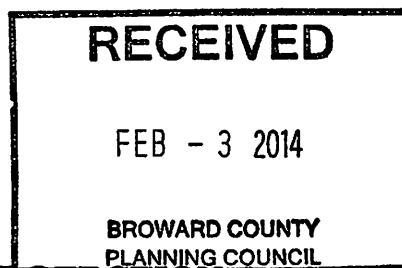
Planner  
Title

# ATTACHMENT 9

EP&GMD COMMENTS

PCT 14- 2

Page 1



## 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



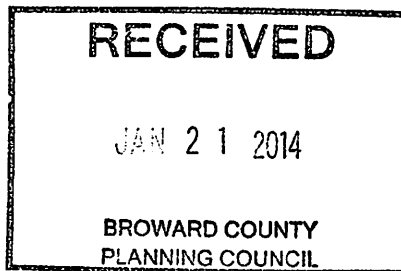
Our Best.  
Nothing Less.

**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.



Sue Gunzburger • Dale V.C. Holness • Kristin Jacobs • Martin David Kjar • Chip LaMarca • Stacy Ritter • Tim Ryan • Barbara Sharief • Lois Wexler  
[www.broward.org](http://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](mailto: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 an 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,

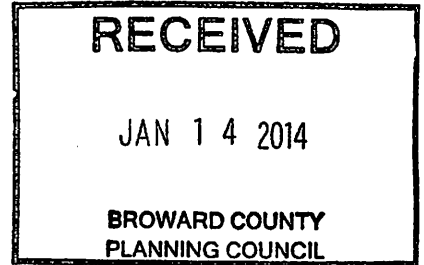
Matthew DeFelice  
County Archaeologist

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



**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

Topeekegee 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](mailto: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


RECEIVED

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  
BROWARD COUNTY PLANNING COUNCIL  
March 7, 2014

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

Response: This is correct and acknowledged by the Applicant.

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

Response: This is correct and acknowledged by the Applicant.

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

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

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

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

The 2007 approved Master Plan for the TOD always showed, what is now Parcel D, as residential and the mixed use component was always intended for the 18-acre parcel near the Tri-Rail Station. FDOT has provided a letter (attached) dated February 3<sup>rd</sup> 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. 29<sup>th</sup> 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.

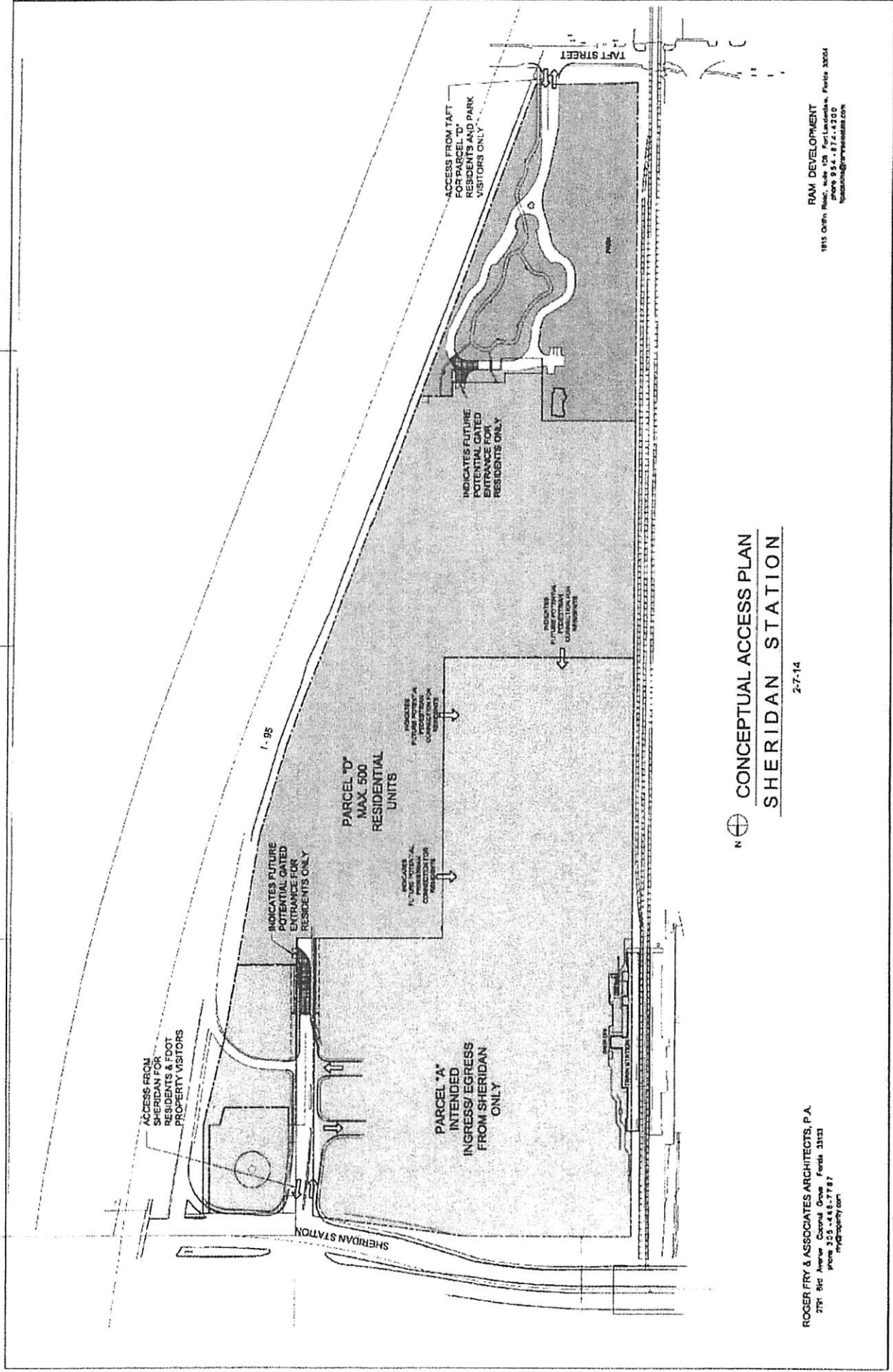
These applications are being processed in an effort to create a land use regulatory framework for the Department’s property that will make it most attractive to a developer in the future.

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,

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



**CONCEPTUAL ACCESS PLAN**  
**SHERIDAN STATION**

2-7-14

ROGER FRY & ASSOCIATES ARCHITECTS, P.A.  
 2701 Mt. Avenue, Carroll, Ohio, Ferndale 33123  
 phone 355-445-7787  
 info@rfaa.com

RAM DEVELOPMENT  
 1815 Olden Road, Suite 128, Fort Lauderdale, Florida 33304  
 phone 352-774-2100  
 ramdev@ramdevelopment.com

Exhibit C  
Traffic Mitigation Plan

Sheridan Street at Interstate 95

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

Sheridan Street at N. 29<sup>th</sup> 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. 40<sup>th</sup> Avenue

- Construct eastbound and westbound left turn lanes

Taft Street at N. 26<sup>th</sup> 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.

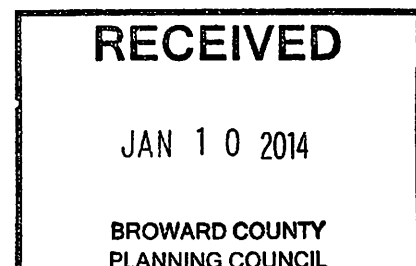
Outlining some of these we have seen: the Memorial Hospital expansion, the Yellow Green Market which was allowed open with no traffic study at all, Invicta watch has added 25,000 sq. ft. and more trucks every day to their building, Heico Industries has expanded, along with the YMCA, Rotary Park was redone 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](mailto:cgermano@bellsouth.net)  
954-639-6030

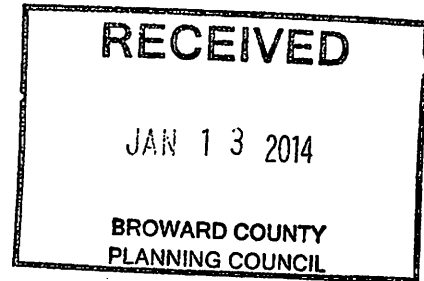


# ATTACHMENT 17

**Schwarz, Pete**

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



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**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**

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**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](mailto:CorrespondingSecretary@HCCACentral.org)

**From:** pete brewer [mailto:[pcbrew@bellsouth.net](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](mailto:bblakeboy@broward.org)" <[bblakeboy@broward.org](mailto:bblakeboy@broward.org)>; "[shenderson@broward.org](mailto:shenderson@broward.org)" <[shenderson@broward.org](mailto:shenderson@broward.org)>; "[sgunzburger@broward.org](mailto:sgunzburger@broward.org)" <[sgunzburger@broward.org](mailto:sgunzburger@broward.org)>; "[tryan@broward.org](mailto:tryan@broward.org)" <[tryan@broward.org](mailto:tryan@broward.org)>  
**Sent:** Monday, January 13, 2014 4:55 PM  
**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.

