



DEVELOPMENT APPLICATION FORM

Application Form: All Applications | Rev. 03/10/2022

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR). The development application form must be filled out accurately and all applicable sections must be completed. Only completed sections indicated for application type with N/A for those section items not applicable. Refer to "Specifications for Plan Submittal" by application type for information requirements for submittal. Select the application type and approval level in **SECTION A** and complete the sections specified.

A APPLICATION TYPE AND APPROVAL LEVEL *Select the application type from the list below and check the applicable type.*

<input type="checkbox"/> LEVEL I ADMINISTRATIVE REVIEW COMMITTEE (ADMIN) <ul style="list-style-type: none"> - New nonresidential less than 5000 square feet - Change of use (same impact or less than existing use) - Plat note/Nonvehicular access line amendment - Administrative site plan - Amendment to site plan* - Property and right-of-way applications (MOTs, construction staging) - Parking Agreements (separate from site plans) <p>COMPLETE SECTIONS B, C, D, G</p>	<input type="checkbox"/> LEVEL II DEVELOPMENT REVIEW COMMITTEE (DRC) <ul style="list-style-type: none"> - New Nonresidential 5,000 square feet or greater - Residential 5 units or more - Nonresidential use within 100 feet of residential property - Redevelopment proposals - Change in use (if great impact than existing use) - Development in Regional Activity Centers (RAC)* - Development in Uptown Project Area* - RAC signage <p>COMPLETE SECTIONS B, C, D, E, F</p>	<input type="checkbox"/> LEVEL III PLANNING AND ZONING BOARD (PZB) <ul style="list-style-type: none"> - Conditional Use - Parking Reduction - Flex Allocation - Cluster / Zero Lot Line - Modification of Yards* - Waterway Use - Mixed Use Development - Community Residences* - Social Service Residential Facility (SSRF) - Medical Cannabis Dispensing Facility* - Community Business District for uses greater than 10,000 square feet <p>COMPLETE SECTIONS B, C, D, E, F</p>	<input checked="" type="checkbox"/> LEVEL IV CITY COMMISSION (CC) <ul style="list-style-type: none"> - Land Use Amendment - Rezoning - Plat Approval - Public Purpose Use - Central Beach Development of Significant Impact* - Vacation of Right-of-Way <p>City Commission Review Only (review not required by PZB)</p> <ul style="list-style-type: none"> - Vacation of Easement* <p>COMPLETE SECTIONS B, C, D, E, F</p>
<input type="checkbox"/> EXTENSION <ul style="list-style-type: none"> - Request to extend approval date for a previously approved application <p>COMPLETE SECTIONS B, C, H</p>	<input type="checkbox"/> DEFERRAL <ul style="list-style-type: none"> - Request to defer after an application is scheduled for public hearing <p>COMPLETE SECTIONS B, C, H</p>	<input type="checkbox"/> APPEAL/DE NOVO <ul style="list-style-type: none"> - Appeal decision by approving body - De Novo hearing items <p>COMPLETE SECTIONS B, C, H</p>	<input type="checkbox"/> PROPERTY AND ROW ITEM <ul style="list-style-type: none"> - Road closures - Construction staging plan - Revocable licenses <p>COMPLETE SECTIONS B, C, E</p>

*Application is subject to specific review and approval process. Levels III and IV are reviewed by Development Review Committee unless otherwise noted.

B APPLICANT INFORMATION *If applicant is the business operator, complete the agent column and provide property owner authorization.*

Applicant/Property Owner	PFL VII, LLC	Authorized Agent	Nectaria Chakas, Esq./Lochrie
Address	1140 Reservoir Avenue	Address	1401 E. Broward Blvd #303
City, State, Zip	Cranston, RI 02920	City, State, Zip	Fort Lauderdale, FL 33301
Phone	201-788-3667	Phone	954-779-1123
Email	CBradshaw@TrinsicRes.com	Email	NChakas@LochrieLaw.com
Proof of Ownership	Tax Record	Authorization Letter	Letter Attached
Applicant Signature:	<i>see agent letter</i>	Agent Signature:	<i>Nectaria Chakar</i>

C PARCEL INFORMATION **D LAND USE INFORMATION**

Address/General Location	Hotel/Lot: 400/200 Corporate Dr	Existing Use	Hotel and Parkina Lot
Folio Number(s)	49421124-0070 and -0010	Land Use	Residential Medium High (25)
Legal Description (Brief)	A portion of Shell at I95 PB 102 P2	Zoning	R-6 and R-1-C (County)
City Commission District	1	Proposed Zoning	<i>Applications requesting land use amendments and rezonings.</i>
Civic Association	None	Proposed Land Use	Mixed Use
		Proposed Zoning	PDD

E PROJECT INFORMATION *Provide project information. Circle yes or no where noted. If item is not applicable, indicate N/A.*

Project Name	Westin/Aura Cypress Creek		
Project Description (Describe in detail)	Mixed Use: Existing Hotel & Accessory uses plus Proposed 340 DU & 5ksf ground floor commercial.		
Estimated Project Cost	\$ 109,000,000	<i>(Estimated total project cost including land costs for all new development applications only)</i>	
Waterway Use	No	Traffic Study Required	Yes
Flex Units Request	No	Parking Reduction	Yes
Commercial Flex Acreage	No	Public Participation	Yes
Residential Uses		Non-Residential Uses	
Single Family		Commercial	Proposed 5,000 sf
Townhouses		Restaurant	Existing w/i Hotel 9,500 sf
Multifamily	340 DUs	Office	
Cluster/Zero Lot Line		Industrial	
Other	Hotel 298 rooms Existing	Other	Hotel mta 22,021 sf; retail 500 sf
Total (dwelling units)	340 DUs	Total (square feet)	See below:

Total Hotel (existing to remain): 32,021 sf
Total Commercial in Multifamily: 5,000 SF



F PROJECT DIMENSIONAL STANDARDS *Indicate all required and proposed standards for the project. Circle yes or no where indicated.*

	Required Per ULDR	Proposed
Lot Size (Square feet/acres)	2 acres min.	6.6 net/6.8 gross
Lot Density (Units/acres)	50 du/ac	50 du/ac gross
Lot Width	n/a	
Building Height (Feet)	up to 30 stories	hotel (exist) 14 floors; MultiFam (prop) 12 floors
Structure Length	n/a	
Floor Area Ratio (F.A.R)	3.0 max FAR	2.2 FAR
Lot Coverage	n/a	
Open Space	n/a	38%
Landscape Area	n/a	29.3%
Parking Spaces	n/a	844 spaces
SETBACKS (Indicate direction N,S,E,W)	Required Per ULDR	Proposed
Front [<u> s </u>]	(Cypress Creek Rd) n/a	32'10"
Side [<u> w </u>]	(I-95) n/a	14'1"
Corner / Side [<u> e </u>]	(7th Ave private road) n/a	36'5"
Rear [<u> n </u>]	(private road) n/a	25'1"

For projects in Downtown, Northwest, South Andrews, and Uptown Master Plans to be completed in conjunction with the applicable items above.

	Required Per ULDR	Proposed	Proposed Deviation
Tower Stepback			
Front / Primary Street [<u> </u>]	n/a	n/a	
Sides / Secondary Street [<u> </u>]	n/a	n/a	
Building Height	n/a	n/a	
Streetwall Length	n/a	n/a	
Podium Height	n/a	n/a	
Tower Separation	n/a	n/a	
Tower Floorplate (square feet)	n/a	n/a	
Residential Unit Size (minimum)	n/a	n/a	

G AMENDED PROJECT INFORMATION *Provide approved and proposed amendments for project. Circle yes or no where indicated.*

	Original Approval	Proposed Amendment	Amended Item
Project Name		n/a	
Proposed Amendment Description <i>(Describe in detail)</i>			
Residential Uses <i>(dwelling units)</i>			
Non-Residential Uses <i>(square feet)</i>			
Lot Size (Square feet/acres)			
Lot Density (Units/acres)			
Lot Width			
Building Height (Feet)			
Structure Length			
Floor Area Ratio (F.A.R)			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate (square feet)			
Residential Unit Size (minimum)			
Does this amendment require a revision to the traffic statement or traffic study completed for the project?			
Does this amendment require a revised water sewer capacity letter?			

