

**“HOLLYWOOD SR 7/US 441
TRANSIT ORIENTED CORRIDOR (TOC)”**

**LAND USE PLAN AMENDMENT
TO THE CITY OF HOLLYWOOD
COMPREHENSIVE PLAN**

PREPARED BY



Calvin, Giordano & Associates, Inc.

EXCEPTIONAL SOLUTIONS

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Project No. 10-3140

**February 12, 2010
(Revised March 1, 2010)**

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**CITY OF HOLLYWOOD
441 TRANSIT ORIENTED CORRIDOR**

**APPLICATION FOR LAND USE PLAN AMENDMENT TO THE
CITY OF HOLLWOOD COMPREHENSIVE PLAN**

1. TRANSMITTAL INFORMATION

A) *LETTER OF TRANSMITTAL FROM MUNICIPAL MAYOR OR MANAGER.*

A transmittal letter from the Hollywood City Manager is provided. See **Exhibit A**.

B) *DATE LOCAL GOVERNING BODY HELD TRANSMITTAL PUBLIC HEARING.*

The Local Planning Agency (P&Z) is expected to hold a public hearing on 3/22/10. The Hollywood City Commission is expected to hold a public hearing on 4/7/10 for transmittal to the Broward County Planning Council. This is within the required 21 days prior to the first Planning Council Public Meeting (expected 5/27/10).

C) *WHETHER THE AMENDMENT IS WITHIN AN AREA OF CRITICAL STATE CONCERN OR PROPOSED FOR ADOPTION UNDER A JOINT PLANNING AGREEMENT PURSUANT TO SECTION 163.3171, FLORIDA STATUTES.*

The property is not within an Area of Critical State of Concern or Resource Planning and Management Program.

D) *WHETHER THE AMENDMENT IS ONE OF THE FOLLOWING: DEVELOPMENT OF REGIONAL IMPACT, SMALL SCALE DEVELOPMENT ACTIVITY (PER FLORIDA STATUTES,) EMERGENCY (PLEASE DESCRIBE ON SEPARATE PAGE)*

The Amendment is not an exemption of the twice per calendar year limitation.

2. LOCAL GOVERNMENT INFORMATION

A) *LOCAL LAND USE PLAN AMENDMENT OR CASE NUMBER.*

City of Hollywood Transit Oriented Corridor (TOC) Amendment

B) *PROPOSED MONTH OF ADOPTION OF LOCAL LAND USE PLAN AMENDMENT.*

No later than October 2010.

C) *NAME, TITLE, ADDRESS, TELEPHONE, E-MAIL, AND FACSIMILE NUMBER FOR LOCAL GOVERNMENT.*

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Director of Planning and Development Services
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33022

Phone: (954) 921-1376
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- D) *SUMMARY MINUTES FROM THE LOCAL PLANNING AGENCY AND LOCAL GOVERNMENT PUBLIC HEARINGS ON THE TRANSMITTAL OF BROWARD COUNTY LAND USE PLAN AMENDMENT.*

To be provided.

- E) *DESCRIPTION OF PUBLIC NOTIFICATION PROCEDURES FOLLOWED FOR THE AMENDMENT BY THE LOCAL GOVERNMENT.*

Public hearings on the proposed Land Use Plan Amendment were and will be advertised and held in accordance with Section 163.3664(17) and Section 163.3184(15) Florida Statutes. At the time of adoption, the City will have noticed and held at least three public hearings on the amendment. The public notice will consist of an advertisement in a newspaper of general circulation.

3. APPLICANT INFORMATION

- A) *NAME, ADDRESS, TELEPHONE, FACSIMILE NUMBER AND EMAIL OF THE APPLICANT.*

Jaye M. Epstein
Director of Planning and Development Services
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33022
Phone: (954) 921-1376
Fax: (954) 921-3297
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- B) *NAME, ADDRESS, TELEPHONE, FACSIMILE NUMBER AND EMAIL OF THE AGENT.*

Scott Reale, AICP or Shelley Eichner, AICP
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- C) *NAME, ADDRESS, TELEPHONE, FACSIMILE NUMBER AND EMAIL OF THE PROPERTY OWNER.*

There are numerous property owners in the subject area. The City is initiating the Amendment.

- D) *PLANNING COUNCIL FEE FOR PROCESSING THE AMENDMENT IN ACCORDANCE WITH THE ATTACHED EXHIBIT C, "FEE SCHEDULE FOR AMENDMENTS TO THE BROWARD COUNTY LAND USE PLAN AND LOCAL LAND USE ELEMENTS."*

City: No Fee
County: \$11,611
School Board (Impact Application): \$1,730

E) *APPLICANT'S RATIONALE FOR THE AMENDMENT. THE PLANNING COUNCIL REQUESTS A CONDENSED VERSION FOR INCLUSION IN THE STAFF REPORT.*

The City of Hollywood is initiating an amendment to create a Transit Oriented Corridor ("TOC") designation along State Road 7/US 441 as outlined in the recommendations and supporting policies of the Hollywood City-Wide Master Plan, the Hollywood Comprehensive Plan, and the South Florida Regional Planning Council's State Road 7/US 441 Collaborative Strategic Master Plan.

As a major north-south transit route, the SR 7/US 441 corridor has the County's highest transit ridership levels. The corridor is currently designated by Broward County as a "Premium" transit corridor and major transit investments for Rapid Bus or Bus Rapid Transit service are proposed in the near term. Longer term projections indicate that light-rail service may be provided along this designated premium transit corridor. Supporting land uses and densities are encouraged to enhance future transit investments. The existing Future Land Use Map designations along the corridor provide limited opportunity for transit-supportive development.

The proposed Transit Oriented Corridor future land use category will provide the City with the necessary mix of land uses, density and design that will encourage the creation of an environment that will promote transit usage and a sense of place currently lacking along the corridor. The proposed uses are consistent with the Urban Land Institute (ULI) Regional Market Study conducted for the corridor and the charrette master plan. Further, this plan ensures that redevelopment enhances and preserves existing single-family areas that abut most of the subject area.

4. **AMENDMENT SITE DESCRIPTION**

A) *DESCRIPTION OF THE SIZE AND BOUNDARIES OF THE AMENDMENT.*

The proposed TOC is approximately 980 acres. The amendment area generally incorporates all parcels in the City of Hollywood along SR 7/US 441, as well as most parcels within ¼ mile east and west of SR 7/US 441.

B) *WRITTEN DESCRIPTION OF THE AREA PROPOSED TO BE AMENDMED.*

See **Exhibit B**.

C) *MAP AT 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.)*

See **Exhibit C**.

5. EXISTING AND PROPOSED USES

A) *CURRENT AND PROPOSED LOCAL AND COUNTY LAND USE PLAN DESIGNATIONS FOR THE AMENDMENT SITE. IF MULTIPLE DESIGNATIONS DESCRIBE ACREAGE WITHIN EACH DESIGNATION.*

Almost all of the properties along SR 7/US 441 in Hollywood have a Commercial land use, as designated by the Broward County Land Use Plan and the City’s Future Land Use Map Series. Within the amendment site, the area immediately surrounding 441 contains a mixture of land uses. Following is a specific breakdown of the future land use designations on the City and County Plan.

Existing Land Use Designation	Hollywood (acreage)	Broward County (acreage)
Commercial / General Business	408.78	408.78
Community Facilities	34.70	34.70
Industrial	38.27	38.27
Office Park	7.99	7.99
Low (5) Residential	142.73	97.71
Low-Medium (10) Residential	218.32	205.33
Irregular (12) Residential	N/A	58.01
Medium (16) Residential	129.51	129.51
TOTAL	980.30	980.30

The proposed Broward County Land Use Plan and Future Land Use Map Series future land use designation is Transit Oriented Corridor.

See **Exhibit D** for a map of the current Hollywood Future Land Use designations within the proposed TOC.

See **Exhibit E** for a map of the current Broward County Future Land Use designations within the proposed TOC.