Thank you,  
Pete Brewer  
[pcbrew@bellsouth.net](mailto:pcbrew@bellsouth.net)

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

# ATTACHMENT 19

**Blake Boy, Barbara**

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**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. 38<sup>th</sup> 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)



MEMORANDUM

January 8, 2014

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

Thru: <sup>DAN</sup> 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.

**From:** Clifford Germano <cgermano@bellsouth.net>  
**Sent:** Friday, June 06, 2014 1:27 PM  
**To:** Schwarz, Pete  
**Cc:** Sniezek, Henry  
**Subject:** Sheridan Station Development

**RECEIVED**

JUN 06 2014

Broward County Planning and Redevelopment Division  
Mr. Schwarz,

BROWARD COUNTY  
PLANNING COUNCIL

Thank you for taking my call the other day. On Tuesday evening, June 3rd, at 6PM the City of Hollywood called a meeting concerning the Park portion of the proposed development.

What was to be shown to the residents was a proposed 6 acre Park land dedication including some of the old Oak Hammock trees and the Coral rock house.

That was stated along with the declaration that they would be giving another .015 acres along the North end to 'preserve more trees.'

Additionally they stated that there would be three retention ponds in this Park area for the purpose of meeting drainage requirements for the development (not the Park). One would be a wet retention about 15 feet deep at the center. The other two would be dry retention about 2 & 1/2 feet below grade. These would be operated and maintained by the developer.

This would leave a net Park space of about 4.7 acres, not the 6 acres promised.

Residents that attended this hastily called meeting, did not ever remember any prior talk of the Park being used as retention for the rest of the development nor any number less than 6 acres. Many have been involved since the early days of this project attending meetings on the project through the years.

Would the digging of these ponds and the subsequent water retention hurt the Oak trees that everyone is trying to save? I was told Oak trees do not like a lot of water unlike cypress trees for example. Also would the pond digging hurt the roots along with the proposed road and parking areas?

I know your office is limited in responsibility with regard to this project. I ask that you or someone in another County agency take a closer look at these latest changes on behalf of the residents of Hollywood. We feel like it is another developer 'bait & switch' being pushed to the residents.

Please advise me of any help you or another agency can offer, so that the residents can receive what was promised so very long ago.

Thank you.

Cliff Germano

[cgermano@bellsouth.net](mailto:cgermano@bellsouth.net)

## ATTACHMENT 22

Schwarz, Pete

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**From:** Burke, Peter  
**Sent:** Tuesday, June 17, 2014 4:10 PM  
**To:** Schwarz, Pete  
**Cc:** Blake Boy, Barbara; 'cgermano@bellsouth.net'  
**Subject:** RE: Sheridan Station Development

**RECEIVED**

JUN 17 2014

**BROWARD COUNTY  
PLANNING COUNCIL**

Ok. Any time there are grade changes, either excavation or filling, within the dripline (the outer edge of the tree's canopy) of trees it can have detrimental effect. Excavation within the dripline can remove a large portion of a trees roots. When comparing the site plan to an aerial of the site it appears that there will be at least some impact to the trees onsite due to the construction of the retention areas, particularly the two northernmost retention areas. With the roadway construction it would depend on how much of the construction is proposed to be constructed under the dripline of the trees and the extent of excavation/fill necessary to construct the roadways.



MEMORANDUM

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

**CC:** Pete Schwarz, Broward County Planning Council  
Jaye Epstein, City of Hollywood  
Andria Wingett, City of Hollywood  
Debbie Orshefsky, Greenberg, Traurig, P.A.

**FROM:** Hugo Pacanins, RAM Development

**DATE:** June 19, 2014

**SUBJECT:** History of the Park at Sheridan Station

RECEIVED

JUN 20 2014

BROWARD COUNTY  
PLANNING COUNCIL

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Recently, some issues have been raised about the history of the 6-acre park being dedicated to the City of Hollywood by Okomo Associates, LLC within the Sheridan Station project. Having been involved with this project since 2005, I wanted to offer a brief history of the park with the corresponding documentation.

**Exhibit 1 – Original Site Plan:** The early conceptual planning for the Sheridan Station project proposed low-rise residential units (townhouses) within the southern part of the property. As the project progressed, it became clear that the area was not suited for residential development due to the large number of mature oaks in the area. After working with the community and City staff, we agreed to preserve the southern portion of the site as a public park and maintain the existing oak hammock.

**Exhibit 2 – Ordinance 2007-27:** The project was moving through the County’s Land Use Plan amendment process when the decision was made to dedicate the 4-acre park to the City. The 4-acre Park was increased to 6-acres by the Applicant at the Broward County Planning Council transmittal hearing on April 26, 2007. The purpose of this increase was to maintain the coral rock house in its existing location and to accommodate a portion of the stormwater retention for the project. The increase in size is specifically documented in Ordinance 2007-27 which is attached as Exhibit 2.

**Exhibit 3 – Resolution 2008-401:** The City’s site plan approval provides written verification of the intention for the Applicant to reserve both retention and access rights over the 6-acre park being dedicated to the City. Condition 6(a) in the site plan approval resolution (Exhibit 3) clearly states the Developer is retaining drainage and access rights over the park. Even with the reservation of these rights, the condition also clearly states that the Developer was “in full satisfaction of the requirements of Section 161.07(G) of the Code of Ordinances” (park impacts) with the donation.

**Currently proposed plan:** While the currently proposed plan does reduce the net usable area of the park by 4%, this is a result of us limiting the size of the wet retention area in order to maximize tree preservation throughout the park. We have paid a tremendous amount of attention to the existing oak hammock and the retention areas have been carefully designed around the existing trees.

It should be noted that under the current City park impact fee ordinance, the 1,050 residential units in the entire TOD would require payment of about \$2 million in park impact fees in lieu of land dedication. The value of this property greatly exceeds the \$2 million in park impact fees the 1,050 unit project would be required to contribute under today's rules.

**Exhibit 4 – Proposed Tree Preservation Guidelines:** As part of both the original and current project approval processes, the rezoning for the Sheridan Station project to Transit Oriented Development (TOD) includes the adoption of a set of specific Development Guidelines for Sheridan Station. These guidelines include a section on Tree Preservation to ensure that the development of the park, roadway and stormwater retention ponds will not negatively impact the oak trees that are the signature feature of the proposed park. These guidelines were written by a certified Arborist with specific knowledge of the condition of each and every tree on the property. The Arborist personally assisted in the development of the park site plan so the design is mindful of the location and needs of the oaks being preserved.

Also provided in Exhibit 4 are the proposed tree specifications which will be issued to all contractors doing construction work on the Sheridan Station property. These proposed specifications show, in great detail, the effort that is being made to protect the oaks on the property.

**Conclusion:** This brief history of the evolution of the Sheridan Station park clearly documents that the residents of Hollywood are receiving what was originally promised, a 6-acre park which includes the reservation of stormwater retention and access rights for the private development within the Sheridan Station project. We believe that the currently proposed design for the park (which is still receiving input from the community) is a significant improvement from the one that was previously approved.

The value of the 6-acre park land being dedicated by the Developer to the City is over and above the \$2,000,000 that would be required by the current park impact fee ordinance and the oak trees being preserved by this land dedication would be considered by many as priceless.

