



REQUEST: Site Plan Level III Review: Conditional Use for Building Height above 90 Feet, Design Deviation Requests for Stepback, Shoulder Height, Floorplate Size, and Bicycle Parking in the Uptown Urban Village for a 196-Unit Affordable Housing Development, an amendment to a Previously Approved Site Plan Reducing Office Use from 37,562 to 6,525 Square Feet, and an associated Parking Reduction Request.

CASE	UDP-S25026	
PROJECT NAME	Pinnacle at Cypress	
APPLICATION TYPE	Site Plan Level III	
APPROVAL LEVEL	Planning and Zoning Board, Subject to City Commission Request for Review	
APPLICANT	Poliakoff, Becker, & Streitfeld, LLP	
AGENT	Tim Wheat, Pinnacle Housing	
PROPERTY ADDRESS	6250 N. Andrews Avenue	
ABBREVIATED LEGAL DESCRIPTION	Pine Crest Isles 63-48B	
ZONING DISTRICT	Uptown Urban Village – Northeast (UUV-NE)	
LAND USE	Uptown Urban Village Transit Oriented Development	
COMMISSION DISTRICT	1 – John Herbst	
NEIGHBORHOOD ASSOCIATION	N/A	
DIMENSIONAL STANDARDS	REQUIRED	PROPOSED
MAXIMUM DENSITY	50 Units/Acre	88 Units/Acre
MINIMUM LOT SIZE	N/A	5.47 Acres (Gross Acreage)
MAXIMUM BUILDING HEIGHT	8 Stories (90 Feet)	Building 1: 8 Stories (84 Feet, 3 Inches) Building 2: 11 Stories (108 Feet, 8 Inches)*
MAXIMUM BUILDING LENGTH	300 Feet	Building 1: 85 Feet, 2 Inches Building 2: 124 Feet, 8 Inches
MINIMUM OPEN SPACE	10,558 Square Feet	10,672 Square Feet
MINIMUM BICYCLE PARKING	40 Spaces	20 Spaces**
MINIMUM PARKING	126 Spaces	80 Spaces***
MINIMUM SETBACKS		
FRONT (W)	10 Feet	10 Feet
SIDE (N)	0 Feet	6 Feet
SIDE (S)	0 Feet	46 Feet, 9 Inches
REAR (E)	0 Feet	47 Feet
APPLICABLE ULDR SECTIONS	Section, 47-37B, Uptown Design Standards Section 47-20.3, Parking Reduction and Exemptions Section, 47-24.3, Conditional Use Permits Section, 7-25.2, Adequacy Requirements	
NOTIFICATION REQUIREMENTS	Section 47-27.6, Sign Notice 15 days prior to meeting Section 47-27.4, Public Participation	
STATE STATUTE 166.033 EXPIRATION DATE	180-DAY EXPIRATION DATE	EXTENSION DATE
	December 24, 2024	June 22, 2026
ACTION REQUIRED	Approve, Approve with Conditions, or Deny	
CASE PLANNER	Jim Hetzel, AICP Principal Urban Planner	 

* Heights above 8 stories (90 feet) shall be reviewed subject to Conditional Use Permit

**Design Deviation Request

***Parking Reduction Request

PROJECT DESCRIPTION:

The applicant is proposing to redevelop the parcel of land located at 6520 N. Andrews Avenue. The subject parcel contains an existing office building with surface parking and was originally approved as part of a site plan called "Fairfield at Cypress Creek", which included two parcels,

referred to herein as the “north parcel” and “south parcel” into a single development site. A Location Map which depicts the two parcels is provided as Exhibit 1.

The applicant is requesting to amend the previously approved site plan for the south parcel. The site is located in the Uptown Urban Village project area (Uptown) and is subject to the Uptown Design Standards outlined in ULDR Section 47-37B and the adopted Uptown Urban Village Illustration of Design Standards, also referred to as the Uptown Master Plan (UMP). More specifically, the proposed project will contain 196 affordable housing units for adult senior living contained in two buildings, totaling. The building facing Andrews Avenue will be a mixed-use building with office use on the ground floor and residential units above. A second building in the rear of the property will contain residential units. The project will be constructed in two phases with the building facing Andrews Avenue as the first phase.