B) *CURRENT LAND USE DESIGNATIONS FOR THE ADJACENT PROPERTIES.*

	Adjacent Land Uses
North:	<ul style="list-style-type: none"> • Water (Dania Cut-Off Canal)
South:	<ul style="list-style-type: none"> • TOC (West Park and Miramar)
East:	<ul style="list-style-type: none"> • Low (5) Residential • Low-Medium (10) Residential • Irregular (12) Residential (<i>County Plan only</i>) • Medium (16) Residential • Industrial

West:	<ul style="list-style-type: none"> • TOC (Davie) • Transportation (Florida's Turnpike) • Low (5) Residential (<i>City Plan only</i>) • Low-Medium (10) Residential • Medium (16) Residential • Industrial • Utilities • Recreation and Open Space
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It should be noted the Seminole Reservation has frontage on both sides of SR 7/US 441 between Atlanta Street and Allen Street. This area has a land use designation of Low (5) Residential on the Broward County Future Land Use Map and is not within the City of Hollywood.

C) *INDICATE IF THE FLEXIBILITY PROVISIONS OF THE BROWARD COUNTY LAND USE PLAN HAVE BEEN USED FOR ADJACENT AREAS.*

The Amendment area lies within portions of Flex Zones 81, 82, 88, and 89. Following is a breakdown of the current flex zone usage:

Flex Zone	Flex Units (available)	Reserve Units
81	0	41
82	0	136
88	104	264
89	2,554	273

The City will modify the boundaries of Flex Zone 89 to include the entire TOC. It is the intent that 2,000 of these available flex units in Zone 89 will be allocated for the TOC.

D) *EXISTING USE OF THE AMENDMENT SITE AND THE ADJACENT AREAS.*

The State Road 7 / US 441 corridor can be characterized in the following capacity:

Pembroke Road to Washington Street

Southernmost area of corridor bounds the City of Miramar and City of West Park. Home Depot anchors the south side of Pembroke Road in West Park. There are a substantial number of small parcels and stores.

Washington Street to Hollywood Boulevard

This portion of the corridor contains the site of the former Hollywood Supermall at the southeast corner of Hollywood Boulevard and SR 7/US 441. A K-Mart sits just south of that site.

Hollywood Boulevard to Johnson Street

This area is characterized by small land parcels, small buildings and stores. There are several obsolete land parcels and there is a conflicting relationship between parking and roadway. Secondary commercial activity spills onto Johnson Street.

Johnson Street to Taft Street

This part of the corridor has a substantial number of small parcels and small buildings. There is a cemetery at Taft Street and State Road 7. Johnson Street exists as a retail corridor to adjacent neighborhoods. This area also contains a substantial number of gas stations converted to car repair shops creating a negative image for the area.

North of Taft Street

The Seminole Reservation has frontage on both sides of SR 7/US 441 between Atlanta Street and Allen Street. This is not part of the City of Hollywood or the proposed TOC. The Seminole Hard Rock Hotel and Casino is along the west side of State Road 7 / US 441 in this area. Within this part of the Amendment area, there are several pawn shops, as well as a number of car dealerships and some institutional uses. There is a defined single-family area adjacent to the corridor.

E) PROPOSED USE OF THE AMENDMENT SITE FOR EACH NON-RESIDENTIAL USE AND/OR DWELLING UNIT COUNT.

Under the City of Hollywood Land Use Plan, the Transit Oriented Corridor land use designation has a permitted FAR of 2.0. When considering the current underlying land uses, this equates to over 42,585,000 square feet of non-residential development. However, the City’s existing zoning regulations in the State Road 7 / US 441 Commercial Corridor District further restrict development due to setback requirements (if adjacent to residential), maximum height limitations (175 feet), and a standard requirement that a minimum of 10% of the gross lot area is reserved for open space. Therefore, a much more realistic buildout potential for the TOC is outlined below.

The proposed Transit Oriented Corridor future land use designation would allow a maximum of the following under the City Plan:

Commercial:	15,000,000	square feet
Community Facilities:	1,000,000	square feet
Industrial:	1,000,000	square feet
Office:	2,000,000	square feet
Residential:	4,968*	dwelling units
Hotel:	2,500	rooms

*** Does not include 2,000 available flex units to be allocated to the TOC.**

F) MAXIMUM ALLOWABLE DEVELOPMENT PER LOCAL GOVERNMENT LAND DEVELOPMENT PLANS UNDER EXISTING DESIGNATION FOR THE SITE FOR EACH NON-RESIDENTIAL USE AND/OR DWELLING UNIT COUNT.

NONRESIDENTIAL

Most non-residential development in Hollywood has a permitted Floor Area Ratio (FAR) of 3.0. Following is a breakdown of the maximum allowable development in the Amendment area under the City’s existing land use designations. It should be noted that the City’s zoning regulations in the State Road 7 / US 441 Commercial Corridor District render these maximum allowable development under these land use designations essentially unrealistic due to setback requirements (if adjacent to residential), maximum height (175 feet), and a minimum of 10% of the gross lot area

reserved for open space. Nevertheless, strictly in terms of Hollywood’s land use density and intensity standards, the following is currently permitted in the Amendment area.

Existing Non-residential Allowable Development:

Hollywood FLU	Acreage	FAR	Maximum allowable development (GFA)
Commercial	408.78	3	53,419,370 SF
Community Facilities	34.7	3	4,534,596 SF
Industrial	38.27	3	5,001,124 SF
Office Park	7.99	3	1,044,133 SF
TOTAL			63,999,223 SF

Because the aforementioned zoning regulations put additional constraints on buildout potential, more realistic square footages are used in the public facilities analysis section of this application. To that end, based on current land development regulations (land use and zoning), the following breakdown is believed to be more representative (than the 3.0 FAR standard) of current nonresidential development potential in the Amendment area:

Hollywood FLU	Adjusted maximum development potential
Commercial	25,000,000 SF
Community Facilities	2,000,000 SF
Industrial	2,000,000 SF
Office Park	1,000,000 SF
TOTAL	30,000,000 SF

RESIDENTIAL

Existing Residential Allowable Development under City Plan*:

Hollywood FLU	Acreage	Units per Acre	Maximum allowable development (# units)*
Low (5) Residential	142.73	5	713
Low-Medium (10) Residential	218.32	10	2,183
Medium (16) Residential	129.51	16	2,072
TOTAL			4,968*

*Does not include available flex units.

Existing Residential Allowable Development under County Plan:

Broward County FLU	Acreage	Units per Acre	Maximum allowable development (# units)
Low (5) Residential	97.71	5	488
Low-Medium (10) Residential	205.33	10	2,053
Irregular (12) Residential	58.01	12	696
Medium (16) Residential	129.51	16	2,072
TOTAL			5,309

- G) *INDICATE IF THE AMENDMENT IS PART OF A LARGER DEVELOPMENT PROJECT THAT IS INTENDED TO BE DEVELOPED AS A UNIT SUCH AS A SITE PLAN, PLAT OR DEVELOPMENT OF REGIONAL IMPACT. IF SO, INDICATE THE NAME OF THE DEVELOPMENT; PROVIDE THE SITE PLAN OR PLAT NUMBER; PROVIDE A LOCATION MAP; AND, IDENTIFY THE PROPOSED USES.*
- N/A

6. ANALYSIS OF PUBLIC FACILITIES AND SERVICES

THE ITEMS BELOW MUST BE ADDRESSED TO DETERMINE THE IMPACT OF AN AMENDMENT ON EXISTING AND PLANNED PUBLIC FACILITIES AND SERVICES. PROVIDE CALCULATIONS FOR EACH PUBLIC FACILITY AND/OR SERVICE. IF MORE THAN ONE AMENDMENT IS SUBMITTED, CALCULATIONS MUST BE PREPARED ON AN INDIVIDUAL AND CUMULATIVE BASIS.

For consistency, the following sanitary sewer demand, potable water demand, and solid waste demand charts include analysis based on what is permitted under the County Plan.

A) *SANITARY SEWER ANALYSIS:*

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

The bulk of the site is served by the City of Hollywood Southern Regional Wastewater Treatment Plant. Some of single family homes may still be served by private septic tanks, although policies in the City's Comprehensive Plan Utilities Element and Broward County Health Department require new development to connect to the public sewer system, if lines are available.

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

The site is served by the City of Hollywood Regional Wastewater Treatment Plant located at 1621 North 14th Avenue in Hollywood. This plant has a licensed capacity of 48.75 MGD-AADF. The committed flow is 3.14 MGD. Current annual average daily flow (AADF) as of January 2010 is 40.13 MGD. Total flow is 43.265 MGD. The total flow of licensed capacity is 80.18%. Plant is currently rated at 50.00 MGD and will be rerated to 55.50 MGD upon renewal of plant permit. There is no capacity issue with this project since there is an actual decrease in demand.