# **EXHIBIT 1**

Original Conceptual Site Plan  
Sheridan Stationside Village



## **EXHIBIT 2**

Ordinance 2007-27

Broward County Adoption Ordinance  
Land Use Plan Text Amendment for  
Sheridan Stationside Village

Exhibit 2 - Original County Land Use Plan Text Amendment Ordinance

Text

ORDINANCE NO. 2007-27

1  
2 AN ORDINANCE OF BROWARD COUNTY, FLORIDA, ADOPTING AN  
3 AMENDMENT AS PART OF THE FIRST ANNUAL 2007 AMENDMENTS  
4 TO THE BROWARD COUNTY COMPREHENSIVE PLAN; AMENDING  
5 THE 1989 BROWARD COUNTY LAND USE PLAN TEXT TO ADDRESS  
6 THE HOLLYWOOD TRANSIT ORIENTED DEVELOPMENT (TOD)  
7 LOCATED IN THE CITY OF HOLLYWOOD; PROVIDING FOR  
8 SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

9 (Sponsored by the Board of County Commissioners)

10 WHEREAS, Broward County adopted the 1989 Broward County Comprehensive  
11 Plan on March 1, 1989; and

12 WHEREAS, the Department of Community Affairs has found the Broward County  
13 Comprehensive Plan in compliance with the Local Government Comprehensive  
14 Planning and Land Development Regulation Act; and

15 WHEREAS, Broward County now wishes to propose amendments to the Plan;  
16 and

17 WHEREAS, the Planning Council as the local planning agency for the Broward  
18 County Land Use Plan has held its hearings on March 22, 2007, April 26, 2007, and  
19 August 23, 2007, with due public notice; and

20 WHEREAS, the Board of County Commissioners held its transmittal public  
21 hearing on May 22, 2007, having complied with the notice requirements specified in  
22 Subsection 163.3184(15), Florida Statutes; and

23 WHEREAS, the Board of County Commissioners held an adoption public hearing  
24 on September 11, 2007, at 2:00 p.m. [also complying with the notice requirements  
specified in Subsection 163.3184(15), Florida Statutes] at which public comment was  
accepted, and the objections, recommendations and comments of the Department of  
Community Affairs were considered; and

1           WHEREAS, the Board of County Commissioners after due consideration of all  
2 matters hereby finds that the following amendment to the 1989 Broward County  
3 Comprehensive Plan is consistent with the State Plan, Regional Plan, and the Broward  
4 County Comprehensive Plan; complies with the requirements of the Local Government  
5 Comprehensive Planning and Land Development Regulation Act; and is in the best  
6 interests of the health, safety, and welfare of the residents of Broward County; and

7           WHEREAS, the proposed amendment constitutes an amendment as part of  
8 Broward County's permitted first annual amendments to the Plan for 2007.

9           BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF  
10 BROWARD COUNTY, FLORIDA:

11           Section 1. The 1989 Broward County Land Use Plan is hereby amended by  
12 Amendment PCT 07-1, which is an amendment to the 1989 Broward County Land Use  
13 Plan text to address the Hollywood Transit Oriented Development (TOD) located in the  
14 City of Hollywood, as set forth in Exhibit A, attached hereto and incorporated herein.

15           Section 2. SEVERABILITY.

16           If any portion of this Ordinance is determined by any Court to be invalid, the  
17 invalid portion shall be stricken, and such striking shall not affect the validity of the  
18 remainder of this Ordinance. If any Court determines that this Ordinance, or any portion  
19 hereof, cannot be legally applied to any individual(s), group(s), entity(ies), property(ies),  
20 or circumstance(s), such determination shall not affect the applicability hereof to any  
21 other individual, group, entity, property, or circumstance.

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Section 3. EFFECTIVE DATE.

1. The effective date of the plan amendment set forth in this Ordinance shall be the latter of:

(a) The date a final order is issued by the Department of Community Affairs finding the amendment to be in compliance in accordance with Section 163.3184, Florida Statutes.

(b) The date a final order is issued by the Administration Commission finding the amendment to be in compliance in accordance with Section 163.3184, Florida Statutes. The Department's notice of intent to find a plan amendment in compliance shall be deemed to be a final order if no timely petition is filed challenging the amendment.

(c) If a Declaration of Restrictive Covenants is applicable, as per Exhibit B, the date the Declaration of Restrictive Covenants is recorded in the Public Records of Broward County.

2. This Ordinance shall become effective as provided by law.

ENACTED September 11, 2007

FILED WITH THE DEPARTMENT OF STATE September 24, 2007

EFFECTIVE September 24, 2007

MA/R  
7/31/07  
#07-401.14  
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EXHIBIT A

BROWARD COUNTY LAND USE PLAN TEMA AMENDMENT  
PCT 07-1

BROWARD COUNTY LAND USE PLAN

The following area has been designated Transit Oriented Development within the Broward County Land Use Plan:

Hollywood Transit Oriented Development

Acres: 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:

<u>Commercial Land Uses</u>	<u>346,000</u> <u>300,000</u>	<u>square feet</u>
<u>Office Land Uses</u>	<u>299,000</u>	<u>square feet</u>
<u>High-rise Residential Land Uses</u>	<u>1,050</u>	<u>dwelling units</u>
<u>Hotel</u>	<u>150</u>	<u>rooms</u>
<u>Transportation Uses</u>		
<u>Parking for Tri-Rail Station)</u>	<u>280,000</u>	<u>square feet</u>
	<u>793 spaces (minimum)</u>	

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 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-4.6 acres.

Note: Double-underlined words are changes proposed by the applicant and accepted by the Planning Council at its April 26, 2007, meeting. ~~Struck-through~~ words are proposed deletions.

EXHIBIT B

The Declaration of Restrictive Covenants has not been filed as of this mailing, however will address the issues identified in the Planning Council Staff final recommendation and Planning Council final recommendation outlined on pages 1 -- 5 and 1 -- 6 of the Item 8 A amendment report.

# **EXHIBIT 3**

Resolution 2008-401  
City of Hollywood Adoption Ordinance  
Sheridan Stationside Village  
Site Plan

JAN 20 2008 2:15

RESOLUTION NO.

*R-2008-401*

(05-P-72d)

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, APPROVING THE SITE PLAN FOR PHASE I OF THE SHERIDAN STATIONSIDE VILLAGE PLANNED DEVELOPMENT (APPROVED BY ORDINANCE NO. O-2007-35); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Hollywood Zoning and Land Development Regulations requires that all development projects which are located in a Planned Development District (PD) must receive site plan approval from the City Commission prior to the issuance of any building permits; and

WHEREAS, on December 19, 2007, Ordinance No. O-2007-35 was passed and adopted by the City Commission, which approved the rezoning and Master Development Plan for the property generally located at north of Taft Street, south of Sheridan Street, east of the CSX railway and west of I-95, with approximately 38.32 net acres/40.37 gross acres, to PD (for the project known as "Sheridan Stationside Village"; and

WHEREAS, on December 17, 2008, Ordinance No. O-2008-35 was passed and adopted by the City Commission, which approved the rezoning of Parcel "B" (approximately 1.3 acres) and an amendment to the Master Development Plan to include the property generally located north of Taft Street, south of Sheridan Street, east of CSX railway and west of I-95 (portion of Sheridan Stationside Village, south of the City of Hollywood water tower) into the PD; and

WHEREAS, an application was filed with the Office of Planning requesting site plan approval for the construction of a Phase I of the mixed use development consisting of approximately 639 residential units, 300,000 sq. ft. retail, 115,000 sq. ft. office and an 800 space FDOT parking garage, for property generally located north of Taft Street, south of Sheridan Street, east of the CSX railway and west of I-95, Hollywood, Florida, for the project known as Sheridan Stationside Village, as more specifically described in Exhibit "A" attached hereto and incorporated herein by reference; and

WHEREAS, the final site plan submitted by the Applicant was reviewed by the Technical Advisory Committee ("TAC") on July 7, 2008, and the TAC found the final site plan to be substantially compliant with all regulations as set forth in Chapter 162 of the Hollywood Code of Ordinances and have recommended approval of the final site plan with the following conditions:

1) Prior to the issuance of the first certificate of occupancy for a principal structure, the Developer will complete the improvements to the Water Tower site as reflected in Exhibit A and provide 5 paved parking spaces, appropriate lighting and sod.

2) The Developer will contribute \$100,000 to the City as its contribution to the City's construction of a reuse water line from an agreed upon point of connection at the project to the corner of North Park Road and Taft Street (hereinafter referred to as the "reuse line extension"), pursuant to the following terms:

a) The Developer will post a letter of credit in the amount of \$100,000 prior to the issuance of a building permit for a principal structure;

b) in the event the City has not completed construction of the reuse line extension at the time the project is eligible for its first certificate of occupancy for a principal structure, the City will return the Developer's letter of credit and the Developer will have no further obligation to fund the reuse line extension;

c) in the event the City has completed construction of the reuse line at any time prior to the date that the project is eligible for its first certificate of occupancy, then the City will advise the Developer that it has 30 days to pay the City \$100,000 or the City will draw down upon and apply the letter of credit.

Notwithstanding the foregoing, in the event the City is unable to fund the balance of the cost of construction of the reuse line extension, the Developer agrees to enter into a "Front-ending Agreement" with the City whereby any costs of constructing the reuse line extension which are in excess of the \$100,000 contribution provided by this condition are paid to the City prior to the issuance of the first building permit for a principal structure with the understanding that the City will re-pay such front-end funding over a period of 10 years either through cash payments or credits against reuse water utilization and service charges otherwise attributable to the project.

3) The Developer must ensure that the City SCADA system be operational at all times during and after construction operations. As needed, the developer shall properly mount the SCADA antenna to assure that the system is fully operational at all times.