The proposed building design reflects an urban neighborhood village with a focus on pedestrian-scaled building mass, enhanced streetscape, and activated ground floor. The building elevation fronting Andrews Avenue is articulated with special emphasis at the corners of the building along with high-quality building materials on the lower levels. Above are residential units with sporadic balconies and variation in building form. Special attention has been given to the building façade facing Interstate 95 with a shifting building design, creative scoring, and vertical treatments. The project is compatible with the recently completed Fairfield development in building height, streetwall, presence along Andrews Avenue and to the existing office building to the south. Parking is internal on the site and there is open and plaza space fronting Andrews Avenue. The application and project narratives are provided as Exhibit 2. The plan set is provided as Exhibit 3.

PRIOR REVIEWS:

The project was reviewed by the Development Review Committee (DRC) on July 22, 2025. The DRC Report and applicant's responses are attached as Exhibit 4. The complete file is available with the Development Services Department e (DSD).

As previously stated, the subject parcel was originally reviewed and included as part of Case No. PLN-SITE-20050005, Fairfield at Cypress Creek, for a mixed-use development with two phases with Phase One containing 295 residential units, 6,850 square feet of restaurant use, and 2,323 square feet of retail use on the north parcel. Phase Two was approved for 21,715 square feet of new office use and 15,847 square feet of existing office use on the south parcel. Phase One has been completed. The current application, Case No. UDP-S25026, is amending the originally approved site plan and development program on the south parcel by reducing the office use to 6,525 square feet and adding 196 residential units.

REVIEW CRITERIA:

The application is subject to the following criteria:

- ULDR Section 47-37B, Uptown Design Standards
- ULDR Section 47-20.3, Parking Reductions and Exemptions
- ULDR Section 47-24.3, Conditional Use Permit
- ULDR Section 47-25.2, Adequacy Requirements

UPTOWN DESIGN STANDARDS:

The property is located in the City's Uptown Urban Village project area and is subject to the Uptown Design Standards outlined in ULDR Section 47-37B and the adopted Uptown Urban Village Illustration of Design Standards, also referred to as the Uptown Master Plan (UMP). The City's UMP has an overall goal of creating a thriving mixed use, transit-oriented urban neighborhood village comprised of office, multi-family residences, retail, and open space. The proposed project is consistent with this goal and contains 196 senior affordable units and 6,525 square feet of new office use as well as areas dedicated for open space and connections to transit.

ULDR Section 47-37B contains the approval process, development monitoring, dimensional requirements, and special regulations design standards applicable to Uptown. The regulations are implemented through quantitative and qualitative standards to ensure the vision for Uptown is achieved, while providing flexibility for deviations as long as the UMP design intent is maintained.

Development Permit and Approval Process

Pursuant to ULDR Section 47-37B.3.B, applications requesting deviations to the Uptown standards are subject to review by the City's Design Review Team (DRT) and approval by City Commission. The applicant proposes four deviations to the design regulations, which are summarized below under "Dimensional Requirements." In addition, this application is subject to Conditional Use approval by the Planning and Zoning Board for building height above eight stories (90 Feet). For Conditional Use analysis see the "Conditional Use Permit" section herein.

Development Monitoring and Density

Pursuant to ULDR Section 47-37B.3.D, development monitoring for Uptown Zoning Districts, development permits are subject to the density and non-residential intensity established for Uptown in accordance with the City's Comprehensive Plan. The allocation of density and intensity is based on availability, compliance with affordable housing set aside, and project approval. See "Comprehensive Plan Section" herein for more information.