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

** square footage numbers are for analytical purposes only*

The new uses are expected to decrease sanitary sewer demand by 725,000 gpd.

Sanitary Sewer Demand

<i>Current Land Use:</i>				
5,309	dwelling units	x	315.0 gpd =	1,672,335 gpd
25,000,000	sq. ft. commercial	x	0.1 gpd =	2,500,000 gpd
2,000,000	sq. ft. community facilities	x	0.2 gpd =	400,000 gpd
2,000,000	sq. ft. industrial	x	0.1 gpd =	200,000 gpd
1,000,000	sq. ft. office	x	0.2 gpd =	200,000 gpd
				4,972,335 gpd

<i>Proposed Land Use:</i>				
5,309	dwelling units	x	315.0 gpd =	1,672,335 gpd
15,000,000	sq. ft. commercial	x	0.1 gpd =	1,500,000 gpd
1,000,000	sq. ft. community facilities	x	0.2 gpd =	200,000 gpd
1,000,000	sq. ft. industrial	x	0.1 gpd =	100,000 gpd
2,000,000	sq. ft. office	x	0.2 gpd =	400,000 gpd
2,500	hotel rooms	x	150.0 gpd =	375,000 gpd
				4,247,335 gpd

Change in Demand	725,000 gpd DECREASE
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4. *Identify the projected plant capacity and demand for the short and long range planning horizons as identified within the local government’s adopted comprehensive plan. Provide demand projections and information regarding planned plant capacity expansions including year, identified funding sources and other relevant information.*

The City of Hollywood has large user agreements in effect with several municipalities in South Broward. The following table illustrates the projected future flows, according to the City’s adopted Comprehensive Plan.

Large User Flow Projection			
City	2015	2020	2025
Hollywood	23.8	25.5	27.3
Other Large Users	28.0	30.0	33.8
Total Plant Flow	51.8	55.5	61.1

5. *Provide information regarding existing and proposed trunk lines and lateral hookups to the amendment site.*

As individual parcels within the amendment area are redeveloped, the City will evaluate the need to upgrade any of the gravity lines, force mains or lift stations within the area, as by City Ordinance new developments are required to connect to the sanitary sewer system.

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

Please see Exhibit F.

B) POTABLE WATER ANALYSIS:

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

The Comprehensive Plan states there will be a sufficient supply of potable water for the short and long term planning timeframes. Currently, the average rate is approximately 22 MGD. This is a noticeable decrease from when the Potable Water Sub-Element of the City's Comprehensive Plan was last updated, which was based largely on the 2006 *City of Hollywood Water Quality Report*. The amount of water that can be handled (capacity potential) is approximately 41 MGD.

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

The area is served by the City of Hollywood Water Treatment Plant at 3441 Hollywood Boulevard. The plant has a design capacity of 41 million gallons per day (41 MGD). SFWMD Water Use Permit No. 06-00038-W (Exhibit G) was issued to the City of Hollywood on April 10, 2008. The expiration date is April 10, 2028. The permit authorizes the continuation of an existing use of ground water from the Biscayne Aquifer and the Floridan Aquifer system for public water supply with an annual allocation of 14,372.66 million gallons and a monthly allocation of 1,321.2 million gallons (Floridan, Chaminade, South, and Piccolo).

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

The following limitations to annual withdrawals from specific sources are stipulated:

Floridan Aquifer System-Floridan Wellfield: 3,168 MG.
Biscayne Aquifer-Chaminade Wellfield: 5,475 MG.
Biscayne Aquifer-South Wellfield: 3,577 MG.

The following limitations to maximum monthly withdrawals from specific sources are stipulated:

Floridan Aquifer System-Floridan Wellfield: 259.00 MG.
Biscayne Aquifer-Chaminade Wellfield: 497.30 MG.
Biscayne Aquifer-South Wellfield: 324.90 MG.

Annual and maximum per month supplied from the Piccolo Wellfield shall be 2,153 MGY and 240 MGM respectively.

Rated Capacity for these facilities is indicated below, as noted in the staff report for WUP 06-00038-W.

Source	Status Code	GPM	MGM	MGY
Biscayne Aquifer	E	35,000	1,532.2	18,369
Floridan Aquifer System	E	5,900	258.3	3,101
Floridan Aquifer System	P	17,000	744.2	8,935
Totals:		57,900	2,537.7	30,432

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

** square footage numbers are for analytical purposes only*

The new uses are expected to decrease the potable water demand by 850,000 gpd.

Potable Water Demand

<i>Current Land Use:</i>				
5,309	dwelling units	x	350.0 gpd =	1,858,150 gpd
25,000,000	sq. ft. commercial	x	0.1 gpd =	2,500,000 gpd
2,000,000	sq. ft. community facilities	x	0.2 gpd =	400,000 gpd
2,000,000	sq. ft. industrial	x	0.1 gpd =	200,000 gpd
1,000,000	sq. ft. office	x	0.2 gpd =	200,000 gpd
				5,158,150 gpd

<i>Proposed Land Use:</i>				
5,309	dwelling units	x	350.0 gpd =	1,858,150 gpd
15,000,000	sq. ft. commercial	x	0.1 gpd =	1,500,000 gpd
1,000,000	sq. ft. community facilities	x	0.2 gpd =	200,000 gpd
1,000,000	sq. ft. industrial	x	0.1 gpd =	100,000 gpd
2,000,000	sq. ft. office	x	0.2 gpd =	400,000 gpd
2,500	hotel rooms	x	100.0 gpd =	250,000 gpd
				4,308,150 gpd

Change in Demand	850,000 gpd DECREASE
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5. *Identify the projected capacity and demand for the short and long range planning horizons as included within the adopted comprehensive plan - provide demand projections and information regarding planned plant capacity expansions including year, funding and other relevant information. If additional wellfields are planned, provide status including the status of any permit applications.*

The following table identifies the planned expansions to the Water Treatment Plant, as identified in the City's adopted Comprehensive Plan and 2007 Water Master Plan. Reverse Osmosis is an ongoing project at the Water Treatment Plant, and the City has agreed to construct and operate the necessary reverse

osmosis treatment capacities to meet future demands.

Year	Capacity	Improvements
2010	43.3 MGD	4 MGD R/O
2015	47.3 MGD	4 MGD R/O
2020	51.3 MGD	4 MGD R/O
2025	55.3 MGD	2 MGD R/O; 2 MGD mod.

6. *Provide information regarding existing and proposed trunk lines and water main hookups to the amendment site.*

The City’s water distribution system consists of over 600 miles of pipe with diameters ranging from 1-inch to 36-inch, 2 elevated 1 MG storage tanks, approximately 40,200 connections, over 2,400 fire hydrants, and over 7,500 valves. The WTP has three discharge mains, a 24-inch water main (South header), a 30-inch water main (West header), and a 20-inch bypass header that supply water into the distribution system transmission lines. There are currently 30 miles of transmission mains of 16 to 30-inches in diameter and approximately 480 miles of distribution mains, 6 to 14-inches. Additionally, it is estimated that there are 200 miles (40 percent of total pipe inventory) of distribution pipe 4-inches and less.

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

Please see **Exhibit F**.

C) **DRAINAGE ANALYSIS:**

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

The level of service standards for the City's drainage service areas are based on Florida Building Code (FBC), South Florida Water Management District, City's codes and ordinances, and standards and criteria for water management works from other regulatory authorities having jurisdiction. The minimum standards are as follows:

SUBJECT	ADOPTED LEVEL OF SERVICE STANDARD
Site Development Requirements:	Wet detention volume shall be provided for the first inch of runoff from the developed project, or the total runoff of 2.5 inches times the percentage of imperviousness, whichever is greater. For Water Quantity, a storm event of 3 day duration and 25 year return frequency shall be used in computing off-site discharge rates.
Buildings:	To have the lowest floor elevation no lower than the elevation for the respective area depicted on the National Flood Insurance Rate Map (FIRM) by Federal Emergency

	Management Agency (FEMA) for flood hazard areas based on 100 year flood elevation, or; for commercial properties 6 inches for residential properties 18 inches above the crown of the adjacent public street or road, whichever is the highest.
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2. *Identify the drainage district and drainage systems servicing the amendment area.*

The Florida Department of Transportation is responsible for operating and maintaining the stormwater system along the State Road 7 right-of-way. All other drainage systems within this amendment located outside of the SR 7 R/W are being maintained and operated by the City of Hollywood, Department of Public Utilities.