4) The Developer hereby acknowledges that there are existing telecommunication facilities located on the City's water tower which are leased by a telecommunication provider from the City. In the event that the development of the project site interferes with the operation of such telecommunication facilities, Applicant/Developer shall lease to the City additional rooftop space for the relocation of these telecommunication facilities and agrees that the City may sublease the rooftop space to the telecommunication provider in order for the City to meet its contractual obligations. Such relocation shall require the Applicant/Developer to provide separately metered electrical service.

5) In the event that any City wireless facilities must be relocated due to the development of the project in any phase, the Applicant/Developer shall coordinate the relocation of the facilities with City staff and provide new locations on the development site. In the event of such location, the Applicant/Developer shall lease to the City rooftop space pursuant to a lease which is for a term consistent with the Developers lease from FDOT and substantially in the form attached hereto and entitled Telecommunications Lease Agreement ("Lease") which is incorporated herein by reference as Exhibit "C". The lease of rooftop space shall include but not be limited to addressing the City's SCADA facilities, and wireless internet network equipment currently located on the water tower. The cost for the relocation of said facilities shall be borne by the Applicant/Developer. Applicant/Developer shall provide City with separately metered electrical service and space within an air-conditioned room to mount a rack of equipment associated with any and all rooftop antenna.

6) In full satisfaction of the requirements of Section 161.07(G) of the City Code of Ordinances for the 1,050 residential units permitted pursuant to the approved PD, prior to the issuance of the first certificate of occupancy, the Developer will:

- a) upon completion of the park improvements more particularly described below, dedicate the 6 acre park subject to the Developer retaining drainage and access rights;
- b) construct or cause to be constructed the park improvements as depicted on the site plan attached hereto as Exhibit B;
- c) convey the Coral Rock house in an "as is" condition; and
- d) contribute \$50,000 to the City for its use in renovating and maintaining the Coral Rock house.

7) Prior to the issuance of any permits, the Developer and the City will enter into a Tree Mitigation Agreement which provides, among other things, that tree mitigation fee credits will be granted for improvements to the 6 acre park which the Developer and City agree contribute to long term viability and public enjoyment of the existing and relocated tree canopy, its understory and related amenities, which creditable improvements may include, but not be limited to, costs associated with: removal of existing concrete pads and septic tanks, hardscape and softscape improvements, site grading, access and lighting.

8) Prior to the issuance of building permits for a principal structure for Phase I, the Developer will post a letter of credit, or other form of security acceptable to the City Attorney, as security for the completion of any required off-site improvements for which security has not already been posted in connection with the construction of such improvement. In no event is this requirement for security for the completion of offsite improvements to be construed as requiring any duplicate security and appropriate releases of security will be provided by the City at the request of the Developer.

9) Prior to the issuance of a building permit for a principal structure, the Developer will submit a Declaration of Restrictions in Lieu of Unity of Title in a form acceptable to the City Attorney, which provides for the project to be developed and operated pursuant to a unified plan of development as reflected on the site plan attached hereto as Exhibit A and record such Declaration in the Public Records of Broward County; and

WHEREAS, on November 13, 2008, the Development Review Board ("DRB") passed and adopted Resolution No. 05-D-72d which approved a variance to waive the requirements of Article 8 of the City of Hollywood's Zoning and Land Development Regulations to approve a signage program for Sheridan Stationside Village as well as Design Approval subject to the following condition:

That the Variance and Design Review approval are subject to any conditions the City Commission may deem necessary while considering the Site Plan; and

WHEREAS, the Office of Planning has reviewed the proposed site plan for the Sheridan Stationside Village Phase I Planned Development and is recommending approval; and

WHEREAS, the City Commission has reviewed the proposed site plan for the project and has determined that the site plan should be approved with the aforementioned conditions;

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

Section 1: That it hereby approves The Sheridan Stationside Village Phase I Planned Development Site Plan, attached hereto and incorporated herein by reference as Exhibit "B" with the following conditions:

1) Prior to the issuance of the first certificate of occupancy for a principal structure, the Developer will complete the improvements to the Water Tower site as reflected in Exhibit "B" and provide 5 paved parking spaces, appropriate lighting and sod.

2) The Developer will contribute \$100,000 to the City as its contribution to the City's construction of a reuse water line from an agreed upon point of connection at the project to the corner of North Park Road and Taft Street (hereinafter referred to as the "reuse line extension"), pursuant to the following terms:

a) The Developer will post a letter of credit in the amount of \$100,000 prior to the issuance of a building permit for a principal structure;

b) in the event the City has not completed construction of the reuse line extension at the time the project is eligible for its first certificate of occupancy for a principal structure, the City will return the Developer's letter of credit and the Developer will have no further obligation to fund the reuse line extension;

c) in the event the City has completed construction of the reuse line at any time prior to the date that the project is eligible for its first certificate of occupancy, then the City will advise the Developer that it has 30 days to pay the City \$100,000 or the City will draw down upon and apply the letter of credit.

Notwithstanding the foregoing, in the event the City is unable to fund the balance of the cost of construction of the reuse line extension, the Developer agrees to enter into a "Front-ending Agreement" with the City whereby any costs of constructing the reuse line extension which are in excess of the \$100,000 contribution provided by this condition are paid to the City prior to the issuance of the first building permit for a principal structure with the understanding that the City will re-pay such front-end funding over a period of 10 years either through cash payments or credits against reuse water utilization and service charges otherwise attributable to the project.

3) The Developer must ensure that the City SCADA system be operational at all times during and after construction operations. As needed, the developer shall properly mount the SCADA antenna to assure that the system is fully operational at all times.

4) The Developer hereby acknowledges that there are existing telecommunication facilities located on the City's water tower which are leased by a telecommunication provider from the City. In the event that the development of the project site interferes with the operation of such telecommunication facilities, Applicant/Developer shall lease to the City additional rooftop space for the relocation of these telecommunication facilities and agrees that the City may sublease the rooftop space to the telecommunication provider in order for the City to meet its contractual obligations. Such relocation shall require the Applicant/Developer to provide separately metered electrical service.

5) In the event that any City wireless facilities must be relocated due to the development of the project in any phase, the Applicant/Developer shall coordinate the relocation of the facilities with City staff and provide new locations on the development site. In the event of such location, the Applicant/Developer shall lease to the City rooftop space pursuant to a lease which is for a term consistent with the Developers lease from FDOT and substantially in the form attached hereto and entitled Telecommunications Lease Agreement ("Lease") which is incorporated herein by reference as Exhibit "C". The lease of rooftop space shall include but not be limited to addressing the City's SCADA facilities, and wireless internet network equipment currently located on the water tower. The cost for the relocation of said facilities shall be borne by the Applicant/Developer. Applicant/Developer shall provide City with separately metered electrical service and space within an air-conditioned room to mount a rack of equipment associated with any and all rooftop antenna.

6) In full satisfaction of the requirements of Section 161.07(G) of the City Code of Ordinances for the 1,050 residential units permitted pursuant to the approved PD, prior to the issuance of the first certificate of occupancy, the Developer will:

- a) upon completion of the park improvements more particularly described below, dedicate the 6 acre park subject to the Developer retaining drainage and access rights;
- b) construct or cause to be constructed the park improvements as depicted on the site plan attached hereto as Exhibit B;
- c) convey the Coral Rock house in an "as is" condition; and
- d) contribute \$50,000 to the City for its use in renovating and maintaining the Coral Rock house.

7) Prior to the issuance of any permits, the Developer and the City will enter into a Tree Mitigation Agreement which provides, among other things, that tree mitigation fee credits will be granted for improvements to the 6 acre park which the Developer and City agree contribute to long term viability and public enjoyment of the existing and relocated tree canopy, its understory and related amenities, which creditable improvements may include, but not be limited to, costs associated with: removal of existing concrete pads and septic tanks, hardscape and softscape improvements, site grading, access and lighting.

8) Prior to the issuance of building permits for a principal structure for Phase I, the Developer will post a letter of credit, or other form of security acceptable to the City Attorney, as security for the completion of any required off-site improvements for which security has not already been posted in connection with the construction of such improvement. In no event is this requirement for security for the completion of offsite improvements to be construed as requiring any duplicate security and appropriate releases of security will be provided by the City at the request of the Developer.

9) Prior to the issuance of a building permit for a principal structure, the Developer will submit a Declaration of Restrictions in Lieu of Unity of Title in a form acceptable to the City Attorney, which provides for the project to be developed and operated pursuant to a unified plan of development as reflected on the site plan attached hereto as Exhibit "B" and record such Declaration in the Public Records of Broward County.