Pursuant to ULDR Section 47-37B.3.D, density of a development parcel shall not exceed 50 dwelling units per acre, except an increase in density is permitted for affordable housing units. The increase must be directly linked to providing affordable housing units in the low income category and moderate income category based on the formula below and in no case shall the total density including both market rate and affordable units exceed 100 units per acre.

- Very low and low income category: one (1) unit equals four (4) market rate units;
- Moderate income category: one (1) unit equals two (2) market rate unit.

This parcel was originally reviewed and included as part of Case No. PLN-SITE-20050005, Fairfiled at Cypress Creek, which used the south parcel for density calculations. Under Case No. PLN-SITE-20050005, density was approved at 55 dwelling units per acre or 295 units. Of the 295 units, 287 are market rate units and eight are restricted affordable units. This application will amend the previously approved density.

The maximum permitted density is 100 units per acre when applying the affordable housing bonus. The total acreage for both parcels is 5.47 acres, which results in 547 permitted units. Using the existing 287 market rate units and applying the affordable units bonus density for low income category would require a total of 72 affordable units or using the moderate income category would require 144 affordable units. The current project proposes 196 affordable units which exceeds the minimum requirements for density bonus. Table 1 provides a breakdown on density.

Table 1 – Density Summary

	Market Rate Units	Affordable Units	Bonus Units	Total	Density
Approved Project (Fairfield)	271	8	16	295	55 units/acre
Proposed Project	0	196	0	196	36 units/acre
Combined	271	204	16	483	88 units/acre

Dimensional Requirements

Pursuant to ULDR Section 47-37B.5, Table of Dimensional Requirements for Uptown Urban Village Zoning Districts, projects within the Uptown must demonstrate compliance with specific dimensional standards for the applicable Uptown Zoning District, which in this case is UUV-NE.

Applicants may request deviations based on alternate design solutions so long as the deviation still maintains the overall intent of the standards and applicant has provided justification for such.

The project complies with the required dimensional requirements for unit size, setbacks, building length, tower separation, and building length. Applicant is requesting deviations to building shoulder height, tower stepback, floorplate size, and long-term bicycle parking. As previously stated, building height is subject to Conditional Use which is required for building heights above eight stories (90 Feet) not exceeding the maximum height of 150 feet.

Staff evaluated each design deviation based on the applicant's justification and determined whether the deviation maintains or does not maintain the design intent. A brief summary of each deviation is provided below. Table 2 provides a breakdown of the applicable dimensional requirements.

- Building Height
Project contains two buildings. Building 1 is proposed at eight stories (84 feet, three inches) and Building 2 at 11 stories (108 feet, 8 inches), respectively. Building 1 complies with the height requirements; however, Building 2 is subject to Conditional Use approval for height above eight stories (90 Feet). Building 2 is located in the rear of the property closest to Interstate 95. The increase in height is appropriate given the intensity and building height of the existing development such as the Marriott Hotel which is 150 feet in height.
- Building Shoulder Height
The proposed project contains a building shoulder height that exceeds the permitted height of five stories (50 feet). The proposed building shoulder is eight stories (83 feet, 10 inches). The shoulder height requirement is only applicable for buildings that front primary and secondary streets. This project fronts a primary street, Andrews Avenue. According to the applicant, the increase is based on providing uniformity in the floor plan for construction costs as well as framing the street consistent with the height of the existing building on the north parcel.
- Tower Stepback
A tower stepback of 15 feet is required above the shoulder height. Based on the request to deviate from the building shoulder height, the stepback would not be practical. In addition, the request is consistent with the shoulder height of the existing building on the north parcel.
- Floorplate Size
Floorplate size limitations are applicable for portion of the building above the permitted shoulder height. In this case floorplate size would apply to sixth through the eighth floor. Floorplates are limited to a range of 8,000 to 12,000 square feet. The proposed floorplate for these floors is 12,625 square feet. According to the applicant, the increase in floorplate is necessary to the overall design of the project and efficiency of the floor plan to maintain affordable construction costs.
- Long-term Bicycle Parking
Long-term bicycle parking requires one space per five units, which results in 40 bicycle spaces. Given the intended future residents being senior adults, the applicant request to provide 50% of the required spaces which would be 20 bicycle spaces. These spaces would be provided in an enclosed, secure space.