Three systems for disposing of stormwater are employed in the City of Hollywood.

1. Surface percolation through swales – This system is utilized primarily in residential areas where curbs do not occur. In some areas of the City the effectiveness of the swale system is thwarted by excessive landscaping, tree planting, and paving for additional parking.
2. Underground infiltration trench drains – Also known as “French” drains; work well in areas where soil conditions are conducive to percolation. As with swale drainage, this type of system has the added benefit of allowing stormwater to be retained in the soil.
3. Positive drainage systems – This type of system employs pipes and drainage structures to move stormwater from the flooded site to an outfall site into a lake or canal. This system is by far the most rapid and efficient means of stormwater removal.

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

There are no major deficiencies in the Amendment area.

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

N/A. There is no SFWMD permit for the overall area.

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

N/A. There is no SFWMD permit for the overall area.

5. *If the area in which the amendment is located does not meet the adopted level of service and there are no improvements planned (by the unit of local government or drainage authority) to address the deficiencies, provide an*

engineering analysis which demonstrates how the site will be drained and the impact on the surrounding properties.

The information should include the wet season water level for the amendment site, design storm elevation, natural and proposed land elevation, one hundred year flood elevation, acreage for proposed water management retention area, elevations for buildings, roads and years, storage and runoff calculations for the design storm and estimated time for flood waters to recede to the natural land elevation.

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

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

Please see **Exhibit F**.

D) **SOLID WASTE:**

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

Land Use	Solid Waste Generated/Unit
Residential	8.9 lbs. per unit per day
Industrial & Commercial	
• Factory/Warehouse	2 lbs. per 100 sq.ft. per day
• Office Building	1 lb. per 100 sq.ft. per day
• Department Store	4 lbs. per 100 sq.ft. per day
• Supermarket	9 lbs. per 100 sq.ft. per day
• Restaurant	2 lbs. per meal per day
• Drug Store	5 lbs. 100 sq. ft. per day
School	
• Grade School	10 lbs. per room & 1/4 lbs. per pupil per day
• High School	8 lbs. per room & 1/4 lbs. per pupil per day
Institution	
• Hospital	8 lbs. per bed per day
• Nurse or Intern Home	3 lbs. per person per day
• Home for Aged	3 lbs. per person per day
• Rest Home	3 lbs. per person per day

2. *Identify the facilities serving the service area in which the amendment is located*

including the landfill/plant capacity, current demand on landfill/plant capacity and committed landfill/plant capacity.

According to the City's Comprehensive Plan, Broward County's two resource recovery facilities are operating at 73 percent of capacity and sufficient capacity including only Broward County Waste is available to meet long-term needs. Each of Broward's resource recovery facilities is expandable by 33 percent, from 2,250 tons per day to 2,990 tons per day. Further, a site for a third resource recovery plant adjacent to the Broward County BIC Landfill is available to meet future needs. Hollywood sends its waste to the South Broward County Resource Recovery Facility for Incineration.

The Board of County Commissioners has been designated by the Governor as the agency for the planning and implementation of all solid waste recovery projects in Broward County.

The County has designed and picked sites for two resource recovery sites in Broward County. The one to be used by the City of Hollywood is located at State Road 7 and State Road 84. The design capacity for the next stage of the Broward Interim/Contingency Landfill is 2,500,000 tons. This is one of six cells to be further developed in this landfill. The South-Resource Recovery Plant has received certification for a generating capacity of 96.1 megawatts, and a current 66 megawatt capacity. The design disposal capacity of the resource recovery plant is 698,235 tons per year.

The City of Hollywood after considering the available technologies and their feasibility decided to enter into an agreement with Broward County for the disposal of its waste stream at the south regional facility.

Ash, which will generate from the mass burn plant, will have to be disposed by landfill methods at the South Broward Ash Landfill (SBAL). This landfill will have a design capacity of 1,653 tons with two cells still to be developed.

The Trash Transfer Station used by the City of Hollywood is located in Hollywood at 1600 South Park Road and currently has an available capacity of 2,500 cubic yards per month (cy/month). The current demand is 5,500 cy/month.

Since 2000 the annual tonnage has been averaging 55,000 tons per year. Since the City is almost fully developed it is not expected that this annual tonnage will increase, significantly.

This 50,000 tons represents approximately 2% of the total capacity of the Broward County Landfill in 1990 and approximately 7% of the south resource recovery plant when it is opened.

Although various individual cells within the existing Class I sanitary landfill used by the City of Hollywood will reach capacity by 2015, the landfills have sufficient acreage to allow expansion beyond the long-term planning horizon.

3. *Identify the change in demand resulting from this amendment. Provide calculations including assumed demand per square foot* or dwelling unit.*

** square footage numbers are for analytical purposes only*

The new uses are expected to decrease solid waste demand by 967,750 lbs/day.

Solid Waste Demand				
<i>Current Land Use:</i>				
5,309 dwelling units	x	8.9 lbs/day	=	47,250 lbs/day
25,000,000 sq. ft. commercial	x	9.0 lbs/100 SF/day	=	2,250,000 lbs/day
2,000,000 sq. ft. community facilities	x	1.0 lbs/100 SF/day	=	20,000 lbs/day
2,000,000 sq. ft. industrial	x	9.0 lbs/100 SF/day	=	180,000 lbs/day
1,000,000 sq. ft. office	x	1.0 lbs/100 SF/day	=	10,000 lbs/day
				2,507,250 lbs/day
<i>Proposed Land Use:</i>				
5,309 dwelling units	x	8.9 lbs/day	=	47,250 lbs/day
15,000,000 sq. ft. commercial	x	9.0 lbs/100 SF/day	=	1,350,000 lbs/day
1,000,000 sq. ft. community facilities	x	1.0 lbs/100 SF/day	=	10,000 lbs/day
1,000,000 sq. ft. industrial	x	9.0 lbs/100 SF/day	=	90,000 lbs/day
2,000,000 sq. ft. office	x	1.0 lbs/100 SF/day	=	20,000 lbs/day
2,500 hotel rooms	x	8.9 lbs/day	=	22,250 lbs/day
				1,539,500 lbs/day
Change in Demand				967,750 lbs/day DECREASE

4. *Letter from service provider verifying the information in items 1-3 above.*

Please see **Exhibit H**.

E) **RECREATION AND OPEN SPACE ANALYSIS**

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

The City of Hollywood level of service standard is 3 acres of recreation and open space lands per 1,000 population, consistent with the standards set forth in the Broward County Land Use Plan. According to its Comprehensive Plan, Hollywood's required park and open space acreage is 453 acres. Currently the City has 634 acres of park lands that may be used to meet the LOS requirement. Therefore, is a surplus of approximately 181 acres based upon the 2010 projected City population of 151,098.

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

While there are no parks in the Amendment site, the City administers, operates, and maintains approximately 785 acres of parks and open space. Additionally, there are approximately 2,039 acres of County and State-owned and operated recreational facilities available to the public. The City's Master Plan identifies

the seven closest recreational parks/facilities in Sub-Area 1 (US 441/SR 7 Corridor).

	Name	Activity/ Resource Based
1	Anderson Park	Basketball Courts, Tot Lot
2	Beverly Hills Park	Passive Park, Open Space
3	Beverly Park and Community Center	Lighted Basketball Courts, Playground, Multi-Purpose Field
4	Carlton Montayne Park	Trails, Picnic Tables, Benches, Playground
5	Fletcher Street Park	Passive Park, Playground
6	John Williams Park (Sheridan Oaks Forest ESL)	Passive Recreational Activities, Camping
7	Washington Park Center	Arts and Crafts, Volleyball, Softball, Paddleball, Youth Programs, Football, Basketball, Track and Field, After School Activities, Open Space

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

N/A

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

Year	Population (Projected)*	Park Acreage Demand (amount needed to maintain LOS of 3 acres / 1,000 population)**	Surplus (+) / Deficit (-) Acreage**
2010	151,098	453	+ 181
2015	159,974	480	+ 154
2020	169,943	510	+ 124

2025	182,616	548	+ 86
2030	191,481	574	+ 60

* Source: Broward County Planning Services, March 2007

** Based on the 634 acres that may be used to meet LOS requirement per Broward County Land Use Plan

The City of Hollywood has initiated a Neighborhood Park Impact Fee requirement for all new development to help meet the increasing demand on City parks. The following table from the Comprehensive Plan lists the upcoming park, open space, and golf course improvements as identified by the Parks, Recreation & Cultural Arts Department and the City's Capital Improvement Program.