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, APPROVING THE SITE PLAN FOR PHASE I OF THE SHERIDAN STATIONSIDE VILLAGE PLANNED DEVELOPMENT (APPROVED BY ORDINANCE NO. O-2007-35); AND PROVIDING AN EFFECTIVE DATE.

Section 2: That this resolution shall be in full force and effective immediately upon its passage and adoption.

PASSED AND ADOPTED this 17 day of DEC, 2008.

RENDERED this 5 day of Jan, 2008, 2009.

  
\_\_\_\_\_  
PETER BOBER, MAYOR

ATTEST:

  
\_\_\_\_\_  
PATRICIA A. CERNY, MMC  
CITY CLERK

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

  
\_\_\_\_\_  
JEFFREY P. SHEFFEL  
CITY ATTORNEY

## **EXHIBIT 4**

Proposed Tree Preservation Excerpt  
From the  
2014 Design Guidelines for  
Sheridan Stationside Village TOD

Proposed Tree Related Construction  
Specifications - 2014

## POTS AND URNS

Pots and urns may be utilized where raised planters and/or planter cut outs are not feasible or safe. These elements must not block access ways or cause pedestrian walkways to be non-conforming to ADA standards for accessible side-walk widths. Material and color selections should be complimentary to the building architecture and of a material that is both durable and vandal resistant. Plant material specified for these elements should be of a type not expected to out grow the restricted space and should be xeric in nature to allow for infrequent hand watering or drip irrigation.

## LANDSCAPE MATERIALS

The intention of this section is not to restate the City of Hollywood's Landscape Ordinances or Landscape manual, but to supplement it. The City's codes are to be considered the minimum standards by which these guidelines adhere. Unless otherwise noted, the City's minimums shall apply.

## TREES

The use of native canopy trees are greatly encouraged as a means of providing shade and adhering to Xeriscape, NatureScape, and LEED principles. Canopy Trees are encouraged in and around parking areas, to provide shade for parked cars, and along pedestrian walk ways and outdoor seating areas. Any existing on-site trees or palms intended to remain in place, shall be protected as per the City of Hollywood's Landscape Manual. Any on-site existing trees or palms scheduled to be relocated on site shall also adhere to all applicable local and state guidelines for pruning, excavating, storing and transplanting these materials.

Tree sizes should be in proportion to adjacent building heights and shall not interfere with any potential overhead utilities or required lighting. However, if trees are to be planted along the major vehicular and pedestrian streets through out the project, they shall be a minimum of 14'-16' overall height, 8' minimum spread, with a clear trunk of at least 6-7' for pedestrian clearance. Where possible, these trees shall be planted a minimum of 4' from the edge of curb to avoid vehicular damage from overhanging limbs.

Each main ingress/egress point shall have at least one "Signature Tree" (or palm) on each side of the ingress/egress area as an identifying characteristic for the project. This tree should be of a species not commonly utilized and should not be repeated elsewhere on the project. Examples of such trees may include, but not be limited to: Southern Magnolia Tree, Specimen Oak Trees, Satin Leaf, Pandanus, Weeping Podocarpus, or African Tulip. These trees shall be at a minimum 18' height, 10' spread, with 7-8' of clear trunk and be Florida Fancy or better.

Flowering Trees may also be used, but should be limited to accents and shall not be considered shade or canopy trees.

Trees planted to satisfy the City's perimeter buffer requirements shall adhere to minimum code requirements for size and spacing.

## PALMS

In South Florida, palms have become part of the vernacular. They are an easily recognizable symbol of the area and therefore should have a presence at Sheridan Stationside Village. The use of native palms, however, is greatly encouraged, due to their higher drought tolerance when compared to other more exotic species. Phoenix species, however, are a viable and widely acceptable exception to this rule. The City of Hollywood's Landscape Codes regarding minimum and maximum allowable percentages of palms in lieu of trees shall apply.

Palms are encouraged where there is not sufficient area to support a canopy shade tree. Their overall heights should be proportionate to the surrounding buildings and if palms are to be used as a main vertical element along the primary vehicular and pedestrian circulation routes, they shall be of a species with "vertical" growth characteristics (as opposed to "curved trunk"), with a single trunk, a minimum of 8' of "grey wood", "clear trunk" or "wood to nut" depending on the selected species. Examples of these types of palms include (but are not limited to) Royal Palms, Date Palms and Washington Palms. However, Washington Palms should be used sparingly and only if there is adequate wind protection, due to their susceptibility to severe damage in high winds.

If a "Signature Palm" is used as the identifying characteristic in the ingress/egress area instead of a tree, then this palm should be of a species not commonly utilized and should not be repeated elsewhere on the project. Examples of such palms may include, but not be limited to: Phoenix Reclinata, Canary Island Date Palm, or Bismarkia. These palms, if of a multi-trunk species, shall have a minimum of 7 canes and shall be a minimum of 18' overall height. Single trunk palm species shall have a minimum of 10' of "grey wood", "clear trunk" or "wood to nut". All Signature Palms shall be Florida Fancy or better.

## TREE PRESERVATION

Where necessary, trees will be trimmed in accordance to all applicable codes and industry standards, supervised by a certified arborist experienced and skilled in trimming mature trees for structure, reduction and crown cleaning. No more than 25% live foliage shall be removed during this trim cycle.

Also, a tree root protection zone shall be erected. Trees will be protected by constructing a 5' barrier fence, supported by 2x4 rails attached to landscape timbers or 4x4 post. Equipment shall not be allowed under the drip line or within the root protection zone without padding the ground to

distribute the weight of the equipment and minimize compaction of the soil, use of mulch and plywood or mats shall be used for equipment to enter the root protection area. All parking, fueling or dumping within the root zone shall be prohibited.

All areas of excavation must be marked. Prior to excavations, the roots of the trees shall be trimmed back by hand to a minimum of one foot closer to the tree than where disturbance will occur. Excavation shall not occur closer than 6' of the root for each inch of trunk diameter on one side of the tree, and no closer than 1' of the root for each inch of trunk diameter if more than one side must be impacted. Otherwise, removal of the tree should be considered. This work shall be supervised by a certified arborist experienced and skilled in root pruning.

#### HEDGES/SHRUBS

Hedges and shrubs are to be used for foundation plantings, screening and spatial definition. As mentioned throughout this section, the use of native and drought tolerant plant materials is greatly encouraged. Special attention should be given to the plant's light requirements, as this is an urban setting with many buildings blocking sunlight from penetrating, as well as their potential for environmental or human hazards, especially when planted adjacent to pedestrian walk ways.

When hedges are used for the screening of mechanical equipment or other unsightly above ground services (i.e., dumpsters), they shall be a minimum of 36" in height and planted leaf tip to leaf tip, to form an almost instantaneous screen. When used for foundation plantings, or as a perimeter property hedge, the City of Hollywood's minimum standards shall apply. However, the use of flowering hedges for these applications is strongly discouraged, due to their less opaque nature.

Flowering shrubs used as under planting for street trees or palms, is encouraged, as long as the plant's light and nutritional needs are met. Flowering shrubs as potted plants would also be considered an excellent application of this material. All shrubs shall adhere to the City of Hollywood's minimum standards for sizes and native requirements.

#### SOD

St. Augustine sod (*Stenotaphrum* spp.) or equivalent substitute shall be used on all areas of the site not covered by concrete, asphalt, brick pavers, building, or any other "hard surface", or shrub, hedge and groundcover beds. The sod line around planting beds, where applicable, should be a minimum of 4" from the edge of the shrubs, hedges and groundcovers, and a minimum of 18" from the trunks of trees and palms. Retention areas may be "seeded" if applicable and if these areas are not in direct public view. Bahia sod (*Paspalum notatum*) is acceptable as a substitute for st. augustine sod in park and retention areas.

### SHERIDAN STATIONSIDE VILLAGE

## LANDSCAPE CONSTRUCTION MATERIALS

#### PLANTING SOILS

**TOPSOIL** - Topsoil shall be a 80-20 mix, 80% fresh water sand (medium to coarse grade) and 20% inland glades muck thoroughly mixed with a commercial shredder/blender or equivalent. It shall be suitable for ornamental plant growth and free from hard clods, stiff clay, hardpan, gravel, subsoil, brush, large roots, refuse or other deleterious material, and of reasonably uniform quality. No site mixing will be acceptable. 6 inches of topsoil depth shall be required throughout.

**PLANTING SOILS** - Planting soil for backfill shall be a 50/50% mix, nematode free. Planting soil for annual beds to be comprised of 50% canadian peat moss, 25% salt free coarse sand & 25% aerolite. Add 2 pounds of fertilizer, specified to each cubic yard of soil and thoroughly mix. Mix shall be suitable for plant growth and free from hard clods, stiff clay, hardpan, gravel, brush, large roots, nematodes, weeds, refuse, or other deleterious material, and of reasonably uniform quality.