Table 2 – Dimensional Requirements Summary

Requirement	UUV-NE Requirement	Proposed	Specific Solution and Justification	Complies
Height	8 stories (90 feet)	8 stories - Building 1 (84 feet, 3 inches) 11 stories – Building 2 (108 feet, 8 inches)	Conditional Use	Complies
Density	50 units/acre	88 units/acre	Affordable housing bonus request	Complies
Unit Size	400 square feet (min)	628 square feet (min)	N/A	Complies
Setback - Primary Street	10 feet (min) 50 feet (max)	10 feet	N/A	Complies
- Secondary Street	5 feet (min) 10 feet (max)	N/A	N/A	Complies
- Tertiary Street	0 feet	N/A	N/A	Complies
Building Length	300 feet	85 Feet, 2 Inches - Building 1 124 Feet, 8 Inches - Building 2	N/A	Complies
Shoulder Height	50 feet (5 stories)	8 stories (84 feet, 3 inches)	Maintain low construction costs and efficient floor plan design	Deviation
Stepback	15 feet	0 feet	Maintain low construction costs and efficient floor plan design	Deviation
Tower Separation	60 feet	61 feet	N/A	Complies
Floorplate	8,000 to 12,000 square feet	12,625 square feet	Maintain low construction costs and efficient floor plan design	Deviation

Uptown Special Regulations

The Uptown Urban Village Zoning District Special Regulations are outlined in ULDR Section 47-37B.6, which contains open space, street hierarchy, building design, arrangement of uses, parking and passenger loading, parking structures, streetscape zone, and sense of place elements. An analysis of the applicable regulations has been provided below.

- Open Space
Pursuant to ULDR Section 47-37B.6.B, open space is based on calculations by use and is considered spatial requirements rather than deeded open space. As such, projects must provide pocket park space for residential and plaza/gathering areas for non-residential uses. The residential use requirement is determined by number of units and the non-residential use is determined by the total commercial or office square footage. Furthermore, Section 47-37B.6.B allows a credit toward pocket park requirements for private common areas and there is a fifty percent reduction credit if the pocket park and plaza/gathering areas are connected. As such, after applying permissible credits, the project requires 10,672 square feet of open space and is providing 10,558 square feet. This includes open space and plaza space requirements. It should be noted, that the open space stated herein does not include the existing open space requirements for the built north parcel.
- Building Design
Pursuant to ULDR Section 47-37B.6.F, building design regulations are based on the physical qualities of buildings that front the public realm. The regulations vary depending on the street hierarchy defined as “primary”, “secondary”, and “tertiary” streets. In this case, the

project fronts Andrews Avenue, which is a primary street. The applicable design regulations prescribe that for every 100 feet of building length, the building shall articulate a minimum three-feet in the building facade, and that the first two floors shall contain two high quality building materials, and building corners shall be designed with special corner treatments.

The building frontage along the Andrews Avenue frontage does not exceed 100 feet of building length and therefore is not subject to the three-feet of articulation; however, 50% of the building façade articulates at various points from one foot to three-feet. The first two floors contain high quality building materials of composite wood and porcelain tile in conjunction with a metal canopy over the entrance.

The building corners fronting Andrews Avenue have been enhanced with the southwest building corner containing projecting balconies on each floor, angled roof line with the ground floor footprint extended beyond the façade above thereby creating emphasis at the pedestrian scale. The northwest building corner contains a significant architectural band that emphasizes the corner of the building. In addition, there is a double score line along the top of the building as a horizontal architectural element.