H EXTENSION, DEFERRAL, APPEAL INFORMATION *Provide information for specific request. Circle approving body and yes or no.*

	EXTENSION REQUEST	DEFERRAL REQUEST	APPEAL REQUEST / DE NOVO HEARING
Project Name			n/a
Request Description			
Approving Body			
Original Approval Date			30 Days from Meeting <i>(Provide Date)</i>
Expiration Date <i>(Permit Submittal Deadline)</i>			60 Days from Meeting <i>(Provide Date)</i>
Expiration Date <i>(Permit Issuance Deadline)</i>			Appeal Request
Requested Extension <i>(No more than 24 months)</i>			Indicate Approving Body Appealing
Code Enforcement <i>(Applicant Obtain by Code Compliance Division)</i>			De Novo Hearing Due to City Commission Call-Up



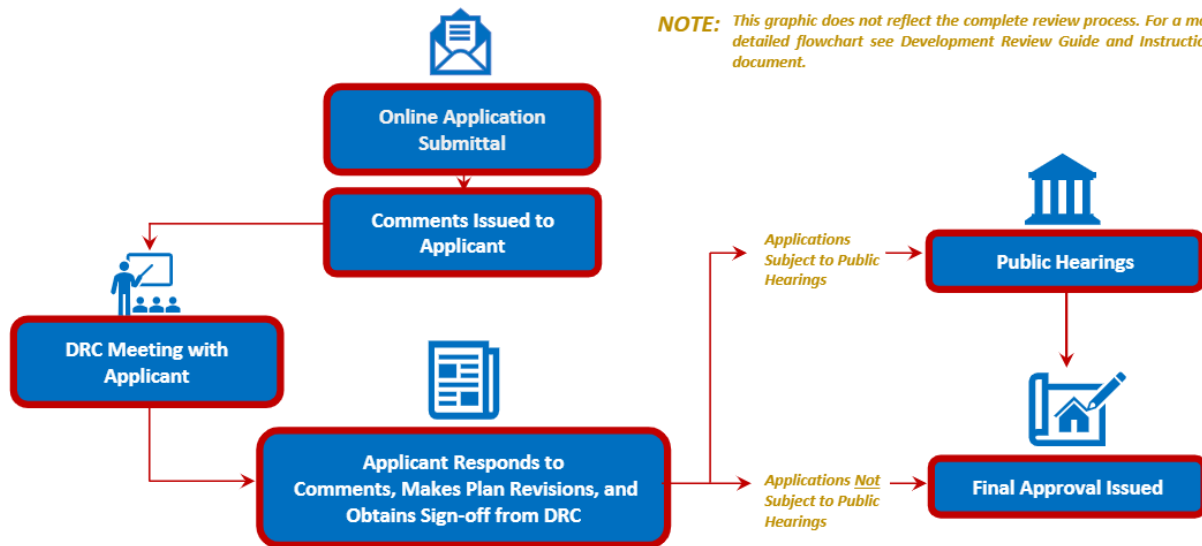
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following checklist outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- Preliminary Development Meeting** completed on the following date: 12/16/21, 3/11/22, 8/9/22 (lupa) **PROVIDE DATE**
- Development Application Form** completed with the applicable information including signatures.
- Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- Address Verification Form** applicant contact Devon Anderson at 954-828-5233 or Danderson@fortlauderdale.gov
- Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- Traffic Methodology, Study or Statement** submittal of a traffic study or traffic statement.
- Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

OVERVIEW FOR ONLINE SUBMITTAL REQUIREMENTS: Submittals must be conducted through the City's online citizen access portal [LauderBuild](#). No hardcopy application submittals are accepted. Below only highlights the important submittal requirements that applicants must follow to submit online and be deemed complete. View all the requirements at [LauderBuild Plan Room](#).

- **Uploading Entire Submittal** upload all documents at time the application is submitted to prevent delays in processing.
- **File Naming Convention** file names must adhere to the City's [File Naming Convention](#).
- **Reduce File Size** plan sets and other large files must be merged or flattened to reduce file size.
- **Plan Sets** plan sets like site plans, plats, etc. must be submitted as a single pdf file. Staff will instruct when otherwise.
- **Document Categories** choose the correct document category when uploading.

DRC PROCESS OVERVIEW: The entire development review process flowchart can be found in the [Development Application Guide and Instructions](#) document. Below is a quick reference flowchart with key steps in the process to guide applicants.



CONTACT INFORMATION: Questions regarding the development process or [LauderBuild](#), see contact information below.

GENERAL URBAN DESIGN AND PLANNING QUESTIONS

Planning Counter
954-828-6520, Option 4
planning@fortlauderdale.gov

LAUDERBUILD ASSISTANCE AND QUESTIONS

DSD Customer Service
954-828-6520, Option 1
lauderbuild@fortlauderdale.gov

**WESTIN/AURA CYPRESS CREEK
PLANNED DEVELOPMENT DISTRICT
(PDD)
PDD REZONING AND SITE PLAN
NARRATIVES**

UDP-PDD22003

September 18, 2023

Prepared by: *Nectaria Chakas*


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Table of Contents

I. GENERAL PROJECT NARRATIVE	1
II. ULDR Sec. 47-37A - PLANNED DEVELOPMENT DISTRICT	3
Sec. 47-37A.1. - Intent and purpose.....	3
Sec. 47-37A.2. - Definitions.	5
Sec. 47-37A.3. - Conditions for PDD rezoning.	5
Sec. 47-37A.4. - Uses permitted.	6
Sec. 47-37A.5. - Application public outreach.....	6
Sec. 47-37A.6. - Application requirements.....	7
Sec. 47-37A.7. - Performance standards for permitted uses.....	10
Sec. 47-37A.8. - PDD criteria and limitations.	11
Sec. 47-37A.9. - PDD public improvement examples.....	12
Sec. 47-37A.10. - Review process.	15
Sec. 47-37A.11. - Building permits.	15
Sec. 47-37A.12. - Flexibility units.	15
Sec. 47-37A.13. - Agreements.	16
Sec. 47-37A.14. - Effect of PDD zoning.	16
Sec. 47-37A.15. - Amendments to approved PDD development plans.....	16
TABLE 1 (Parking):.....	17
III. ULDR Sec. 47-25.2 Adequacy Requirements	18
IV. REZONING CRITERIA Section 47-24.4D	25
V. PDD APPLICATION REQUIREMENTS	26
VI. PARKING REDUCTIONS AND EXEMPTIONS (47-20.3.A.5.)	27
EXHIBIT A (PDD DEVELOPMENT STANDARDS).....	29

I. GENERAL PROJECT NARRATIVE

PFL VII, LLC (“Owner”) is the owner of the property located at 400 Corporate Drive located on the north side of Cypress Creek Road and east of I-95 (the “Property”). The Property is 6.6 net/6.8 gross acres in size and is currently developed as a 14-story, 298-room Westin Hotel and surface parking lot. The Property was previously located in unincorporated Broward County at the time the hotel was constructed (hotel was built in the 1980’s). The Property is currently designated Medium-High Residential (25) by the City’s Comprehensive Plan Future Land Use Map and zoned R-6 (a very small portion of the site at the northeast corner is zoned R-1C). The Property was annexed by the City of Fort Lauderdale, but was never rezoned to a City zoning category. The County category of R-6 and R-1-C no longer exist under the County’s Zoning Code. Therefore, the Property must be rezoned to a City category. An aerial of the existing conditions is shown below:



Trinsic Residential, one of the largest developers of multifamily residential in the nation, is under contract to purchase the surface parking lot to construct a mixed use project consisting of a 12-story building with 340 units and 4,717 sf of ground floor commercial uses. The parking for the hotel and the mixed use project will be accommodated in a new 11-story parking garage located between the new building and the existing Westin Hotel. Below is an illustrative site plan which shows the proposed improvements to be constructed on the existing surface parking lot.

The Westin Hotel is proposed to remain as is, and is included in this development plan because (a) the parcel needs to be rezoned to a City category and (b) the hotel and the new mixed use project are being developed cohesively as one unified development with a centralized parking garage. As noted above, the Property recently underwent a land use amendment to change the designation from Medium-High (25) to Mixed Use. The only district in the City’s code that can implement the Mixed Use land use category is the City’s PDD zoning district.