**PALM SAND** - Planting soil mixture to be placed as backfill around the root balls of all Palms shall consist of a mixture as specified above.

Final Specifications for soil conditioners and soil backfill mixtures shall be called out by the Landscape Architect and shall be appropriate for the plant species and micro-environmental conditions indigenous to the job site.

#### MULCH

Mulch shall be used in all planting beds and tree and palm rings throughout the site. Mulch helps to retain moisture and helps to prevent or minimize weeds. No Cypress Mulch, Melaleuca Mulch, or colored/dyed mulch should be used as each presents an unnecessary environmental impact. Generally, mulch is applied at 2-3" thick. The City of Hollywood's Landscape Code requirements shall apply.

#### ROOT BARRIERS

Root barriers shall be used where potential damage caused by certain species of trees known for spreading root systems is a concern. Refer to the City of Hollywood's Landscape Manual for specific root barrier requirements.

#### TREE BRACING

At a minimum, trees and palms shall be braced per Section 8 of the City of Hollywood's Landscape Manual. Bracing should remain in place for at least 6 months, to allow the tree or palm's roots system to become established. It is also recommended that wood bracing used for palms be painted either a dark green or black to reduce their visual impact.

# TREE RELATED CONSTRUCTION SPECIFICATIONS FOR SHERIDAN STATION

## General:

Do NOT relocate, Remove or Destroy a tree without first obtaining a permit from the City.

Specimen trees to be relocated will require a bond to be posted to insure the survival of the tree.

The contractor will remove all existing exotic tree species located within the project boundaries when exempt from local county removal permits and required for removal. Such exotic species are not included for calculations of tree caliper/canopy replacement. Exotic species shall be as determined by the US-EPA; Florida Department of Environmental Protection; and the Florida EPPC (Florida Exotic Pest Plant Council) Category 1. Statutory law prevails over local ordinance.

## GENERAL TREE MANAGEMENT NOTES AND SPECIFICATIONS

### TREE PROTECTION, RELOCATION & REMOVAL NOTES

1. The Tree Management Plan, sheets LA- thru LA- is based on or contain elements or features from the certified "Property and Tree Survey: prepared by a \_\_\_\_\_ , dated \_\_\_\_\_.Coordinates of tree locations, identification of species, description of size and health of same is conditional on the accuracy and completeness of survey data. The Tree Management Plan does not warrant the accurate location of trees in relation to proposed development.
2. The GENERAL CONTRACTOR is responsible for ensuring that the on-site tree relocation activity or management of trees does not conflict with proposed development.
3. The GENERAL CONTRACTOR shall protect every tree to be preserved/saved by installing a barrier around the individual trees, groups of trees or entire preserve area in accordance with the tree protection detail on this sheet. The barrier shall be a minimum of five feet (5') radius from the tree trunk or following the drip-line (edge of tree canopy), whichever is greater. The barriers shall be placed prior to clearing, shall remain in place and in good condition for the duration of construction AND until receipt of certificate of occupancy from the permitting agency.
4. All tree roots are to be hand pruned prior to any and all excavations a minimum of one foot away from excavation and to a depth of one foot beyond where no more root are encountered.
5. At no time will the natural grade be changed within tree protection areas.
6. The GENERAL CONTRACTOR is responsible to prevent spillage into protected trees of concrete, mortar, slurry, contaminated water and/or noxious chemicals from

construction activity and is responsible for daily clean-up of debris inside and at the perimeter of the tree protection barriers. The GENERAL CONTRACTOR shall provide financial compensation to the Owner or jurisdiction for accidental damage to protected trees and/or for careless damage to protected trees by their crews, subcontractors and trades. Compensation to the Owner will be calculated from the ISA tree value provided by a Certified Arborist or the City or County of recorded jurisdiction, plus legal fees, professional time and expenses incurred to recover damages.

7. The LANDSCAPE CONTRACTOR will provide backfill mix as noted on the planting details. Backfill mix will be free of all debris & stones over 1" diameter and sanitized of nematodes & parasites. Alternative backfill material as noted in details on this page may be used. Native sand or sandy soil may be used for backfilling palms only, and must be approved by Landscape Architect or Certified Arborist prior to installation.
8. 'All plant material proposed in sandy soils or fast draining sites will receive 'Terrasorb' or other approved soil supplement (humectant and hygroscopic compounds), thoroughly incorporated into the backfill mix according to the manufacturer's recommendations and as noted on details, this page.
9. All trees and palms will be guyed or staked according to the details as shown, or by alternative methods as required by the jurisdictional city or county. Guying or staking requirements will be strictly enforced. All trees and palms will be plumb in all directions at time of inspection.
10. All transplanted trees and palms will receive mulch approved by the Landscape Architect and which complies with all applicable land development, zoning and building codes. Depth of mulch will be 3" at time of inspection. A 36" ring of mulch, measured radially from trunk center, with a 6" clear zone of mulch around the tree or palm base shall be provided and maintained around all trees and palms.
11. All transplanted trees and palms shall have the moisture monitored with a moisture meter in-order to avoid excessive water and/or drying. At no time shall the soil be saturated or reach the wilt point.
12. No fertilizer other than specified in details, this page, shall be applied to any tree or palm at time of transplant. Additional fertilization shall be applied after 60 to 90 days from date of transplant.
13. All trees and palms in areas of sustained winds of more than 10 knots, and all coastal areas, will be sprayed with 'Wilt-Pruf' or other approved surfactant, according to the manufacturer's recommendations, to prevent windburn and excessive water loss through transpiration.
14. All plantings will be covered by an underground irrigation system that provides 100% coverage with 100% overlap and includes a rain sensor automatic shut-off, such as the "MiniClik II" or approved equal, installed per the manufacturer's specifications. The irrigation system will comply with all applicable land development and building codes. Water source will be rust free OR the Contractor will provide an in-line rust inhibitor filter. No overspray on paving.

15. The LANDSCAPE CONTRACTOR is responsible for any damage to underground work which is properly marked or for which he has not obtained proper marking through the ONE CALL SYSTEM – 48 HOURS BEFORE DIGGING – CALL TOLL FREE 1 (800) 432-4770, markings from local utility departments, or from the General Contractor.
16. The LANDSCAPE CONTRACTOR will provide written care instructions for the first year to the Owner's representative at the time of the substantial completion inspection and prior to final acceptance.
17. The Superintendent or Crew Chief on job site will have a minimum of two (2) years experience.

## TREE RELOCATION PROCESS

The tree relocation contractor shall be licensed and insured per State or County regulations, and shall be approved by the Certified Arborist of Record for the project, or Landscape Architect prior to acceptance of contract.

## ANSI PREPARATION, EQUIPMENT, IRRIGATION & BARRIER GUIDELINES

The General Contractor and Tree Professional shall refer to and comply with the AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) specification A-300 for all tree relocation work as a condition of license approval from Broward County – Dept. of Preservation and Environmental Protection (BC-DPEP).

## TREE PREPARATION, FERTILIZATION AND PEST CONTROL

Tree preparation to be performed three weeks prior to first stage of root pruning schedule. Application of water soluble tank mix applied through ground drench. Fertilizer to include supplemental mycorrhizae and macro/micro nutrient treatment in mix. During first application an appropriate systemic insecticide also shall be applied to inhibit infestation of Borers or Beetles due to stressful conditions of relocation process.

Additional application of fertilization treatment shall be performed at end of first week of root pruning schedule and at end of third phase or root pruning schedule.

A second application of systemic insecticide shall be applied in same manner at third phase of root pruning schedule.

## CANOPY CLEANING

Remove dead, diseased and damaged tree branches or palm fronds. Lesser tree branches that rub on major branches, branches with V-crotches or included bark and other visibly weak branches may be removed if necessary to the health and survival of the tree. All debris shall be disposed of in a manner that will comply with all applicable land development, zoning and building codes, wither by hauling or chipping.

## ROOT PRUNING:

Prune palm roots for anticipated root ball of 18" radius (36" diameter) minimum. Prune tree roots for anticipated root ball of 24" radius (48" diameter) minimum for all trees less than 6" caliper at DBH. Root ball size for trees greater than 6" caliper measured at DBH will be determined based on 8" minimum of root ball diameter for each inch of trunk diameter measured at DBH height.

At no time shall the use of an axe to cut roots be accepted. All root cuts shall be performed either by hand pruning shears or sharpened shovel for smaller roots, or by saw for larger roots.

## TREES W/8" CALIPER OR LESS

Root pruning schedule for trees w/8" caliper or less: Prune 35% of root ball at week one. Prune additional 35% of root ball at week six; then remaining 30% of root ball to be pruned at week twelve. Tree root system will be hardened off and eligible for final dig of root system, root ball containment and transport at end of Week eighteen (six weeks from final root prune).