- Arrangement of Uses

Pursuant to ULDR Section 47-37B.6.G, the regulations for the arrangement of uses are intended to ensure appropriate placement of uses along the street and facing adjacent properties. Mixed-use developments designed in a vertical arrangement must contain non-residential uses as part of the ground floor and any residential uses on the ground floor shall be designed to include residential entrance(s) or live-work units. The project contains office use on the ground level with residential units above for Building 1. There is an entrance for the office use, which faces Andrews Avenue and the residential entrance faces the internal drive for the project. Building 2 is located behind Building 1 where the residential entrance faces the internal drive for the project.

- Parking and Passenger Loading

Parking and passenger loading are regulated by ULDR, Section 47-20, for parking ratio requirements, as further described in the "*Parking and Transportation*" section contained herein. In regards to Uptown, ULDR Section 47-37B.6.H, there are requirements for placement and location of parking. More specifically, surface parking is limited to no more than 200 spaces per parking area and no more than one parking aisle may front Andrews Avenue. The project meets both these requirements.

- Parking Structures

Pursuant to ULDR Section 47-37B.6.I, parking structures that front primary and secondary streets shall meet certain design requirements for ground level active uses, screening of upper levels, and location of access point into the parking structure. As proposed, the project does not contain parking structure.

- Sense of Place Elements

Pursuant to ULDR Section 47-37B.6.L, developments in the Uptown area are encouraged to incorporate creative design elements that establish a sense of place. Such design elements can include artistic, social, and functional components of a project and may also be creative building illumination. As proposed, the project will contain building illumination that focuses on the significant architectural band on the building and illumination with edge lighting along the entrance steps facing Andrews Avenue.

CONDITIONAL USE PERMIT:

Pursuant to ULDR Section 47-37B.5, Table of Dimensional Requirements for Uptown Urban Village Zoning Districts, projects seeking an increase to building height must be reviewed as a Conditional

Use. The applicant is proposing to increase the building height from the permitted eight stories, 90 feet to 11 stories, 108 feet, 8 inches based on the following criteria:

1. Impact on abutting properties as evaluated under the Neighborhood Compatibility Requirements, Section 47-25.3;

The project has minimized the impact to the abutting properties by providing a design that is compatible with the existing recently completed building to the north in mass and scale and provides transition from the office building to the south. The design includes treatments that blend well with the surrounding context and improves the public realm experience along Andrews Avenue with landscaping, streetscape features such as planters and public art, and a wide pedestrian sidewalk. In addition, the project provides affordable housing for seniors that will be income restricted, which is beneficial to the community. Parking is internal to site and is also shared with the development to the north. Rooftop equipment is screened with increased height in the parapet wall and is blocked from public view.

2. Access, traffic generation and road capacities; Consideration will be given to the design capacity of the adjacent roadways, the particular traffic generation characteristics of the proposed conditional use, including the type of vehicular traffic associated with such uses, and traffic generation characteristics of other uses permitted in particular zoning districts.

The development will have access from Andrews Avenue at the southernmost portion of the site and internal connection to the development to the north. Based on the uses, the project proposes a reduction in parking as there is the ability to provide shared parking for the overall project. Refer to "Parking and Transportation" Section herein for additional information.

3. The applicant must show and it must be found by the reviewing body that the following have been met:

- a. The location of the use or structure is not in conflict with the City's Comprehensive Plan;

The location of the use conforms to the City's Comprehensive Plan in that the property has an underlying land use of Uptown Urban Village Transit Oriented Development which is intended to encourage a mix of uses that support multimodal transportation options in a compact development pattern. Please refer to the "Comprehensive Plan Consistency" section herein for additional information.

- b. Off-site or on-site conditions exist which reduce any impact of permitting the use or structure;

The proposed development is designed in a manner that supports the UMP design intent and is compatible with the development pattern occurring in the area. Improvements will be made that reduce impacts to the surrounding area through enhancing pedestrian connectivity, internalizing parking, creating safe and convenient vehicular access through a single curb cut, and containing a mixed-use development program which reduces vehicular trips and allows for internal modal capture.