PROJECT	FUNDING SOURCE	DESCRIPTION	FY 2010	FY 2011
Community Center and Park Furniture and Equipment	Open Space	This project will fund community center and park furniture including new tables, chairs, benches, trash receptacles, picnic tables, etc. throughout the City.	\$100,000	\$100,000
Driftwood Middle School Ball Field Lighting	Open Space	This project will light two baseball/softball fields behind Driftwood Middle School to provide additional fields for community athletic use.	\$100,000	-
Small Capital Improvement Projects - Parks & Recreation	Open Space	This project will fund small capital improvement projects needed at the various community centers and parks throughout the City.	\$100,000	\$100,000
TOTAL FUNDING			\$300,000	\$200,000

F) **TRAFFIC CIRCULATION ANALYSIS**

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

Please see **Exhibit I**.

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

Please see **Exhibit I**.

3. *Planning Council staff will analyze traffic impacts resulting from the amendment. You may provide a traffic impact analysis for this amendment- calculate anticipated average daily and p.m. peak hour traffic generation for the existing and proposed land use designations. If the amendment reflects a net*

increase in traffic generation, identify access points to/from the amendment site and provide distribution of the additional traffic on the impacted roadway network for the short (5 year) and long range planning horizons.

Please see **Exhibit I**.

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

Please refer to the SFRPC Strategic Master Plan and ULI Regional Market Study for the SR7/US 441 corridor. The SFRPC State Road 7/US 441 Collaborative is examining the Florida Department of Transportation's widening of the corridor.

G) **MASS TRANSIT ANALYSIS**

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

The Amendment area is served by fixed route scheduled bus service operated by Broward County Mass Transit. Following are the bus routes in and around the US 441/State Road 7 Corridor in Hollywood:

441 Breeze (Golden Glades Park & Ride to Sample Road)

Runs along US 441/State Road 7 in the amendment site.

Headways are approximately 30 minutes on weekdays. No weekend service.

95 Express (Flamingo Road/Pines Boulevard to Miami-Dade County Government Center via Pines Boulevard and I-95)

Runs along Hollywood Boulevard in the amendment site.

Headways are approximately 30 minutes on weekdays during rush hour. No weekend service.

Route 3 (Century Village to Sheridan Street and U.S. 1 via Taft Street)

Runs along Taft Street in the amendment site.

Headways are approximately every 60 minutes.

Route 5 (Century Village to Hallandale City Hall via Pembroke Road)

Runs along Pembroke Road in the amendment site.

Headways are approximately 30 minutes on weekdays and Saturday, and 60 minutes on Sundays.

Route 7 (Pines Boulevard & U. S. 27 to Young Circle)

Runs along Hollywood Boulevard in the amendment site.

Headways are approximately 30 minutes on weekdays and Saturday, and 40 minutes on Sunday.



Route 9 (Young Circle to Broward Central Terminal)
Runs along Johnson Street in the amendment site.
 Headways are approximately 45 minutes on weekdays and 60 minutes on weekends.

Route 12 (West Regional Terminal to North Beach Park)
Runs along Sheridan Street in the amendment site.
 Headways are approximately 45 minutes on weekdays and 60 minutes on weekends.

Route 16 (Pembroke Lakes Mall to Dania City Hall via Stirling Road)
Runs along Stirling Road in the amendment site.
 Headways are approximately every 30 minutes during peak hours on weekdays, 60 minutes during non-peak weekday hours, and 60 minutes on weekends.

Route 15 (County Line Road and Southwest 52 Avenue to Fort Lauderdale Hollywood Airport Tri-Rail Station)
Runs along Stirling Road, Griffin Road, and US 441/SR 7 in the amendment site.
 Headways are approximately every 45-50 minutes on weekdays and Saturdays, and 90 minutes on weekends.

Route 18 (Golden Glades Park & Ride to Sandfoot Cove Boulevard)
Runs along US 441/State Road 7 in the amendment site.
 Headways are approximately 15 minutes during weekdays, 20 minutes on Saturday, and 30 minutes on Sunday.

The Broward County Long Range Transportation Plan (LRTP) identifies a “Transit Bridge” proposed for the State Road 7/441 corridor. This project includes, but is not limited to Bus Rapid Transit, signal prioritization, rapid fare collection and integration with land use policies. The intention of the Transit Bridge is to improve transit service between Broward and Miami- Dade Counties.

Long-range transit improvements include light rail proposed along State Road 7. The Transit Investment Plan identifies light rail for development during the 2021-2030 stage of the Plan. This will provide transit opportunities, linking Palm Beach County to Miami-Dade, along State Road 7. This project proposes a change to Transit Oriented Corridor, which offers a means for transit to opportunities to grow and is a preliminary step in assisting the initiatives in the Transit Investment Plan.

The State Road 7/441 Collaborative is actively working to explore transit opportunities throughout this corridor. The Collaborative is made up of cities throughout Broward County and Miami-Dade who have an interest in both redevelopment opportunities and advancing transit along State Road 7/441.

The City of Hollywood is a member of the Collaborative and is interested in exploring options for increasing transit use, which is a component of the City initiated Transit Oriented Corridor land use designation.

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

The area is already well served by mass transit. The purpose of a Transit Oriented Corridor is to encourage the development and use of mass transit. The requested change from General Business to Transit Oriented Corridor creates a decrease in the number of trips from the existing use. This is due to the mixed-use environment, utilizing office space, retail and a residential component. This land use category also relies on the use of the transit corridor, State Road 7/441. With the projected improvements to this roadway and the anticipation of several mixed-use projects, the peak-hour trips expected are projected to be less than the existing approved use.

3. *Correspondence from transit provider verifying the information submitted as part of the application on items 1-2 above. Correspondence must contain name, position and contact information of party providing verification.*

Please see **Exhibit J**.

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

A Transit Oriented Corridor will allow for a mix of uses in parts of the Amendment site that better support mass transit compared to the existing conditions. Transit-oriented corridor is generally characterized as a development environment within a quarter or half mile of a public transit corridor or transit stop with building characteristics that emphasizes the safe movement of pedestrians within the built environment.

The proposed amendment is the result of a corridor-wide master planning exercise that specifically focused on creating redevelopment opportunities that promote safe pedestrian environments and connections to and from transit stops. The pedestrian, transit and economic environment can be enhanced by providing uses that serve the pedestrian in close proximity to transit stops. Ideal uses include high density residential that encourages transit ridership and reduced traffic congestion.

The proposed residential densities established in this plan exceed the recommended minimum transit-oriented residential development densities that will be needed to support additional enhancements of the County's transit system.

The SR 7/US 441 corridor is designated on the Metropolitan Planning Organization's Long Range Transportation Plan for premium transit service. This could include either bus rapid transit or a light rail system.

The Broward County Planning Council has amended its Land Use Plan to create the Transit Oriented Corridor Future Land Use Map category for corridors, such as, SR 7/ US 441. The master plan for the corridor has been created in partnership with Broward County to promote the implementation of transit-oriented development.

7. ANALYSIS OF NATURAL AND HISTORIC RESOURCES

Indicate if the site contains, is located adjacent to or has the potential to impact any of the natural and historic resources(s) listed below, and if so, how they will protect or mitigate. Planning Council staff will request additional information from the Department of Planning and Environmental Protection and the Broward County Historical Commission regarding the amendment’s impact on natural and historic resources. The applicant is encouraged to contact the individual review agencies to discuss these issues.

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

According to the City’s Comprehensive Plan, there is one City-designated historic site in the Amendment area. It is the Bryan House located at 4220 N. 58 Avenue.

The Historic Preservation Element of the City’s Comprehensive Plan includes provisions that protect historic resources. For example, Objective 2 states, “The City shall continue to protect and encourage the revitalization of historic sites and districts which have special historic, architectural, or archeological value to the public.”

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

The query of the Florida Master Site File for this amendment site resulted in three archaeological sites.