## TREES W/8" CALIPER OR GREATER

Root pruning schedule for trees w/8" caliper or greater: Prune 25% of root ball at week one. Prune additional 25% of root ball at week six; prune additional 25% of root ball at week twelve, then remaining 25% of root ball to be pruned at week eighteen. Tree root system will be hardened off and eligible for final dig of root system, root ball containment and transport at end of Week twenty-four (six weeks from final root prune). Deviation from this schedule and/or option to prepare trees for transport after week eighteen shall be approved by the Owner or Certified Arborist prior to commencement of any relocation activities.

For trees 18" caliper or greater, minimum hardening time from root pruning prior to relocation shall be 12 weeks.

## WATERING

The preferred method of irrigation shall be an overhead mist system. This method is effective in alleviating loss of canopy and insure sufficient moisture to root ball. Schedule for irrigation shall be daily and shall take place between the hours of 5:00 a.m. and 10:00 a.m. Any deviation from this method, shall be presented in writing to the Owner or Certified Arborist for approval prior to commencement of any root pruning activities.

## VERIFICATION

Root ball on each tree shall be inspected by Certified Arborist prior to scheduling of final relocation to determine presence of active and viable new root growth.

## TREE AND PALM MOVING

Excavate proposed locations on adequate depth to accommodate the root ball of the identified tree or palm.

Preparation of root ball prior to commencement of relocation shall be to cut the bottom roots of the tree. This shall be performed by mechanical means and physical cuts of the roots only and at no time shall the root ball be pulled from the ground.

The root ball shall be contained by any means necessary to preserve the integrity of the root ball for it to remain intact. The method of containment shall be determined by Certified Arborist and shall be on an individual basis for each tree or palm.

The method of transport for tree relocation shall be determined by the Certified Arborist, and shall be decided on a case by case basis dependent upon actual site conditions. Prior to commencement of tree relocation activities, the Tree Relocation Contractor may submit, in writing, a method of transport to the Owner or Certified Arborist for evaluation and approval.

## ATTACHMENT 24

Schwarz, Pete

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**From:** Friends of Hollywood Florida <friendsofhollywoodfl@aol.com>  
**Sent:** Tuesday, June 24, 2014 10:12 AM  
**To:** Blake Boy, Barbara  
**Cc:** Von Stetina, Deanne; stuartg@browardmpo.org; Schwarz, Pete  
**Subject:** June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development  
**Attachments:** Scan0078.pdf

Good Morning Ms. Blakeboy,

The plan you have before you for a Transit Oriented Development along I-95 between Sheridan and Taft Streets contains information that was true at one time but is no longer true.

It is untrue that a Phase 2 is planned for by FDOT. All of the data, diagrams, and descriptions for the mixed-use, Phase 2, component required of a TOD, and summarized in Section II of the Amendment Report under Broward County Land Use Plan Designations are null and void. There is no plan for Phase 2.

The proof is in the backup to the Proposed Amendment. The 52nd unnumbered page of the backup document to Agenda Item PH 7 is a letter from John Portera of FDOT dated February 3, 2014, saying, in effect, that the entire mixed-use portion of the Plan is off the table and there is no future plan. The letter closes with "It should be understood that the current and foreseeable market constraints do not support the development....Additionally, development on the Department's site will be further limited by the need to replace commuter parking spaces."

It is also untrue that the current plan was shown to the community in 2013. The current Plan was first shown to the community in an informal setting, on Saturday, June 21, 2014, not in its entirety, and no comments or questions from the public were permitted during that meeting.

A big problem is that the Plan shown to the public on June 21, 2014, is not the Plan in Agenda Item PCT 14-2, and the Plan shown on June 21st has significant modifications to the developer's voluntary commitments in the Plan that was shown to the community in 2013.

In summary, the Plan in the Agenda Item is not for a Transit Oriented Development, is not the current Plan, is not the Plan provided to the community and is not the Plan approved by the City.

Karen Caputo, President  
Friends of Hollywood Florida Inc.

Attachment: February 3, 2014, Letter from FDOT

*Incorporated to raise awareness of the significance of our natural lands, to advocate for the restoration and protection of our natural heritage, and to promote the principles of smart growth for our communities.*



*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 cursive script that reads "John Portera".

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

## ATTACHMENT 25

Schwarz, Pete

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**From:** Jean Dolan <JDolan@cgasolutions.com>  
**Sent:** Tuesday, June 24, 2014 4:07 PM  
**To:** Schwarz, Pete; Debbie Orshefsky (OrshefskyD@gtlaw.com); Jaye Epstein  
**Cc:** Blake Boy, Barbara; ELandry@ramrealestate.com; rfry@rogerfry.com  
**Subject:** RE: June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development

Pete – To clarify, the meeting on June 21<sup>st</sup> was about the design for the 6-acre PARK ONLY. The purpose of the meeting was not to discuss the entire TOD. I hope this helps put these statements into context.

Thanks,

**Jean E. Dolan, AICP**

Planning Administrator | Planning (Broward)



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

Office: 954.921.7781 | 954-766-2786 | Fax: 954.921.8807

Fort Lauderdale | West Palm Beach | Port St. Lucie | Homestead | Clearwater | Jacksonville | Atlanta

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**From:** Schwarz, Pete [<mailto:PSCHWARZ@broward.org>]

**Sent:** Tuesday, June 24, 2014 1:38 PM

**To:** Debbie Orshefsky (OrshefskyD@gtlaw.com); Jean Dolan; Jaye Epstein

**Subject:** FW: June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development

Good Afternoon,

Please see the following correspondence that was received earlier today, for your information.

Thanks

**Pete Schwarz**

Planning Manager

Broward County Planning Council

115 South Andrews Avenue - Room 307

Fort Lauderdale, Florida 33301

954-357-6688



*You can help reduce paper consumption by printing e-mails only as necessary*

**From:** Friends of Hollywood Florida [<mailto:friendsofhollywoodfl@aol.com>]

**Sent:** Tuesday, June 24, 2014 10:12 AM

**To:** Blake Boy, Barbara

**Cc:** Von Stetina, Deanne; [stuartg@browardmpo.org](mailto:stuartg@browardmpo.org); Schwarz, Pete

**Subject:** June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development

Good Morning Ms. Blakeboy,

The plan you have before you for a Transit Oriented Development along I-95 between Sheridan and Taft Streets contains information that was true at one time but is no longer true.

It is untrue that a Phase 2 is planned for by FDOT. All of the data, diagrams, and descriptions for the mixed-use, Phase 2, component required of a TOD, and summarized in Section II of the Amendment Report under Broward County Land Use Plan Designations are null and void. There is no plan for Phase 2.

The proof is in the backup to the Proposed Amendment. The 52nd unnumbered page of the backup document to Agenda Item PH 7 is a letter from John Portera of FDOT dated February 3, 2014, saying, in effect, that the entire mixed-use portion of the Plan is off the table and there is no future plan. The letter closes with "It should be understood that the current and foreseeable market constraints do not support the development....Additionally, development on the Department's site will be further limited by the need to replace commuter parking spaces."

It is also untrue that the current plan was shown to the community in 2013. The current Plan was first shown to the community in an informal setting, on Saturday, June 21, 2014, not in its entirety, and no comments or questions from the public were permitted during that meeting.

A big problem is that the Plan shown to the public on June 21, 2014, is not the Plan in Agenda Item PCT 14-2, and the Plan shown on June 21st has significant modifications to the developer's voluntary commitments in the Plan that was shown to the community in 2013.

In summary, the Plan in the Agenda Item is not for a Transit Oriented Development, is not the current Plan, is not the Plan provided to the community and is not the Plan approved by the City.

Karen Caputo, President  
Friends of Hollywood Florida Inc.

Attachment: February 3, 2014, Letter from FDOT

*Incorporated to raise awareness of the significance of our natural lands, to advocate for the restoration and protection of our natural heritage, and to promote the principles of smart growth for our communities.*

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## ATTACHMENT 26

Schwarz, Pete

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**From:** Friends of Hollywood Florida <friendsofhollywoodfl@aol.com>  
**Sent:** Wednesday, June 25, 2014 8:16 AM  
**To:** Blake Boy, Barbara  
**Cc:** Von Stetina, Deanne; stuartg@browardmpo.org; Schwarz, Pete  
**Subject:** June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development  
**Attachments:** Scan0078.pdf

Good Morning Ms. Blakeboy,

Yesterday I wrote to you about the misinformation in the developer's February 14, 2014, letter entitled Response to County Review Comments and the backup documents to that letter, all of which are the backup data to the referenced Agenda Item. That e-mail is below.