Below are some quick statistics about the Property and the proposed development:

Site Area:	6.6 net/6.8 gross acres
Land Use Designation:	Current: Medium High Residential (25) Proposed: Mixed Use (in process)
Zoning:	Current: County R-6 and R-1-C Proposed: PDD
Existing uses (to remain):	14- story, 298room hotel with associated meeting space, restaurant and retail space
Proposed uses:	12-story, mixed-use project consisting of 340 multifamily units and 4,717 sf of ground floor commercial uses 11-story parking garage
Proposed public amenity areas:	2 parks: Linear park located along the east side of the Property and Aura Commons Park situated conveniently between the multifamily uses and the hotel uses. Walking Trail/Wellness Track

The addition of residential to this site will make this a wellrounded mixed-use development that will have hotel, meeting space, restaurants, retail/office and residential uses. In addition, the proposed residential component is a logical use given the proximity of the site to the adjacent office park and the I 95/Cypress Creek transportation corridor, TriRail, and bus transit facilities.

The proposed mixed use residential/hotel development aims to encourage connectivity between uses and the community with an urban feel. Movement is the design intent; it is exemplified by the abundance of sidewalks that interconnect the nodes of open space found throughout the proposed development. The bike storage room is adjacent to the main plaza/main park for quick and convenient access. Loading is readily accessible for the residents near the main access of the parking garage while at the same time not a blatant part of the public space. The promenade that meanders all through the site offers rich, welllit landscape for a pleasant pedestrian environment. The organic curves of the building architectural design promote the same movement found on the ground floor; opening and undulations in the massing encourage permeability of both pedestrians and vehicles. At the turn of each building corner there is a new exciting experience found.

Access to the site is from Corporate Drive, a private road which connects to Cypress Creek Road. A drop-off area has been added along Corporate Drive (in addition to the hotel dropoff) to help promote ride-share use. Site sidewalks are provided to help access adjacent bus routes to the property on the rightof-way. An integrated sidewalk design has been proposed to promote pedestrian and bicycle connectivity throughout the site and adjacent landscaped spaces.

II. ULDR Sec. 47-37A - PLANNED DEVELOPMENT DISTRICT

Sec. 47-37A.1. - Intent and purpose.

The Planned Development (PDD) zoning district is intended to foster, encourage and provide for development incorporating urban design principles and elements that are not otherwise permitted under the Unified Land Development Regulations zoning districts and development standards. The PDD planning elements shall include the following:

A. Promotion of development that: (1) demonstrates substantial, significant and recognizable improvements to the neighboring community and city in general; (2) uses land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity; and (3) promotes the best possible built environment based upon urban design principles resulting in high-quality urban development;

(1) Demonstrates substantial, significant and recognizable improvements to the neighboring community and city in general:

- **15% of units set aside as affordable (340 x 15% = 51 units)**
- **Public Parks**
- **Open Space/Drainage - proposed open space is more than triple the existing open space; proposed parks and lush landscape improve the aesthetic appearance and provide opportunities for storm water infiltration.**
- **Enhanced internal site circulation/pedestrian connections and external connections to Cypress Creek Road/MPO mobility project.**
- **Introducing a residential component provide an enhanced sense of place and community, as well as to greater diversify the site and better insulate the site from potential market changes.**
- **Residents will support the local and regional economy as patrons of nearby restaurants, shops and activity centers.**

(2) Uses land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity; and

Response: The proposed project demonstrates compact building forms and infill development by developing on an underutilized site that can support the proposed project along with the existing hotel, resulting in a more efficient use of the land and mix of uses (residential, hotel, commercial/retail space) and proximate to other commercial/retail and office uses. The project promotes multi-modalism by providing bike racks/storage and internal walkability, as well as pedestrian connections linking the project to Cypress Creek Road in an area where the MPO is upgrading the Cypress Creek Road corridor, and also where bus service (BCT Route 62) exists. The Tri-rail Cypress Creek station is also located within 1 mile of the project and can therefore take advantage of the SFRTAs CC-3 service area for uber or yellow cab rides to or from the Cypress Creek Station. A covered drop-off has been provided to help promote ride-share use. An integrated hardscape and landscape design has been proposed to promote pedestrian and bicycle connectivity throughout the site's three new parks: the pocket park, the linear park, and the promenade, all carefully landscaped spaces.

The addition of residential and commercial on the site, the proposed pedestrian circulation and bike racks/storage, and proximity to complementary uses (office/workplace, commercial) and transportation alternatives (bus, trail, MPO upgrades) all demonstrate a more efficient use of land and greater multi-modal connectivity than currently exists. Safety is ensured through the local government/agency review and approval process. Sustainability is furthered through the use of water efficiency, materials and resources used within the proposed development that will meet LEED standards, as well as a reduced need for infrastructure since it is an infill project. The proposed development incorporates environmentally sensitive design decisions such as having structured, as opposed to, surface parking. A choice which minimizes the parking footprint; therefore, allowing for more open space.

(3) Promotes the best possible built environment based upon urban design principles resulting in high-quality urban development:

Response:

- **Mixed-use development is a planning initiative that contributes to creating interactive streets, providing meaningful public spaces, and creating communities where people can live, work, shop, and play within a given neighborhood. Mixed-use developments generate higher real estate value, reduced vehicle miles traveled, and higher transit ridership.**
- **Modernizing the built environment - As employers and workers desire an environment that incorporates a mix of uses, the addition of residential at this location will broaden the appeal of the subject site and surrounding area. The locational benefits of providing housing opportunities within mixed-use developments is a competitive amenity that will allow the subject site to better compete with other regions for corporate employers.**
- **The distinctive sculptural massing undulates within the site, optimizing density and establishing a naturally meandering promenade throughout. This encourages pedestrian and vehicular connectivity between adjacent uses by highlighting the public open space while maintaining the necessary private space. The development parcel will tie into the existing sidewalk/pedestrian network and also incorporates environmentally sensitive design decisions such as having structured, as opposed to surface parking. A choice which minimizes the parking footprint; therefore, allowing for more open space**
- **The parking for both the hotel and multifamily building are consolidated in a single parking garage and situated along the I-95 frontage to allow for the remaining frontages to have active uses (multifamily and ground floor uses).**

B. The standards and procedures provided in these district regulations are intended to: (1) Promote flexibility of design and permit diversification and integration of uses with a focus on the relationship of proposed buildings to neighboring properties, streets, and public spaces including massing, scale, facade treatment and articulation, with a particular focus on ground floor activity and the appropriate placement of pedestrian and vehicular entrances, parking and service that limit pedestrian and

vehicular conflicts and create an exceptional urban environment, while concurrently establishing limitations and conditions as deemed necessary to be consistent with the City's Comprehensive Plan and to protect the health, safety and general welfare of the public; (2) Encourage and enhance neighborhood and community participation at the earliest pre-design opportunity and throughout the review process to minimize discord among the applicant and the affected neighborhood(s) and community; and (3) assure that adequate attention is given to the review process and the PDD limitations, in order to serve the specific purposes set forth herein and ensure that the PDD intent and purpose is met and benefits derived are balanced by the benefits to be derived by the neighborhood(s) and community.

Response: There is a delicate balance achieved by the various uses within the proposed building which allows for the private/public, pedestrian/vehicular experience to be augmented. The ground level contains both public community enhancing amenities (such as a promenade or the dog park with benches and shading) and private amenities (such as the pool deck and the courtyard). Connectivity and permeability are key terms for this development, and the massing's terracing effect allows for these to exist by gently guiding the movement of inhabitants with architectural design decisions and purposeful pedestrian spaces. It is also important to provide an anchor point for these uses to collide, so the balance does not tip to either side. This essential moment occurs in the covered drop off/plaza that fronts the private building lobby/amenities and the public retail space/park. This moment is also seen in the duality for pedestrian/vehicular interaction. Either the building mass or thick lush landscape create a buffer between vehicular uses and much of the pedestrian experience (such as the south and east promenade/linear park) or an urban environment is created (as in the north park).