SITEID	SITENAME	SITETYPE1	CULTURE1	SURVEVAL	SHPOEVAL
BD02911	MUHLEY SITE	Habitation (prehistoric), Land-terrestrial, Prehistoric midden(s), Artifact scatter-dense (> 2 per sq meter)	Prehistoric	Insufficient Information	Not Evaluated by SHPO
BD02913	BRYAN HOMESTEAD	Building remains, Habitation (prehistoric), Land-terrestrial	Twentieth century American, 1900-present	Insufficient Information	Not Evaluated by SHPO
BD04153	South New River Canal	Canal	Twentieth century American, 1900-present	Eligible for NRHP	Potentially Eligible for NRHP

C) Wetlands.

According the December 31, 2004 Broward County Wetlands Map, produced by the Environmental Protection Department’s GIS, there a small portion of the Amendment site, just north of Stirling Road, includes “Freshwater Marsh/Wet Prairie Dominant species of Sawgrass, Arrowhead, Cattail and a variety of herbaceous vegetation in saturated soils.”

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

There are no Local Areas of Particular Concern within the Amendment area.

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

While the City's Comprehensive Plan identifies a number of threatened or endangered native animal species that may occur in Hollywood, the Amendment site is predominately "high impact urban" habitat, so it is believed these species are likely to be in other parts of the City. All development within the Amendment site will be required to meet local, state, and federal laws pertaining to listed species and species of special concern.

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

While the City's Comprehensive Plan identifies a number of threatened or endangered native plant species that may occur in Hollywood, the Amendment site is predominately "high impact urban" habitat, so it is believed it is believed these species are likely to be in other parts of the City. All development within the Amendment site will be required to meet local, state, and federal laws pertaining to listed species and species of special concern.

G) *Well-fields - Indicate whether the amendment is located within a well-field protection zone of influence as defined by Broward County Code, Chapter 27, Article 13 "Well-field Protection". If so, specify the affected zone and any provisions which will be made to protect the well-field.*

A small portion of the amendment site around Stirling Road is within a wellfield cone of influence. The wellfield influence area and wells are regularly monitored by the Broward County Water Resources Management Division which is charged with the responsibility of regulating such pollution under the Broward County wellfield protection ordinance requirements.

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

Most of the Amendment site has a habitat coverage that can be described as "high impact urban." Because the Amendment site is already developed, the amendment has no impact on the alteration of soil conditions or topography. No typical dredging and fill activities are anticipated.

I) *Beach Access - Indicate if the amendment is oceanfront. If so, describe how public beach access will be addressed.*

The Amendment site is not on the oceanfront.

8. **AFFORDABLE HOUSING**

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

This particular policy is not applicable because this amendment does not propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan. Rather, the “additional” units are already available to the City via flexibility zoning provisions. That said, the City has championed a series of affordable housing initiatives.

The goal of the City’s Housing Element is to provide an adequate supply of decent, safe, and sanitary housing that is affordable to present and future residents of Hollywood. Specific policies in the City’s Comprehensive Plan that support affordable housing provisions and advance the rationale for a Transit Oriented Corridor include:

Policy 1.3: Through its zoning and development regulations, the City will continue to offer density bonuses to encourage the construction of new housing in specific areas such as the downtown district.

Policy 1.4: The City shall allow density bonuses to developers who agree to set aside a certain percentage of units for low and moderate income persons.

Policy 1.9: The City shall coordinate with the South Florida Regional Planning Council and Broward County to support regional affordable housing programs.

Policy 1.10: The City shall determine the availability of sites at higher densities for housing of low and moderate income families and determine housing needs to rural and farm worker households.

Policy 1.12: The City shall consider inclusion of work-live units in developments with more than 75 residential dwelling units.

Policy 2.2: Community Development Block Grant (CDBG) programs such as housing rehabilitation and rental rehabilitation will continue to be offered to encourage investment in housing for low and moderate income persons.

Policy 3.2: The City shall continue to implement the policies described in the City-Wide Master Plan by revitalizing the Central Residential Neighborhood Improvement District and the **441 Corridor**, and will make recommendations for upgrading conditions in those areas.

Policy 9.1: The City will continue to coordinate with the private sector through incentives such a zoning bonuses and simplified land development regulation to encourage the development of low, very low and moderate income housing.

9. **LAND USE COMPATIBILITY**

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

There are several TOC's along the State Road 7/441 corridor include Davie immediately north, and West Park and Miramar immediately south of the Amendment site. As for the City itself, the proposed land use plan amendment is consistent with the City's adopted Comprehensive Plan and City-Wide Master Plan. The City has already adopted specific zoning regulations for the US 441/SR 7 Commercial Corridor District – including sub-areas – to ensure any new development provides buffering from the existing adjacent land uses. Additionally, the City's Land Use Element already includes specific definitions, land use criteria, design guidelines principles, review process considerations, and permitted uses for a Transit Oriented Corridor land use category.

10. HURRICANE EVACUATION ANALYSIS

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

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

Broward County defines the "hurricane vulnerability zone," as the land east of US 1/Federal Highway. Since Broward County is primarily responsible for hurricane evacuation planning according to the County's Charter, Federal Highway is also Hollywood's western boundary for hurricane evacuation. The Amendment area is several miles west of the hurricane evacuation zone.

11. REDEVELOPMENT ANALYSIS

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

The City of Hollywood has signed a Joint Participation Agreement with the City of Miramar, City of West Park, Town of Davie, Seminole Nation, FDOT, SFRPC, and Broward County to address economic redevelopment issues related to the proposed widening of SR 7 to six lanes. This is specifically addressed as a special redevelopment plan in the Land Use Element of the City's Comprehensive Plan. Transit supportive land use and urban design policies have been put in place to encourage transit-oriented development and redevelopment along the corridor. The SR 7 corridor has also been identified as a transportation corridor of regional significance.

12. INTERGOVERNMENTAL COORDINATION

Indicate whether the proposed amendment site is adjacent to other local governments.

There are several TOC's along the State Road 7/441 corridor include Davie immediately north, and West Park and Miramar immediately south of the Amendment site. Moreover, the City of Hollywood has signed a Joint Participation Agreement with the City of Miramar, City of West

Park, Town of Davie, Seminole Nation, FDOT, SFRPC, and Broward County to address economic redevelopment issues related to the proposed widening of SR 7 to six lanes. Transit supportive land use and urban design policies have been put in to place to encourage transit-oriented development and redevelopment along the corridor. The SR 7 corridor has also been identified as a transportation corridor of regional significance.

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

The proposed amendment is consistent with a number of goals, policies and objectives of the Broward County Land Use Plan, including the following:

GOAL 8.00.00

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

OBJECTIVE 8.03.00 EFFICIENT USE OF URBAN SERVICES

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

POLICY 8.03.02

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

GOAL 9.00.00

PROTECT BROWARD COUNTY'S NATURAL AND HISTORIC RESOURCES AND PROMOTE CULTURAL RESOURCES THROUGH WELL-PLANNED PATTERNS OF GROWTH AND DEVELOPMENT.

OBJECTIVE 9.14.00 PROTECTION OF AIR QUALITY

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

POLICY 9.14.01

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

GOAL 10.00.00

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

OBJECTIVE 10.01.00 INNOVATIVE LAND DEVELOPMENT TECHNIQUES AND REGULATIONS

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

POLICY 10.01.01

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

POLICY 10.01.03

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

OBJECTIVE 10.04.00 TRANSIT ORIENTED CORRIDOR

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and 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 Corridor (TOC) land use category within the Broward County Land Use Plan.

State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, may be appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO’s Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

Policy 10.04.01

Upon application, local governments must propose a specific land area for designation as a Transit Oriented Corridor. This designation may only be applied to areas within approximately ¼ mile on either side of the mainline transit corridor. The area may extend beyond ¼ mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.

***Analysis:** The project will be located in the City of Hollywood along the State Road 7/US 441 Corridor, from Pembroke Road to Griffin Road, approximately ¼ mile east and west of 441/SR 7.*

POLICY 10.04.02

Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential density must be specified by the local government, may vary along the corridor, and must be described in the permitted uses section of the Broward County Land Use Plan. Residential densities may be specified either as units per gross acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units in the “Local Activity Center” (LAC) and “Regional Activity Center” (RAC) designations). When the density of the area is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

***Analysis:** The Hollywood 441 TOC project will allow 4,968 dwelling units, which is the maximum potential residential buildout under the City’s current residential land use categories in the*

Amendment area, excluding available units via flexibility zoning provisions. Additionally, the City will allocate to the TOC 2,000 garden apartments through its available flexibility zoning.