- c. On-site improvements have been incorporated into the site plan which minimizes any adverse impacts as a result of permitting the use or structure;

The proposed development contains a design approach that enhances the livability of the Uptown project area by creating a comfortable and safe streetscape experience, incorporating a mix of uses, and incorporating a building design that is compact. This approach results in an improved built environment compared to existing conditions.

- d. The location of the use in proximity to a similar use does not impact the character of the zoning district in which the use is located;

As designed, the proposed development does not impact the character of the zoning district or surrounding area. The project is compatible with the existing development to the north which was recently completed, thereby complying with the Uptown regulations with continuing the same built form. Properties to the south are office use, to the east is Interstate 95 and associated highway ramps, and to the west is existing retail shopping center.

- e. There are no adverse impacts of the use which affect the health, safety and welfare of adjacent properties.

The proposed development does not adversely impact the health, safety and welfare of adjacent properties. Proposed improvements include enhanced public sidewalks, outdoor and amenity space, high quality building material, improved area lighting for safety, increased landscaping, and overall connectivity.

ADEQUACY REQUIREMENTS:

The adequacy criteria of ULDR Section 47-25.2 are used to evaluate the demand created on public services and facilities by a proposed development. Water and wastewater are serviced by Broward County and a capacity letter was issued by Broward County Public Works Department stating that there is sufficient capacity to serve the project with water and to treat wastewater generated by the project. The capacity letter is attached as Exhibit 5.

PARKING AND TRANSPORTATION:

Vehicular ingress and egress to the site is located from Andrews Avenue. Pedestrians will access the site through improvements along Andrews Avenue which are based on the streetscape zones outlined in the Uptown regulations. Pedestrians will also have access to bus stops adjacent to the site for transit service options.

The applicant has submitted a Traffic Statement, prepared by the applicant's consultant, TrafTech Engineering, Inc., dated June 27, 2025, which includes a parking reduction analysis using Institute of Transportation Engineer's (ITE) Parking Generation Manual for shared parking. According to this analysis, the applicant is proposing to reduce parking for the affordable housing units from one space per unit to .80 per unit based on the units being restricted for seniors. The office parking will be provided at the required amount. The total would result in 192 parking spaces, of which 83 spaces are located within the parking structure located in the existing development to the north, which has been secured through a recorded restrictive covenant between the property owners. Table 3 provides a breakdown of the parking.

Table 3 – Parking Summary

	Units / Square Feet	Ratio	Required	ULI Analysis
Residential (Affordable)	196 units	1 space per unit	196 spaces	157 spaces
Office	6,525 square feet	1 space per 250 square feet	26 spaces	26 spaces
Total Required			222 spaces	183 spaces
Total Provided				192 spaces

In addition, the applicant has submitted a Traffic Statement, prepared by the applicant's consultant, TrafTech Engineering, Inc., dated June 27, 2025, which identified that the project will generate 699 new net daily vehicular trips in the area, with 52 AM peak trips and 61 PM peak trips. The Traffic Statement indicates that the surrounding roadway network has sufficient capacity to

accommodate the additional vehicular trips from the proposed development and that there will not be a negative impact on the surrounding roadway network. The Traffic Statement is provided as Exhibit 6.

COMPREHENSIVE PLAN CONSISTENCY:

The proposed use is consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Objective FLU 1.1, Policy FLU 1.1.12, Future land use designations, Transit Oriented Development, Uptown Urban Village designation, encourage mixed-use development served by regional transit hub with primary focus on pedestrian connectivity in a walkable development pattern with sense of place; Goal 2, Objective FLU 2.3, Mixed-use development in a multimodal environment to discourage sprawl and enhance livability; and Policy FLU 2.3.8, Transform the Uptown Area into an urban village that contains a mix of land uses with access to multi-modal options through implementation of the Uptown Master Plan.

The City's Future Land Use Map indicates that the parcel has a future land use designation of Uptown Urban Village Transit Oriented Development. More specifically, the Uptown Urban Village Transit Oriented Development Designation is intended to encourage a mix of uses employment based development compatible with residential and less intensive uses. The proposed project meets the intent of the land use designation with the non-residential uses and residential units.