Two public participation meetings have been held. The applicant will continue to comply with public outreach requirements.

Sec. 47-37A.2. - Definitions.

For the purpose of this section, the following definitions shall apply:

- A. *Community*. Shall mean the surrounding land area, inclusive of right-of-ways, waterways and other public spaces within .25 miles from the outer boundaries of the proposed development.
- B. *Development plan*. Shall mean the site plan, design plan and any and all conditions approved by ordinance rezoning to a PDD.
- C. *Planned*. Shall mean that the character of the development is such that it utilizes a creative approach that could not otherwise be accomplished under the current ULDR regulations to meet the PDD intent, including specific elements.
- D. *PD (Planned Development)*. Shall mean a development on land under unified control as established by a recorded document that meets the criteria for a PDD as described in this Section 47-37A. Upon adoption of an ordinance approving the site plan and design characteristics that become the specific zoning regulations and standards for the land to which the PDD is applicable.

Response: Informational. No response needed.

Sec. 47-37A.3. - Conditions for PDD rezoning.

In addition to the criteria provided in Section 47-24.4.D for a rezoning approval, the following conditions shall apply:

A. *Minimum area for a PDD zoning district.* The minimum land area required for an application to an a PDD district shall be two (2) acres, with the exception of land designated as Regional Activity Center which shall be a minimum of one-half ½ acre. The minimum area of two (2) acres may be reduced upon a finding of substantial public benefit or similar benefit over and above the application of the ULDR; No right-of-way vacations shall be considered, for the purpose of calculating the minimum two (2) acre requirement unless acceptable and like alternate pedestrian and/or multi-modal access is provided.

The restrictive covenants applicable to those portions of the lands set aside to achieve such benefits, which are not dedicated to the public, shall be subject to the provisions of subsection 47-37A.12 and any such agreement contemplated therein shall be recorded in the public records and be binding on the lands of the PDD development, and the obligation therein provided, if any, shall be fully insured by a bond or other means. The minimum area requirements contained in this section shall not apply to any PDD application pertaining to lands located within the Northwest Community Redevelopment Area.

Response: Complies. The Property which is the subject of the rezoning is 6.6 net acres in size and 6.8 gross acres. No right-of-way vacations are considered.

B. *Consistency with the goals and objectives of plans adopted for the City's Regional Activity Centers.* For properties located in the City's Regional Activity Centers, the proposed development shall be consistent with the principles and guidelines of the respective existing and future master plans.

Response: Not applicable. Project is not located in a Regional Activity Center.

C. *Configuration of the PDD zoning district.* The tracts of land which comprise the PDD zoning district shall be abutting, with the exception of intervening minor streets or alleys.

Response: The property proposed for rezoning is contiguous.

D. *Entire tract under unified control.* An applicant must be the owner or owner's agent of the property with fee simple title.

Response: The entire tract is under single ownership by PFL VII, LLC. The owner has authorized Lochrie & Chakas, P.A. to act as agent in connection with this PDD rezoning request.

Sec. 47-37A.4. - Uses permitted.

The uses permitted and combination thereof within the PDD district, shall be established at the time of rezoning to PDD and shall be consistent with the City's Comprehensive Plan.

Response: The uses shown on the development plan include hotel, restaurant, meeting space, retail, multifamily residential and office/retail. The uses permitted shall be all uses allowed under the B-1 zoning district.

Sec. 47-37A.5. - Application public outreach.

Prior to the filing of an application, the applicant shall provide an opportunity for input from the property owners of the community as follows:

A. *Notice.* Such notice shall clearly state that the purpose of the meeting is to introduce the proposed development concept for initial public input.

B. *Procedure.* At such public meeting, the intended applicant shall introduce the development concept, including a written executive summary explaining in general how the proposed development

meets the required conditions and criteria for PDD pursuant to ULDR. After such presentation, members of the public shall be given an opportunity to comment.

C. *Public participation.* A PDD application is subject to Public Participation requirements pursuant to Section 47-27.4.

D. *Development review committee (DRC) meeting.* Applicant shall conduct a community public meeting after the application has been evaluated at a DRC meeting.

Response: Applicant conducted a pre-application public participation meeting consistent with this provision. The meeting was held on Monday, November 7, 2022 at 6pm via ZOOM. Notice was provided to the “community” which is defined as a 0.25 mile radius of the site. Property owners within this notice range were provided with mail notice. A public participation meeting summary is included with the DRC submittal.

In addition to the meeting, the applicant held a separate public participation meeting, on October 13, 2022 to present the comprehensive plan amendment (map and text amendments) (concurrent application filed under UDP-L22003 and UDP-L22004). A third public participation meeting will take place sometime prior to the Planning and Zoning Board meeting.

Sec. 47-37A.6. - Application requirements.

In addition to the application requirements for a rezoning and a site plan level IV permit in accordance with 47-24.2. and 47-24.4., the following shall be submitted as a part of an application for PDD:

A. A PDD written narrative describing the proposed PDD, which includes:

1. The general design concept for the PDD including, but not limited to, the proposed site design, how it integrates and relates to the proposed uses, context and existing development in the surrounding community;

Response: One of the most important design goals for this project is to carefully formulate a well-articulated building mass conforming to the unique site geometry and existing context. Expansive open landscaped spaces and pedestrian connectivity is a paramount design element being provided to enhance the pedestrian realm at frontages. The distinctive sculptural massing undulates within the site, minimizing the effects of the overall massing and establishing a naturally meandering promenade throughout. In addition, the proposed plazas, parks, and pedestrian promenade encourages the realm experience and clearly delineates vehicular connectivity between adjacent uses. Quality and attention to design detail is blatant in how movement is a recurring theme that ties macro and micro together, emphasizing the project’s urban design value to the entire community.

2. Description of the innovative design aspects of the proposed PDD and how the proposed development complies with the intent and purpose of the PDD district described in Subsection 47-37A.1.; and

Response: The subject site is currently zoned R-6 and a small portion on the north is zoned R-1-C. These are old County zoning districts no longer recognized under the County’s code and also not recognized under the City’s Code. The rezoning of the property to PDD will bring the site in to a city zoning district and will also be consistent with the proposed site plan and land use plan amendment to Mixed Use also under review.

The Project is innovative in that it devotes privately owned publicly used green space by the incorporation of the fitness trail and two public park areas, which otherwise would not need to be provided if the Project did not seek to rezone to a PDD. In addition, the proposed project includes a centralized garage which concentrates all parking and vehicular activity within one area in the project. The site is irregularly shaped so the positioning of the structures on the site with the centralized garage posed some design challenges give the site's irregular "crescent" shaped configuration. In addition, the site is adjacent to I-95 and the noise generated by vehicles similarly posed a challenge with respect to the placement of the residential component of the project. Ultimately, the flanking the garage with the hotel and multifamily and placing the garage along the Cypress Creek I-95 ramp was the most logical design solution.

Aside from the design of the building, the Project will also set aside 15% of the units for affordable housing. Assuming 340 units are included, 51 of these units will be set aside as affordable. This results in a mixed use and mixed income development – something that is a preferred method of providing affordable housing in the community and mitigates the risk of "concentrations" of affordable housing in certain areas.

A description of how the Project complies with the intent and purpose of the PDD is on pages 4-6 of this narrative.

3. Identification of those aspects of the PDD that are not in compliance with the current zoning requirements, and why the proposal presents a better overall project describing said benefits, and proposed PDD's innovative characteristics.

Response: See Site Data chart Sheet A-1.01. The Property is currently zoned R-6 (county) which is no longer a zoning district recognized by the County. That said, the applicant obtained a copy of the now-repealed code and prepared the following comparison.