POLICY 10.04.03

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

Analysis: *Non-residential permitted uses shall include 15 million sq. ft. of commercial, 2 million sq. ft. of office, 1 million sq. ft. of community facilities, 1 million sq. ft. of industrial uses, and 2,500 hotel rooms.*

POLICY 10.04.04

Minimum and Maximum FAR (Floor Area Ratio) for non residential uses within a Transit Oriented Corridor must be specified by the local government and described 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 along the corridor 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.

Analysis: *The City of Hollywood has adopted a Floor Area Ratio of 2.0 for development in the Transit Oriented Corridor land use category.*

POLICY 10.04.05

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.

Analysis: *Hollywood’s TOC will focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful transit oriented corridor area.*

[Design Guideline Principles]

POLICY 10.04.06

Local land use element policies must include guiding principles for municipal design guidelines to adequately address the transition to adjacent residential development and to promote connectivity to transit stations and stops.

Analysis: *The City of Hollywood has already incorporated this language into its Land Use Element.*

POLICY 10.04.07

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 Corridor.

***Analysis:** The City of Hollywood has already incorporated this language into its Land Use Element.*

POLICY 10.04.08

The municipality shall include within their land use element policies that ensure that areas designated as Transit Oriented Corridors include design features that promote and enhance pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:

- Integrated transit stop with shelter, or station (within the TOC area).
- 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 TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

***Analysis:** The City of Hollywood has already incorporated this language into its Land Use Element.*

POLICY 10.04.09

Local plan policies must include requirements for internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Corridor (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 plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

***Analysis:** The City of Hollywood has already incorporated this language into its Land Use Element. Moreover, the Transit Oriented Corridor shall include amenities to serve the residents, visitors and employees within the development that encourage a pedestrian-friendly, transit-oriented environment, such as benches, street furniture, shade structures and landscaping, light fixtures, trash receptacles and bicycle parking. This may also include other amenities within public places, such as plazas that include fountains, sculptures and green space. Streets will include pedestrian and transit amenities such as street trees, bus shelters and information kiosks to serve the residents and employees within.*

POLICY 10.04.10

The intent of the required Design Guideline Principles is to provide guidelines for municipal implementation of the Transit Oriented Corridor 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 Corridor 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.

***Analysis:** The City of Hollywood has already incorporated this language into its Land Use Element. Moreover, the scale, organization and style of architectural components will contribute to a sense of place for this urban village. At the street, buildings will be proportioned for pedestrian orientation. Buildings will front the street with zero or minimal setbacks, creating continuity of streetscape interest through continuous storefronts and direct visual connections to building entries. Architecture will also be used to create attractive landmarks and gateways to the development.*

Parking will primarily be in structures, with additional curbside parking on the streets. Parking garages will be well integrated into the streetscape. Bus shelters and limited surface parking will encourage the transit environment and support transit usage. Furthermore, the buildings, rather than the parking, will front the street. This will also encourage residents, employees and visitors to utilize transit.

[Review Process Considerations]

POLICY 10.04.11

The transportation impact analysis for a proposed Transit Oriented Corridor 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.

***Analysis:** The City of Hollywood has already incorporated this language into its Land Use Element. Moreover, as part of this application, a trips analysis for the proposed TOC was conducted based upon this policy.*

POLICY 10.04.12

In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Corridor 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 utilized for non-residential impact analysis.

***Analysis:** In consideration of non-residential land uses, the impact analysis is loosely based on a 2.0 FAR (TOC) vs. 3.0 FAR (currently permitted). Because development is further restricted by zoning and other land development regulations, a “realistic current permitted” buildout is measured against a “realistic TOC permitted” buildout scenario for impact analysis.*

POLICY 10.04.13

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 Corridor which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.

***Analysis:** The City of Hollywood will enter into an interlocal agreement with Broward County within six months of the LUPA adoption date. The proposed TOC demonstrates consistency with the goals, objectives, and policies and other requirements of the City of Hollywood Comprehensive Plan.*

GOAL 12.00.00

COORDINATE TRANSPORTATION AND LAND USE PLANNING ACTIVITIES TO ENSURE ADEQUATE FACILITIES AND SERVICES ARE AVAILABLE TO MEET THE EXISTING AND FUTURE NEEDS OF BROWARD COUNTY'S POPULATION AND ECONOMY.

OBJECTIVE 12.01.00 COORDINATE TRANSPORTATION PLANNING ACTIVITIES WITH LAND USE DECISIONS

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

POLICY 12.01.04

Broward County and its local governments shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the County.

***Analysis:** This amendment results in an overall decrease in trips compared to the current land use designation. Moreover, the provision of mixed-uses promotes the use of mass transit.*

POLICY 12.01.05

Transportation facilities and services should be developed in a manner which encourages infill development and promotes the efficient use of urban services.

***Analysis:** The SR 7/US 441 Corridor has been identified as a "premium" transit corridor and major transit investments for Rapid Bus or Bus Rapid Transit service are planned.*

POLICY 12.01.09

In order to protect the public health, safety and welfare, Broward County and its local governments should provide the means for bicycle and pedestrian access between adjacent land uses.

***Analysis:** This amendment promotes mixed-use development which further encourages bicycle and pedestrian access.*

GOAL 13.00.00

MAXIMIZE INTERGOVERNMENTAL COORDINATION AND COOPERATION AMONG STATE, REGIONAL AND LOCAL GOVERNMENTS.

OBJECTIVE 13.04.00 COORDINATE IMPACTS OF THE BROWARD COUNTY LAND USE PLAN

Provide and utilize coordination mechanisms to ensure that the impacts of development proposed in the Broward County Land Use Plan upon development in the municipalities, county, adjacent counties, the region and state are addressed.

POLICY 13.04.02

The Broward County Planning Council shall coordinate and cooperate with the South Florida Regional Planning Council on an informal basis to address regional land use issues.

GOAL 14.00.00

ELIMINATE AREAS OF BLIGHT AND INCOMPATIBLE LAND USES.

OBJECTIVE 14.01.00 REDEVELOPMENT OF BLIGHTED AND DETERIORATING AREAS

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

POLICY 14.01.01

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

OBJECTIVE 14.02.00 ENCOURAGE ELIMINATION OR REDUCTION OF INCOMPATIBLE OR INCONSISTENT LAND USES

Develop and implement land use programs to encourage the elimination or reduction of existing incompatible land uses and prevent future incompatible land uses.

POLICY 14.02.02

Local land use plans shall ensure that commercial, industrial and other non-residential land use plan designations are located in a manner which facilitates their serving, but does not adversely impact existing and designated residential areas.

***Analysis:** Policy 3.1.5 of the City's Land Use Element provides for increased buffering between businesses along the SR 7/US 441 Corridor and adjacent residential areas.*

POLICY 14.02.03

In order to prevent future incompatible land uses, the established character of predominately developed areas shall be a primary consideration when amendments to the Broward County Land Use Plan are proposed.

***Analysis:** As previously stated, in addition to Hollywood's TOC Design Guideline Principles, the City's zoning protects existing nearby neighborhoods from incompatible development.*

POLICY 14.02.04

Broward County's local governments shall minimize the impacts of existing incompatible land uses through requirements within their land development codes and regulations, such as buffering and setbacks.

***Analysis:** The US 441/SR 7 Corridor Overlay District in Hollywood's Zoning Code divides the area geographically into five sub-districts to promote appropriate development and prevent incompatible land uses.*

POLICY 14.02.05

Local governments shall employ their local land use plans and development regulations to establish appropriate intensity standards for non-residential future land use categories compatible with adjacent existing and future land uses.

***Analysis:** In addition to the US 441/SR 7 Corridor Overlay District, the City's Comprehensive Plan limits development in TOCs to an FAR of 2.0. Most other non-residential land use categories in the City have a 3.0 FAR.*

GOAL 17.00.00

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

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

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

POLICY 17.02.01

Local land use plans should include policies which identify standards to increase economic development and employment opportunities within urban infill, urban redevelopment and downtown revitalization area(s).