I am writing again to give you an idea of the extent of this developer's deception. Last Saturday, in the Coral House on the parcel that was supposed to become a city park, the developer displayed, an impressive diorama (approximately six' by 4') of the residential and commercial buildings FDOT plans for the mixed-use portion of the Transit Oriented Development. They did this knowing full well that FDOT withdrew it's plan in February (per the attached letter).

The developer is submitting to the Council an Amendment that perpetuates the 300,000 square feet of commercial use, 299,000 square feet of office use, and 150 hotel rooms that are not planned for.

Please provide this information to the Planning Council so that the members know of this deception prior to taking up and voting on this Item.

Karen Caputo  
Friends of Hollywood Florida, Inc.

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

**From:** Friends of Hollywood Florida <friendsofhollywoodfl@aol.com>  
**To:** bblakeboy <bblakeboy@broward.org>  
**Cc:** dvonstetina <dvonstetina@broward.org>; stuartg <stuartg@browardmpo.org>; pschwarz <pschwarz@broward.org>  
**Sent:** Tue, Jun 24, 2014 10:12 am  
**Subject:** June 26th Planning Council Agenda Item PH 7, Amendment PCT 14-2, Transit Oriented Development

Good Morning Ms. Blakeboy,

The plan you have before you for a Transit Oriented Development along I-95 between Sheridan and Taft Streets contains information that was true at one time but is no longer true.

It is untrue that a Phase 2 is planned for by FDOT. All of the data, diagrams, and descriptions for the mixed-use, Phase 2, component required of a TOD, and summarized in Section II of the Amendment Report under Broward County Land Use Plan Designations are null and void. There is no plan for Phase 2.

The proof is in the backup to the Proposed Amendment. The 52nd unnumbered page of the backup document to Agenda Item PH 7 is a letter from John Portera of FDOT dated February 3, 2014, saying, in effect, that the entire mixed-use portion of the Plan is off the table and there is no future plan. The letter closes with "It should be understood that the current and foreseeable market constraints do not support the development....Additionally, development on the Department's site will be further limited by the need to replace commuter parking spaces."

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Karen Caputo, President  
Friends of Hollywood Florida Inc.

Attachment: February 3, 2014, Letter from FDOT

*Incorporated to raise awareness of the significance of our natural lands, to advocate for the restoration and protection of our natural heritage, and to promote the principles of smart growth for our communities.*

## ATTACHMENT 27

Schwarz, Pete

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**From:** Blake Boy, Barbara  
**Sent:** Wednesday, June 25, 2014 9:08 AM  
**To:** dolan,jean; OrshefskyD@GTLAW.com; 'Hugo Pacanins' (hpacanins@ramrealestate.com)  
**Cc:** Schwarz, Pete  
**Subject:** FW: Sheridan Station

FYI

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

954.357.6982 (direct)  
954.357.6685 (fax)

"You can never plan the future by the past." – Edmund Burke

**From:** Friends of Hollywood Florida [<mailto:friendsofhollywoodfl@aol.com>]  
**Sent:** Wednesday, June 25, 2014 9:03 AM  
**To:** Blake Boy, Barbara  
**Subject:** Fwd: Sheridan Station

Ms. Blake Boy,

Thank you for your response and assurances. Below is a memo I wrote to Beam Furr on Monday requesting his help. I have not received a response so I don't know if he has received it yet. Would you please include my memo to him in the Agenda package for the Amendment to the Sheridan Station project?

Thank you for your assistance.

Karen Caputo

*Incorporated to raise awareness of the significance of our natural lands, to advocate for the restoration and protection of our natural heritage, and to promote the principles of smart growth for our communities.*

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

**From:** Friends of Hollywood Florida <[friendsofhollywoodfl@aol.com](mailto:friendsofhollywoodfl@aol.com)>  
**To:** teambeam <[teambeam@gmail.com](mailto:teambeam@gmail.com)>  
**Sent:** Mon, Jun 23, 2014 11:00 am  
**Subject:** Sheridan Station

Good Morning Beam,

We need your help. What is happening at Sheridan Station is not a park for the residents. If traffic is to flow from Taft

Street, though the "park" into the complex, that is how the residents will enter the complex. The developer is paying to beautify an entrance amenity for its residents, then turning it over to the city to maintain and assume liability for the 1,000 cars that will use it to enter and exit the rental complex. Children, persons with disabilities, seniors and others will walk on and cross those roads, because it is supposed to be a park.

In every document recorded, the developer references a six acre park. It is not a six acre park. The retention pond for the development is now inside the six acres and the pond that was supposed to be in the FDOT property is now inside the six acres. The city will own the retention pond and the developer will maintain it. Whose liability will come into play if there is an accident in that pond?

All of the schools are south of the site. A 2,200 student school is going up less than nine blocks from the "park" entrance. 34 townhomes are going up on 3.4 acres less than half a mile from the "park" entrance. There is no traffic study that includes the impact of this development on Taft Street that also includes the impact of the school and the townhomes.

The density of the complex is based on it being part of a TOD in partnership with FDOT. FDOT has withdrawn its plan and has no plan to participate in the development of the mixed use area required by a TOD. This should not be happening as if there is going to be a TOD.

If this is really going to be a park, then all of the traffic in the park should be solely for the use of enjoyment of a park.

This project requires a whole lot more scrutiny and seriously does not belong on a consent agenda. Will you at least pull it for discussion so that everyone knows that what is really happening?

Will you also forward this to your colleagues on the Council?

Karen Caputo  
Friends of Hollywood Florida, Inc.

*Incorporated to raise awareness of the significance of our natural lands, to advocate for the restoration and protection of our natural heritage, and to promote the principles of smart growth for our communities.*

## ATTACHMENT 28

Schwarz, Pete

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**From:** OrshefskyD@GTLAW.com  
**Sent:** Wednesday, June 25, 2014 2:28 PM  
**To:** Blake Boy, Barbara; Schwarz, Pete  
**Cc:** JEPSTEIN@hollywoodfl.org; AWingett@hollywoodfl.org; hpacanins@ramrealestate.com; Lynnz@landdesignsouth.com; John.Portera@dot.state.fl.us; ELandry@ramrealestate.com; ErpK@gtlaw.com; mitch@pinnaclehousing.com; JDolan@cgasolutions.com  
**Subject:** FW: Sheridan Street Park & Ride Lot

Barbara and Pete—Lynn forwarded the email below from John Portero and we thought you would find it of interest. See you tomorrow.

Debbie M. Orshefsky  
Shareholder  
Greenberg Traurig, P.A. | 401 East Las Olas Boulevard Suite 2000 | Fort Lauderdale, FL 33301  
Tel 954.768.8234 | Fax 954.759.5534 | Cell 954.328.6424  
[OrshefskyD@GTLAW.com](mailto:OrshefskyD@GTLAW.com) | [www.gtlaw.com](http://www.gtlaw.com)



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**From:** Lynn Zolezzi, AICP [<mailto:Lynnz@landdesignsouth.com>]  
**Sent:** Wednesday, June 25, 2014 2:22 PM  
**To:** Orshefsky, Debbie (Shld-FTL-LDZ-RE)  
**Subject:** FW: Sheridan Street Park & Ride Lot

FYI.

**From:** Portera, John [<mailto:John.Portera@dot.state.fl.us>]  
**Sent:** Wednesday, June 25, 2014 2:20 PM  
**To:** Lynn Zolezzi, AICP  
**Subject:** Sheridan Street Park & Ride Lot

Lynn,

As our consultant, I wanted to keep you informed with respect to activities related to the Florida Department of Transportation's (FDOT's) Sheridan Street Park & Ride Lot:

On June 24, 2014, the Broward MPO hosted a meeting including the City Manager of the City of Hollywood (Cathy Swanson-Rivenbark), other representatives of the City of Hollywood, FDOT representatives and Broward MPO representatives.

All parties who were present agreed to explore ways to collaborate on plans for the future development of the FDOT site. Follow-up meetings will be scheduled to develop the ideas discussed at this meeting.

As you know, FDOT's goal is to have a mixed-use Transit-Oriented Development on the 18 acre site that encourages increased transit usage. At the same time, it is vital that the future development be one that enhances the City of Hollywood and is attractive to its community members.

The proposed collaboration can guide the development process to meet all these goals. It is my hope that a Request For Proposals (RFP) can be issued for development of the FDOT site during calendar year 2015. I look forward to working with all parties to accomplish this.

As always, thank you for your invaluable help.

Regards,

*John*

John Portera  
Work Program & Joint Use Administrator  
Office of Right of Way, Management Services Section  
Florida Department of Transportation

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