DIMENSIONAL REQUIREMENTS			
	County R-6	Proposed PDD	Complies?
SIZE OF PLOT	100' minimum in width and 10,000 sf minimum in area	+/-455' (irregular shaped lot)	Yes
HEIGHT	15 stories/150'	Hotel: 14 Stories/140'-8" Residential: 12stories /129'-4"	Yes
PLOT COVERAGE	40% max. for buildings 7-15 stories	37%	Yes
SETBACKS			
North (hotel site)	39.2' (20' plus 2' for each 10 feet of building height above 44')	29'-11" (existing)	No Legal nonconforming
North (Private Road)	32' (10' plus 2' for each 10 feet of building height above 22')	25'-9"	No Legal nonconforming
West Yard- (I-95 ramp)	37' (15' plus 2' for every 10' of building height exceeding 22' unless a greater width is required under the side yard)	14'-9" (existing)	No Legal nonconforming
East Yard - interior side	32'	5' interior side (existing)	No Legal nonconforming

DIMENSIONAL REQUIREMENTS			
	County R-6	Proposed PDD	Complies?
	(10' plus 2' for each 10 feet of building height above 22')		
East (Private Road)	32' (10' plus 2' for each 10 feet of building height above 22')	52'-10"	Yes
South (Cypress Creek frontage)	31' (25' plus 2.5' for each 10 feet of building height above 100')	30'-6" to new structure	No Modification from R-6

PARKING			
	Required	Proposed Per PUD	Difference/Justification
Hotel and accessory uses (existing uses): <ul style="list-style-type: none"> • Rooms: 298 rooms • Restaurant #1: 4,000 sf • Restaurant #2 (Lobby): 1,500 sf • Restaurant #3 (Coffee): 1,000 sf • Kitchen Area: 3,000sf • Meeting space: 22,021 sf • Retail (Gift shop): 500 sf 	285 spaces	200 spaces (0.67/room)	Per parking study prepared by Joaquin Vargas
Multifamily (new uses): 340 units: <ul style="list-style-type: none"> • 184 @ Studio/1 Bed (51 affordable and 133 market rate) • 132 @ 2 Bedroom • 24 @ 3 Bedroom 	636 spaces	598 spaces	Reduction taken for the 51 affordable units per ULDR Sec. 47-20.3.A.2.B – affordable housing parking reductions. Parking proposed at 1/unit for affordable units.
Retail (new proposed on ground floor) <ul style="list-style-type: none"> • 4,717 sf 	19 spaces	19 spaces	Complies with current code
TOTAL:	940 spaces	817 spaces	Net reduction of 123 spaces
	PROVIDED:	835 spaces	Standard: 661 spaces Compact: 161 spaces Accessible: 13 spaces
FOR FURTHER BREAKDOWN OF PARKING SEE TABLE 1 on Sheet A-1.01			

B. A context plan of the surrounding land area, inclusive of right-of-ways, waterways and other public spaces, indicating proposed development and outline of all nearby properties with structures outlined, uses and approximate heights labeled (in floors), including existing setbacks, drive isle(s), and sidewalk(s) dimensions.

Response: See Sheet A-1.00.

C. The number and type of dwelling units, and square footage of all proposed uses and buildings on site, including dwelling unit per net acre calculations.

Response: See Site Data chart Sheet A-1.01 Project proposes the following uses:

NEW MIXED USE BUILDING:

- **Residential: 340 multifamily units @ 50 units per gross acre (6.8 gross acres x 50 units = 340 units).**
- **Commercial (ground floor): 4,717 sf**

HOTEL BUILDING:

- **298 rooms with accessory restaurants, retail and meeting space**

D. A description of how the proposed PDD meets adequacy requirements as provided in Section 47-25.2.

Response: Provided later in this document.

E. A description of the proposed phasing of construction of the PDD, if applicable, identifying the general schedule and specific improvements associated with each phase, the estimated start date, an estimated completion date, and shall be in accordance with the provisions for site plan expiration as provided in Section 47-24.1.M. The completion of all public improvements must be secured by a bond to be provided by the applicant, including a demolition bond to permit any unfinished phase to be demolished by the city.

Response: Please see below estimated phasing schedule:

- **Phase I: Q2 2024 Demolition of existing Improvements and relocation and reconnection of onsite utilities serving office park (2 months to complete)**
- **Phase II: Q2 2024 Site preparation (1 months to complete)**
- **Phase III: Q3 2024 Vertical construction of shared garage (8 months to complete)**
- **Phase IV: Q4 2024 Vertical construction of multifamily project (24 months to complete)**

F. Aerial oblique perspectives of the project in context with adjacent properties and surroundings from opposing views, showing clear and accurate three-dimensional views in context with the surrounding area, and indicating building outlines.

Response: See Sheets A-0.05 and A-0.06.

Sec. 47-37A.7. - Performance standards for permitted uses.

A. The permitted principal and accessory uses, height, bulk, shadow, open space, yards, setbacks, separation between buildings, floor area ratio, density, design concept and standards, signs, landscaping, parking bufferyards, fences and all other development standards for the PDD shall be as established by ordinance approving a PDD based on the criteria provided in this Section 47-37A.

Response: Acknowledged.

B. Parking. Off-street parking requirements provided in Section 47-20.2, may be reduced for any use proposed in the PDD subject to the criteria provided in Section 47-20.3.A.5, Reductions and Exemptions criteria. All parking reductions to be granted must be based on an identifiable plan to

mitigate all negative impacts which may be associated with such reduction. Parking requirements shall be project-driven and may be reduced proportionally to the degree that shared uses, pedestrian connections, and other modes of transportation provide alternatives to vehicular trips.

Response: Applicant is proposing to utilize alternative parking ratios. See parking study prepared by Joaquin Vargas, TraffTech. See parking breakdown on Sheet A-101 and in this narrative.

C. Areas proposed for common ownership shall be subject to the required unified control document to be recorded in the public records of Broward County. Restrictive covenants, required easements, dedication of public open space shall be recorded in the public records of Broward County.

Response: Acknowledged.

D. Development agreement shall provide for maintenance and other issues with bond assurances.

Response: Acknowledged.

Sec. 47-37A.8. - PDD criteria and limitations.

In addition to the criteria outlined herein, the following additional development criteria and limitations shall apply:

A. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties; and

Response: The project consists of hotel and accessory uses (existing) and proposed multifamily with ground floor commercial uses. The project fronts Cypress Creek Road and the I-95 interchange. The following uses are on the abutting and nearby properties:

Abutting: Office uses and commercial uses;

Nearby: Residential to the south and retail and office uses to the west of I-95.

B. While a mix of uses is encouraged, uses that create an inherent negative impact, such as excessive noise, odors, pollution, dust, or similar effects on adjacent uses shall be avoided. Generally, residential, office, hotel, restaurant, retail and other community-serving uses provide opportunities for successful combinations that help to create a vibrant and dynamic living environment with a variety of destinations offering goods and services in close proximity; and

Response: The Project includes hotel, residential and retail uses consistent with the suggested uses in this section.

C. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and

Response: The proposed structure incorporates a significant amount of articulation and “tiers” to the building which allow the height to transition from Cypress Creek Road and the residential community to the south. The abutting properties are developed with multistory office buildings which complement the proposed residential structure.

D. Street sections shall provide ample pedestrian access with continuous sidewalks and shade tree canopy balancing parking requirements with other mobility options and promote shared access between properties and uses; and

Response: See Sheet L-6 for street sections.

E. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity; and

Response: No alley/street vacations are proposed.

F. Residential density shall be limited to fifty dwelling units per acre (50 du/ac) or when applicable, the maximum residential density permitted by the underlying land use designation or portion thereof; and

Response: The project proposed 340 multifamily units. The proposed County and City land use categories limit density to 50 units per gross acre. (6.8 gross acres x 50 units/acre = 340 units)

G. Floor area ratio (FAR) for nonresidential intensity within the PDD shall be limited to a FAR of three (3) times the parcel size; and

Response: The project provides an FAR of 2.2 without the garage and 3.0 with the garage.

H. Building height may be increased by an additional amount equivalent to one hundred and twenty-five (125) percent of the existing height identified in the underlying zoning district but in no case shall exceed three hundred (300) feet.

Response: The underlying zoning district of County R-6 zoning allowed buildings up to 15 stories/150' in height. The proposed building is 12 stories/129'4" in height.

Sec. 47-37A.9. - PDD public improvement examples.

The proposed PDD zoning ordinance shall promote development that demonstrates substantial, significant and recognizable improvements and a long-term beneficial effect to the neighboring community and the city as a whole. Examples of the noted public improvements can include:

A. Preservation/reuse of historically significant structures not otherwise protected;

Response: N/A. There are no historically significant structures on the Property.