***Analysis:** Policy 3.1.10 of the City's Land Use Element states: "Maintain strong administrative policies and standards regarding nonconforming land uses and variances that would have an adverse effect on the future design and economic growth of the US 441/SR 7 Corridor." Additionally, The City of Hollywood has signed a Joint Participation Agreement with the City of Miramar, City of West Park, Town of Davie, Seminole Nation, FDOT, SFRPC, and Broward County to address economic redevelopment issues related to the proposed widening of SR 7 to six lanes. Transit supportive land use and urban design policies have been put in to place to encourage transit-oriented development and redevelopment along the corridor.*

POLICY 17.02.02

Local land use plans should include policies to provide for adequate housing opportunities necessary to accommodate all segments of present and future residents of identified urban infill, urban redevelopment and downtown revitalization area(s).

***Analysis:** The City has several such policies in its Comprehensive Plan (Land Use and Housing Elements) and City-Wide Master Plan to provide adequate housing opportunities in infill and redevelopment areas.*

POLICY 17.02.03

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

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

POLICY 17.02.05

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

***Analysis:** The SR 7 corridor has been identified as a transportation corridor of regional significance. The TOC designation will focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful transit oriented corridor area; encourage a pedestrian oriented core; promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with 1-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and promote creative siting of buildings, transportation routes, and open space to create vistas linking the corridors together.*

14. POPULATION PROJECTIONS

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

As per the City’s adopted Comprehensive Plan, Hollywood’s population and housing projections are based on data provided by the Planning Services Division of the Broward County Urban Planning and Redevelopment Department. Following are the City’s population projections through 2030.

Year	2010	2015	2020	2025	2030
Population	150,098	159,974	169,943	182,616	191,481
Housing Units	73,241	75,514	78,339	82,074	84,700
Households	63,302	66,093	69,464	73,816	77,095

Source: Broward County Planning Services, March 2007

While these figures may be revised after the 2010 Census, current projections suggest the city will increase its population by 27.6% between 2010 and 2030.

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

Not applicable. The proposed Amendment will have no impact on population projections.

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

Not applicable. The proposed amendment will have no effect on the land needed to accommodate the project population.

15. ADDITIONAL SUPPORT DOCUMENTS

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

A. EXISTING TEXT IN THE CITY OF HOLLYWOOD LAND USE ELEMENT:

TRANSIT ORIENTED CORRIDOR

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and 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 Corridor (TOC) land use category within the Broward County Land Use Plan. State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, is appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designed in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO's Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

Land Use Criteria

Specific geographic land areas must be designated as a Transit Oriented Corridor. This designation may only be applied to areas within approximately ¼ mile on either side of the mainline transit corridor. The area may extend beyond ¼ mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.

Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential density must be specified, may vary along the corridor, and must be described in the permitted uses section of the City of Hollywood Land Use Element and Broward County Land Use Plan. Residential densities must be specified as both units per gross acre in geographically designated areas and maximum number of permitted units (e.g. pool of units in

the “Regional Activity Center” (RAC) designation). When the density of the area is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

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

Non-residential intensities may vary within the corridor and must be specified as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.)].

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 unless designed in a manner to encourage pedestrian and transit usage.

Design Guidelines Principles

Proposed Transit Oriented Corridors shall adequately address the transition to adjacent residential development and promote connectivity to transit stations and stops.

Public plazas, urban open space or green space/pocket park uses accessible to the public must be provided as an integrated component within a Transit Oriented Corridor.

Proposed Transit Oriented Corridors shall include design features promoting and enhancing pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:

- a. Integrated transit stops with shelter or station (within the TOC area).
- b. 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.
- c. Buildings should front the street (zero or minimal setbacks are encouraged).
- d. Vehicle parking strategies encouraging and supporting transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- e. Streets (internal and adjacent to the TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).
- f. Proposed Transit Oriented Corridors must include internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Corridor (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

The intent of the required Design Guidelines Principles is to provide guidelines for implementation of the TOC land use category. Developments are encouraged to use some or all of the above design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking TOC land use category designations will only determine whether the City of Hollywood has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought,

and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the land use designation sought.

Review Process Considerations

The transportation impact analysis for a proposed Transit Oriented Corridor designation shall consider the modal shift provided through the provision of transit and the transit-oriented design.

A proposed Transit Oriented Corridor shall demonstrate consistency with the goals, objective and policies and other requirements of the City of Hollywood Comprehensive Plan.

Permitted Uses in Areas Designated Transit Oriented Corridor

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

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

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

Hollywood's Transit Oriented Corridors will:

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

B. PROPOSED TEXT AMENDMENT TO THE HOLLYWOOD LAND USE PLAN:

Permitted Uses in the Area Designated Transit Oriented Corridor

Hollywood SR 7/US 441 Transit Oriented Corridor

Acreage: Approximately 980 acres.

General Location: Site generally includes the area in the City of Hollywood approximately ¼ east and west of State Road 7 / US 441, bound on north by Griffin Road and on the south by Pembroke Road.

Maximum Density and Intensity of Uses:

<u>Commercial:</u>	<u>15,000,000 square feet</u>
<u>Office:</u>	<u>2,000,000 square feet</u>
<u>Community Facilities:</u>	<u>1,000,000 square feet</u>
<u>Industrial:</u>	<u>1,000,000 square feet</u>
<u>Hotel:</u>	<u>2,500 rooms</u>
<u>Residential*:</u>	<u>2,400 single family homes</u>
	<u>2,400 townhomes</u>
	<u>168 garden apartments</u>

* Dwelling units from any given category (ex: single family, townhomes, etc.) may be substituted for dwelling units of another category provided that the substitution results in the same or lesser student generation using the County's adopted student generation rates. These 4,968 units do not include 2,000 garden apartments to be allocated to the TOC which are available under flex zoning provisions.

Hollywood's SR 7 / US 441 Transit Oriented Corridors will:

- Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful transit oriented corridor area;
- Encourage a pedestrian oriented core;
- Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with I-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and
- Promote creative siting of buildings, transportation routes, and open space to create vistas linking the corridors together;
- Direct development and redevelopment proposals, as appropriate, along the SR 7 / US 441 corridor;
- Modify current Flex Zone 89 boundary to include entire TOC, and include provision for 2,000 dwelling units, available under the flexibility zoning provisions;
- Provide for substantial housing opportunities to allow people to both live and work within the TOC;
- Encourage non-motorized transportation, as well as mass transit, to serve the TOC, thereby reducing reliance upon automobile traffic;
- Integrate open spaces that are accessible to the public such as greenways, public plazas, and other recreational areas in order to enhance pedestrian and non-motorized activities and connectivity of the TOC; and
- Encourage higher densities directly along SR 7 / US 441, with less intensive development in those areas adjacent to existing single family neighborhoods.

16. PLAN AMENDMENT COPIES

- A. 15 plan amendment copies submitted to the Broward County Planning Council.

- B. 3 plan amendment copies submitted City of Hollywood.

17. PUBLIC EDUCATION ANALYSIS

Please be advised that the Planning Council staff will request from the Broward County School Board an analysis of the impacts of the amendment on public education facilities as indicated below. The applicant is encouraged to contact the School Board staff to discuss these issues.

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

School Level	School #1	School #2	School #3	School #4	School #5
Elementary	Driftwood	Orange Brook	Sheridan Hills	Sheridan Park	West Hollywood
Middle	Apollo	Driftwood	N/A	N/A	N/A
High	Hollywood Hills	McArthur	N/A	N/A	N/A

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

	20th Day Enrollment (9/27/09)	Capacity	110% Capacity	Over (Under) at 110%
TOC Elementary Schools				
Driftwood	680	558	614	66
Orange Brook	784	830	913	(129)
Sheridan Hills	596	607	668	(72)
Sheridan Park	674	792	871	(197)
West Hollywood	603	579	637	(34)
				(366)
TOC Middle Schools				
Apollo	823	1,240	1,364	(541)
Driftwood	1,565	1,669	1,836	(271)
				(812)
TOC High Schools				
Hollywood Hills	2,017	2,214	2,435	(418)
McArthur	2,240	2,216	2,438	(198)
				(616)

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

Not applicable. There will be no additional student demand resulting from this Amendment.

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

Not applicable. There will be no additional student demand resulting from this Amendment.

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

Not applicable. There will be no additional student demand resulting from this Amendment.