Furthermore, the Comprehensive Plan requires the City track development density and intensity in Uptown including a 15% set aside of the permitted residential units as affordable housing units. Table 4 provides a summary of development monitoring for Uptown, allocation for the project if approved, and remaining balance.

Table 4 – Development Monitoring Summary

	Residential (units)		Commercial (square feet)	Office (square feet)	Industrial (square feet)	Hotel (rooms)	Community Facility (square feet)
	Market	AFH					
Permitted⁽¹⁾	3,604	635	1,449,494	4,374,186	2,262,922	1,600	152,611
Allocated⁽²⁾	1,172	146	480,013	3,374,186	1,262,922	718	132,611
Pending⁽³⁾	0	196	0	0	0	0	0
Remaining	2,432	293	969,481	1,000,000	1,000,000	882	20,000

(1) Permitted by City Comprehensive Plan, Uptown TOD Land Use Designation

(2) Allocated includes all development existing and approved but not yet built.

(3) The proposed project is included as pending.

PUBLIC PARTICIPATION:

This application is subject to the public participation requirements established in ULDR Section 47-27.4, which applies to projects within 300 feet of City-recognized civic associations. The applicant conducted a public participation meeting on October 7, 2025, and there was no attendees. The applicant's public participation meeting summary and affidavit are provided as Exhibit 7.

In addition, this request is subject to sign notification requirements established in ULDR Section 47-27.4. The applicant has installed one sign on the property and has submitted a sign affidavit indicating proper sign notification was provided. The affidavit and photograph of the posted sign reflecting the meeting date of November 19, 2025, is provided as Exhibit 8.

PLANNING & ZONING BOARD REVIEW OPTIONS:

The Planning and Zoning Board shall consider the application and make a determination based on the following criteria:

- ULDR Section 47-37B, Uptown Design Standards
- ULDR Section 47-20.3, Parking Reductions and Exemptions
- ULDR Section 47-24.3, Conditional Use Permit
- ULDR Section 47-25.2, Adequacy Requirements

If the Planning and Zoning Board determines that the proposed development or use meets the standards and requirements of the ULDR and criteria for Site Plan Level III review, the Planning and Zoning Board shall recommend approval to City Commission or approve with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use, the issuance of the Site Plan Level III permit. If approved, the following conditions apply:

CONDITIONS OF APPROVAL:

1. Prior to Final DRC, the applicant shall:
 - a. Revise the west building elevation facing Andrews Avenue to include building illumination along the vertical and horizontal banding located on the northwest corner of the building; and
 - b. Provide copy of letter from utility providers for the construction of any proposed improvement located within the existing Utility Easements inside the property.
2. At time of building permit submittal, the applicant shall:
 - a. Provide copy of the executed and recorded parking reduction order;
 - b. Provide a copy of executed and recorded deed restriction or similar mechanism for the affordable housing units restricting the units as affordable for a period of 30 years; and
 - c. Provide documentation from Broward County granting the applicant use of the excess right-of-way fronting the property along Andrews Avenue.
3. At time of issuance of building permit, the applicant shall:
 - a. Pay Park Impact Fee for the proposed residential units.

If the Planning and Zoning Board determines that the proposed development or use does not meet the standards and requirements of the ULDR and criteria for the proposed development or use, the Planning and Zoning Board shall deny the Site Plan Level III permit.

The applicant has submitted narratives outlining how the project complies with the applicable sections of the ULDR as described herein, attached as part of Exhibit 2, to assist the Board in determining if the proposal meets these criteria.

EXHIBITS:

1. Location Map
2. Application and Project Narratives
3. Plan Set
4. DRC Comment Report with Applicant's Responses
5. Broward County Water Sewer Capacity Letter
6. Traffic Statement and Parking Analysis, TrafTech Engineering, Inc., June 27, 2025
7. Public Participation Meeting Summary and Affidavit
8. Public Sign Notice and Affidavit