B. Provision of a walkable mixed use neighborhood center that can reduce driving requirements for existing residential neighborhoods including incorporation of complete streets criteria in streetscape design; parking requirements may be reduced proportionally to the degree that reduced parking is justified by multi-modal connectivity as an alternative to vehicular trips;

Response: The project incorporates many features to promote pedestrian activity. Presently, the existing site is used as a surface parking lot with little to no connectivity and interaction with the Cypress Creek corridor. The proposed project includes 2 new park areas and a new walking trail around the entire mixed use building to foster pedestrian activity. In addition to the internal site improvements, the project will provide two pedestrian connections linking the development to Cypress Creek Road. The MPO have planned upgrades to the Cypress Creek corridor to improve multimodal activity. The Transportation and Mobility Dept. for the City requested that this development provide pedestrian connection points to link the new development to the Cypress Creek mobility improvements. Below is the illustrative site plan which shows 2 connections to the Cypress Creek Road corridor as well as the pedestrian improvements within the development site.



In addition, the project in this location furthers and supports mass transit use by redeveloping a site that is served by BCT Route 62 and is also in close proximity to regional transit. Tri-Rail Cypress Creek Station is approximately 1 mile from the subject site. The SFRTA has partnered with various "Ride Partners" to provide complimentary commuter connections to/from select TriRail stations in Broward and Palm Beach Counties within select service areas. The subject site is located within the service area known as CC-3. Therefore, residents, hotel guests, employees, and the like have the option to request a complimentary Uber or Yellow Cab Taxi ride to or from the Cypress Creek Station.

C. Superior architectural design, placement and orientation of buildings and attainment of Leadership in Energy and Environmental Design - Neighborhood Development (LEED ND) certification for the development or LEED certification of individual buildings and/or other similar state, national or city-recognized programs;

Response: Sunlight and ventilation are key aspects of a sustainable design, by undulating and terracing the mass the proposal maximizes the use of both. Balconies and terraces encourage outdoor interactions, where tenants can open their windows and feel the sunshine in their apartment. The lush landscape below calls everyone in the community to revitalize themselves with fresh air. As a walkable mixed-use neighborhood, it is encouraged to ride your bike to a nearby public transit hub. The proposed development can also be housing for the office buildings in the adjacent property, allowing for all needs to be met. Water efficiency, materials and resources used within the proposed development will also meet the LEED standards.

D. Provision of public facilities and public open space such as plazas, parks, provision for waterfront public access, greenway features, etc. and may include amenities such as playgrounds, special event space, etc. where the quality and programming of the space shall be emphasized over quantity;

Response: The project proposes (3) parks with the quality programming of the different spaces, these parks include the following:

1. Linear park

- Lushly planted walkway
- Sculptural earthwork
- Bike racks
- Sculptural park furniture
- benches & trash receptacles
- Dining tables
- Connect to future Starbucks
- Connect to future Cypress Creek Mobility Path

2. Aura Commons park

- Sculptural earthwork
- benches & trash receptacles
- Dining tables
- Trellis w/ flowering vines
- Specimen tree
- Bike racks
- Connect to hotel

3. The project is also providing a wellness track with the following features:

- (1) x lap = +/- half mile
- Decorative pavers
- Lushly planted walkway
- Connect to future Starbucks
- Connect to future Cypress Creek Mobility Path
- Connect to hotel
- Connect to parking garage

The applicant is proposing to grant these areas to the City by easement for use and benefit of the public. The easement will provide for reasonable limitations on the use of the parks and walking trail such as time of day limitations, repair and maintenance closures, etc.

E. Landscaping shall be provided in a manner which maximizes tree canopy, emphasizes native vegetation, improves the aesthetic appearance, and provides opportunities for storm water infiltration;

Response: Preserved existing trees with DBH totaling 696 inch; proposed open space is more than triple the existing open space; (2) proposed parks and lush landscape improve the aesthetic appearance and provide opportunities for storm water infiltration.

F. Preservation or restoration of environmental or natural resources that would not otherwise be protected, including environmental remediation/brownfield redevelopment; and

Response: There are no environmental resources on the Property.

G. Other public improvements and benefits that are established as part of the development plan but are not otherwise required of an applicant such as off-site infrastructure improvements.

Response: The applicant is providing the linear park and Commons park for the use of the public. Also, a wellness track around the perimeter of the property will connect to the Cypress Creek Mobility Plan path. Park details are described in the response to “D” above. Park plans/sheets are included in the site plan set.

In addition, the project provides 15% of the units as “affordable units”. For a 340 unit development this means that 51 units will be reserved for affordable housing.

Sec. 47-37A.10. - Review process.

The review process for a rezoning to PDD district is as follows:

A. A pre-application conference with the department shall be required prior to submitting a PDD rezoning application. The purpose of the pre-application conference is to allow the applicant and staff to discuss the proposed design concept of the development plan and how it complies with the conditions and criteria specified in this section, as well as the review process.

Response: Acknowledged.

B. Rezoning application review. The PDD rezoning application shall be reviewed in accordance with Section 47-24.4.C. As part of the approval of the rezoning, offsite and on-site conditions may be imposed if the condition is necessary to ensure that the development meets the requirements of Section 47-37A; ensures that the PDD is compatible with the neighborhood; mitigates any adverse impacts which arise in connection with the approval of the rezoning or any continuation thereof. Conditions for approval may relate to any aspect of the development, including, but not limited to, height, bulk, shadow, mass and design of any structure, parking, access, public transit and landscaping requirements.

Response: Acknowledged.

C. No PDD rezoning application shall be approved except on the affirmative vote of a super majority of four (4) members of the city commission.

Response: Acknowledged.

Sec. 47-37A.11. - Building permits.

No building permits shall be issued prior to the recording of the ordinance rezoning to PDD. All building permits issued must be in conformance with the approved PDD zoning district.

Response: Acknowledged.

Sec. 47-37A.12. - Flexibility units.

Flexibility units may be allocated to a PDD at the time of the PDD rezoning approval subject to the development site being located in the Unified Flex Map. A development site located outside the boundaries of the Unified Flex Map are not eligible for flex units but may be permitted affordable housing flex units.

Response: Applicant is not requesting flexibility units. The residential density for this project will be governed by the proposed Mixed Use land use designation which limits density to 50 units per gross acre.

Sec. 47-37A.13. - Agreements.

The applicant shall execute such agreements, easements and other documents necessary with regard to the implementation of any conditions imposed with regard to the PDD. Such documents may include, but are not limited to, contracts, covenants, deed restrictions and sureties and bonds acceptable to the city for completion of the development according to the plans approved at the time of rezoning to PDD and for continuing operation and maintenance of such areas, functions, and facilities including soft and hard landscaping and other amenities which are not proposed to be provided, operated or maintained at public expense.

Response: Acknowledged. A Development Agreement will be provided.

Sec. 47-37A.14. - Effect of PDD zoning.

The PDD site plan and design narrative as provided in Section 47-37A.1.a. and b., as approved by the city commission including such conditions as necessary to ensure that the development meets the criteria of this section, shall, upon adoption by ordinance, be the specific zoning regulations for the property rezoned thereby and bind the property with the full force and effect of specific zoning regulations. The ordinance rezoning to PDD shall be recorded in the public records of Broward County at applicant's expense. Unless otherwise provided in the approved PDD zoning district ordinance, the provisions of the ULDR with general applicability to development within the city shall apply as requirements of the development of property rezoned to PDD. Any provision of an approved PDD zoning district shall prevail when any provision elsewhere in the ULDR shall conflict.

Response: Acknowledged.

Sec. 47-37A.15. - Amendments to approved PDD development plans.

A. If the applicant wishes to change to a use that was not approved as part of the PDD zoning district, a new application for rezoning must be approved in accordance with the provisions of this section. If the applicant wishes to amend a site plan or design narrative or any other aspect of a PDD previously approved as part of a rezoning to PDD, such amendment shall be done in accordance with the provisions for amending a site plan level IV, as provided in Section 47-24.2.A.5, Development permits and procedures.

B. In the event a development has received previous approval, as a PUD, any requests for an amendment to such PUD shall comply with the provisions of the PUD regulations otherwise set forth in Section 47-37.

Response: Acknowledged.

TABLE 1 (Parking):

	<u>Amount/ SF</u>	<u>Required Parking Ratio (County Code for existing uses and ULDR for proposed uses)</u>	<u>Proposed Ratio under PDD (per parking study)</u>	
EXISTING USES (to remain):		County Code Required		
Hotel Rooms	298	3 per 4 rooms	223 spaces	@ 0.67/room = 200 spaces*
Hotel Restaurant #1	4,000 sf	35% of 1 space per 50 sf of CSA CSA = 50% of gross sf 2,000 sf of CSA x 1space/50sf	14 spaces	Included as accessory to hotel
Hotel Restaurant #2 (Lobby)	1,500 sf	35% of 1 space per 50 sf of CSA CSA = 50% of gross sf 750 sf of CSA x 1space/50sf	5 spaces	Included as accessory to hotel
Hotel Restaurant #3 (Coffee Shop)	1,000 sf	35% of 1 space per 50 sf of CSA CSA = 50% of gross sf 500 sf of CSA x 1space/50sf	4 spaces	Included as accessory to hotel
Kitchen Area	3,000 sf	Included as accessory to hotel	0 spaces	Included as accessory to hotel
Meeting space (assembly use)	22,021 sf	35% of 1 space per 200 sf	39 spaces	Include as accessory to hotel
Retail (Hotel Gift Shop)	500 sf	35% of 1 space per 400 sf	0 spaces	Included as accessory to hotel
		SUBTOTAL EXISTING HOTEL:	285 spaces	PROPOSED HOTEL: 200 spaces
PROPOSED USES:		ULDR Required		
Affordable Studios/1 Bedroom	--		51 units	@ 1.0/unit = 51 spaces**
Studios/1 Bedroom	184 units	@ 1.75/unit = 322 spaces	133 units	@ 1.75/unit = 233 spaces
2 Bedroom	132 units	@ 2.0/unit = 264 spaces	132 units	@ 2.0/unit = 264 spaces
3 Bedroom	24 units	@ 2.1/unit = 50 spaces	24 units	@ 2.1/unit = 50 spaces
Total	340 units	SUBTOTAL MULTIFAMILY:	636 spaces	598 spaces
Retail Office	4,717 sf	@ 1/250sf = 19 spaces	4,717 sf	@ 1/250 sf = 19 spaces
		SUBTOTAL RETAIL USES:	19 spaces	19 spaces
		TOTAL REQUIRED:	940 spaces	TOTAL REQUIRED: 817 spaces
		TOTAL PARKING PROVIDED:	835 spaces in garage (surplus of 18 spaces) (Standard 661 spaces; Compact 161 spaces***; ADA 13 spaces)	
<p>* Parking reduction proposed pursuant to criteria in Sec. 47-20.3 (Parking reductions and exemptions) ** Parking reductions for multifamily affordable housing authorized by ULDR 47-20.3A.2.b. ***City code limits compact spaces to a max of 20% and minimum dimensions of 8'8" x 16'</p>				

III. ULDR Sec. 47-25.2 Adequacy Requirements

- A. Applicability. The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.
Response: Acknowledged.
- B. Communications network. Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.
Response: The proposed project will not interfere with the City's communication network. Interference, if any, will be determined at site plan review and approval.
- C. Drainage facilities. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 ½) inches of runoff from the impervious surface whichever is greater.
Response: Acknowledged. The proposed development will meet drainage requirements as determined during the site plan review and approval process.
- D. Environmentally sensitive lands.
1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:
 - a. Broward County Ordinance No. 89-6.
 - b. Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
 - c. Broward County Ordinance No. 84-60.

Response: Acknowledged.
 2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.
Response: There are no environmentally sensitive areas on site.
- E. Fire protection. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.
Response: Acknowledged. Any proposed development will meet fire and safety standards. Any fire improvements will be determined during the site plan review and approval process.

- F. Parks and open space.
1. The manner and amount of providing park and open space is as provided in Section 47-38A, Park Impact Fees, of the ULDR.
Response: Acknowledged.
 2. No building permit shall be issued until the park impact fee required by Section 47-38A of the ULDR has been paid in full by the applicant.
Response: Acknowledged.
- G. Police protection. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention Through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.
Response: Acknowledged. Any proposed development will meet police protection standards.
- H. Potable water.
1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.
 2. Potable water facilities.
 - a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
 - b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
 - c. Where the county is the projected service provider, a similar written assurance will be required.**Response: Potable water service is furnished by Broward County. Applicant obtained confirmation from Broward County indicating there is sufficient capacity to service the site.**

- I. Sanitary sewer.
1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
 2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
 3. Where the county is the projected service provider, a written assurance will be required.
 4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

Response: Sewer service is furnished by Broward County. Applicant obtained confirmation from Broward County indicating there is sufficient capacity to service the site.

- J. Schools. For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.

Response: Applicant obtained a School Capacity Availability Determination confirming that there is a sufficient student capacity to accommodate additional students.

- K. Solid waste.
1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.
 2. Solid waste facilities. Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Response: Applicant will be contracting with a private waste hauler for the disposal of solid waste.

- L. Stormwater. Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Response: Acknowledged. Any proposed development will meet stormwater requirements in accordance with applicable codes and standards.

M. Transportation facilities.

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.

2. Regional transportation network. The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.
Response: A traffic study is provided with the site plan prepared by Joaquin Vargas, P.E. with TraffTech. The section of Cypress Creek Road from Dixie Highway to east of Dixie Highway (where the road goes down to 2 lanes) is currently operating deficiently with or without the proposed Project. Since the Project does not cause this roadway section to fail, it is NOT considered an adverse traffic impact. Moreover, the intersection that controls the operation of Cypress Creek Road, east of Dixie Highway is the intersection of Cypress Creek Road/Dixie Highway. According to the detailed traffic study, the Aura Cypress Creek project increased the delay of this intersection by less than 4 seconds. We propose signal optimization which mitigates the project's traffic impacts at this location. Moreover, according to the detailed traffic study, the I-95/Cypress Creek Road ramps are projected to operate at level of service "C" and "B" with the Aura Cypress Creek project in place and the intersection of Cypress Creek Road/NE 7th Avenue is projected to operate at level of service "C" with the Aura Cypress Creek development in place.

3. Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An

applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

Response: The project does not abut any local streets. Corporate Drive is a private street and NE 7th Avenue is a private street. The road will be maintained by the owners using Corporate Drive through private agreements.

4. Traffic impact studies.
 - a. When the proposed development may generate over one thousand (1,000) daily trips; or

Response: A traffic study is provided with the site plan application prepared by Joaquin Vargas, P.E.

5. Dedication of rights-of-way. Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.

Response: All dedications for right of way were satisfied when the property was platted.

6. Pedestrian facilities. Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.

Response: Sidewalks, pedestrian crossing and other pedestrian facilities will be designed to meet requirements, as applicable.

7. Primary arterial street frontage. Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

Response: Acknowledged.

8. Other roadway improvements. Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

Response: There is a proposal to optimize the signal at the intersection of Dixie and Cypress Creek to mitigate the 4 second delay caused by the proposed Project. Other than this improvement, we are not aware of any other offsite improvements needed.

9. Street trees. In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

Response: Any improvements will be determined during the site plan review and approval process.

N. Wastewater.

1. Wastewater. Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.

Response: Broward County provides wastewater service for the Property. Broward County has advised that there is adequate wastewater facility and service requirements are available to the subject site.

- Trash management requirements. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

Response: Acknowledged.

- P. Historic and archaeological resources.
1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

Response: Not applicable. There are no historical or archaeological resources on the Property.

- Q. Hurricane evacuation. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Response: N/A. The subject site is not located east of the Intracoastal Waterway.

IV. Rezoning Criteria Section 47-24.4D

Sec. 47-24.4. Rezoning (city commission).

D. *Criteria.* An application for a rezoning shall be reviewed for compliance with Section 47-25, Development Review Criteria. In addition, an application for a rezoning shall be reviewed in accordance with the following criteria:

1. The zoning district proposed is consistent with the city's comprehensive plan.
Response: The subject site is currently zoned R-6 and R-1-C which are old County zoning districts no longer recognized under the County's code and do not exist under the City's Code. The rezoning of the property to PDD will bring the site in to a city zoning district and will also be consistent with the proposed Mixed Use land use designation also under review.

2. The changes anticipated by the proposed rezoning will not adversely impact the character of development in or near the area under consideration.
Response: The rezoning to PDD will not adversely affect the character of the area. Rather, development/redevelopment on the site under the PDD district will now be required to comply with a citybased zoning district. The PDD district will allow for the introduction of residential on the site for an overall mixed use development that is supportive of, and compatible with, the surrounding character of development which generally consists of office park and residential uses.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.
Response: The amendment site consists of two parcels totaling 6.6 acres net. The northern portion of property (+/- 3 acres) is currently developed with a 298-room hotel with accessory meeting space and restaurants/retail space, and the uses will remain as-is. The new development will be constructed on the existing surface parking lot on the southern portion of the site (+/- 3.6 acres) which will be redeveloped to consist of a mixed-use development with a maximum of 340 multifamily units and ground floor commercial space.

The addition of residential to this site will make this a well-rounded mixed-use development that will have hotel, meeting space, restaurants, retail/office and residential uses all of which are supportive of, and compatible with, the surrounding area and adjacent uses as outlined below:

Adjacent Uses	
North	Water
South	ROW then single-family (Oakland Park)
East	Office with surface parking, vacant commercial
West	I-95

V. PDD Application Requirements (Per application)

FROM THE PDD APPLICATION CHECKLIST: Plan sets shall follow the specifications for site plan submittal and also provide the following in the site plan package:

1. Building height analysis depicting the height of buildings within .25 mile of the subject site.

Response: Please see SHEET A-1.00 AERIAL SITE PLAN for a graphic demonstrating the height of buildings within .25 mile of the subject site.

2. Phasing plan including any proposed public improvements on-site and off-site.

Response: The project will be constructed in one phase as depicted on the site plan A-1.02B. Public improvements are included in this phase and will be completed prior to final C.O. of the multifamily building and parking garage.

3. Transportation demand management plan with location of such items identified on the plans.

Response: The proposed project furthers strategies aimed at maximizing traveler choices and increasing multi-modalism. In addition to traditional auto options, the site is served by BCT Route 62 with a bus stop adjacent to the site along Cypress Creek Road, and is also in close proximity to regional transit. Tri-Rail Cypress Creek Station is approximately 1 mile from the subject site. The SFRTA has partnered with various "Ride Partners" to provide complimentary commuter connections to/from select TriRail stations in Broward and Palm Beach Counties within select service areas. The subject site is located within the service area known as CC-3. Therefore, residents, hotel guests, employees, and the like have the option to request a complimentary Uber or Yellow Cab Taxi ride to or from the Cypress Creek Station.

Site sidewalks are provided to help access adjacent bus routes to the property on the right of way. An integrated sidewalk design has been proposed to promote pedestrian and bicycle connectivity throughout the site and adjacent landscaped spaces.

The location of the site near existing infrastructure, together with the proposed infrastructure and connections to the travel network, offers alternatives to driving such as bus and rail transit, ridesharing, walking, and biking.

VI. PARKING REDUCTIONS AND EXEMPTIONS (47-20.3.A.5.)

5. **Criteria.** An applicant must show that the request meets the following criteria and the reviewing body shall consider the application for parking reduction based on the criteria provided as follows:

a. Adequacy requirements, as provided in Section 47-25.2; and

Response: Addressed on p. 18 of this narrative.

b. The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses; or

Response: The existing hotel operator has indicated that 200 spaces is sufficient for the hotel's parking needs. Today, many people arrive at hotel via ride share services, and do not have a car. In addition, the restaurants inside the hotel, although open to the public, are primarily used by hotel guests. Therefore, the parking requirement for hotels is not needed and not warranted under these circumstances. In addition, the applicant is providing 51 units as affordable housing. Pursuant to Sec. 47-20.3 a reduction may be granted for multifamily affordable. A parking study was prepared by Joaquin Vargas and is included with the DRC application submittal.

c. There is a public parking facility within seven hundred (700) feet of the parcel which the parking is intended to serve along a safe pedestrian path as defined by Section 47-20.4, which spaces may be used to provide parking for applicant's property without conflict with the need for public parking based on a report by the department which includes a report by the city's director of parking services and city engineer; or

Response: N/A.

d. If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours; or

Response: N/A.

e. If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users; or

Response: N/A.

f. Restrictions will be placed on the use of the property or actions will be taken such as providing company vans for car pooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or

Response: N/A.

g. Any combination of subsections A.5.a through e; and

Response: N/A.

h. Notwithstanding the provisions of Section 47-20.19 and Section 47-3, Nonconforming Uses, Structures and Lots, parking legally permitted and associated with an established permitted use prior to or on the effective date of the ULDR (June 18, 1997) located within the Central Beach zoning districts of the Central Beach Regional Activity Center, and where the structure containing such permitted use is not voluntarily demolished by more than fifty (50) percent such parking shall be deemed to be conforming parking for the purposes of a change of use as regulated by Section 47-20 and Section 47-3, Nonconforming Uses, Structures and Lots and shall not be required to provide additional parking; and,

Response: N/A. Project is not in the Central Beach Regional Activity Center.

i. In addition to the criteria provided above, that any alternative parking arrangement proposed will be adequate to meet the needs of the use the parking will serve and that reducing the required parking will be compatible with and not adversely impact the character and integrity of surrounding properties.

EXHIBIT A
PDD DEVELOPMENT GUIDELINES

<u>DENSITY/INTENSITY REQUIREMENTS:</u>	
Density:	
Hotel rooms:	298 hotel rooms
Residential:	340 units: 50 units per gross acre (6.8 gross acres)
Open Space:	37%
Floor Area Ratio:	2.2 excluding parking garage
<u>DIMENSIONAL REQUIREMENTS:</u>	
Height:	150'
Distance between buildings:	52'-3"
Yards/Setbacks (Overall Parcel):	
North:	29'-11"
North (Private Road):	25'-1"
West (I-95 ramp):	14'-9"
East (Interior):	5'-0"
East (Private Road):	52'-10"
South (Cypress Creek Rd):	30'-6"
<u>PERMITTED USES:</u>	
Parcel A	Hotel with accessory restaurants, meeting space, ballrooms, retail, personal services
Parcel B	Multifamily Residential Any use permitted in the B-1 zoning district
<u>PARKING REQUIREMENTS:</u>	
Hotel and Accessory Uses Rooms: 298 rooms Restaurant #1: 4,000 sf Restaurant #2 (Lobby): 1,500 sf Restaurant #3 (Coffee): 1,000 sf Kitchen Area: 3,000sf Meeting space: 22,021 sf Retail (Gift shop): 500 sf	$298 \text{ rooms} \times 0.67 = 200 \text{ spaces}$ (includes all accessory hotel uses)
Multifamily Residential: Affordable Studio/1 Bedroom: Studio/1 Bedroom: 2 Bedroom: 3 Bedroom:	340 units 51 units @ 1.0/unit = 51 spaces 133 units @ 1.75/unit = 233 spaces 132 units @ 2.0/unit = 264 spaces 24 units @ 2.1/unit = 50 spaces TOTAL Multifamily: 598 spaces
Commercial Retail/Office:	$4,717 \text{ sf} @ 1/250 \text{ sf} = 19 \text{ spaces}$
TOTAL REQUIRED ALL USES:	817 required 835 provided in parking garage
Except as otherwise stated above, other uses for the Commercial space will be parked per the City's ULDR.	
<u>MISCELLANEOUS REQUIREMENTS:</u>	
Landscaping:	PerULDR

Shadow Study:	N/A
Signage:	
Hotel:	All Existing Signage may be repaired and replaced. Additional signage to be placed on parking garage façade per PDD site plan documents. Additional signage to meet ULDR
Multifamily and commercial:	Projects major thoroughfare fronting façade signage will have approximate dimensions of 5' in height, projects lower level signage will have approximate dimensions of 3' in height. Width and depth are under design and subject to separate permit application approval. Tenants will have their own signage above tenant entrance. See PDD plans – elevations for proposed signage.