

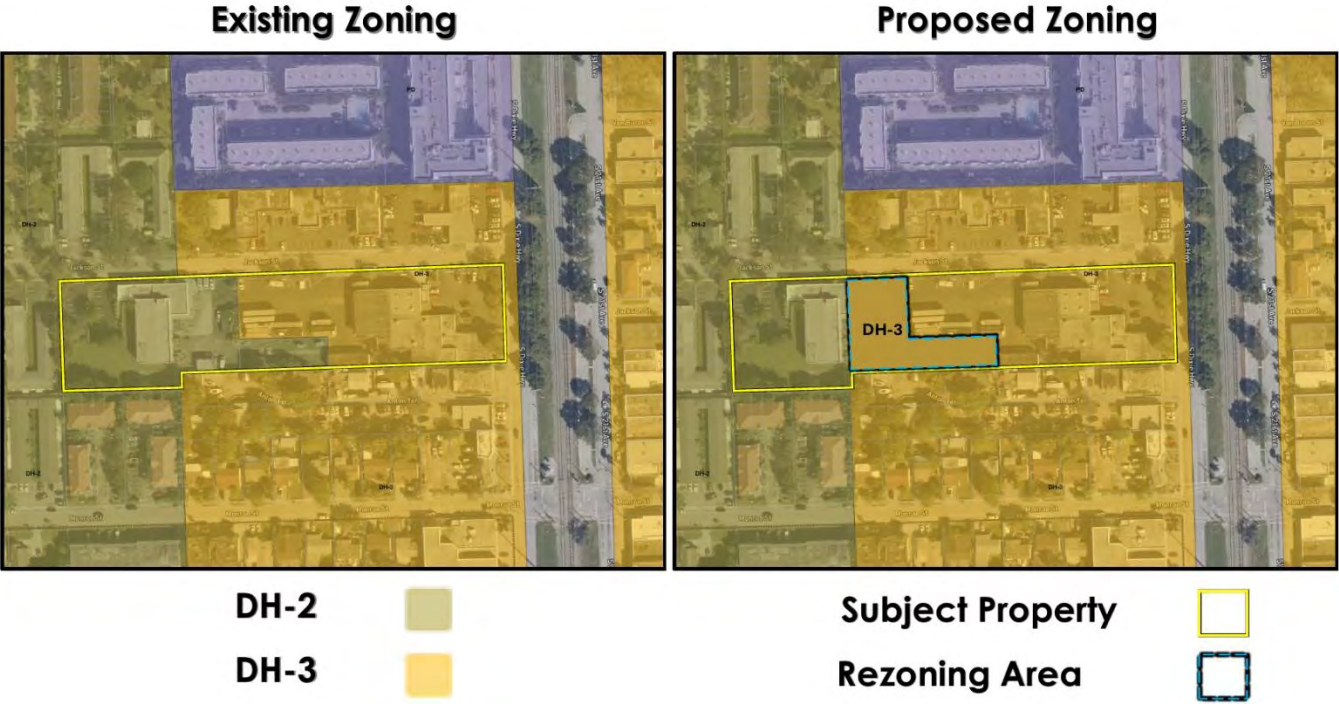


Figure 1. Existing and proposed zoning

Rezoning Standards pursuant to Code Sec. 5.3.K.2

In reviewing a request for a change of zoning district, the Board shall consider the following criteria:

a. That the petition for a change of zoning district will not result in spot zoning or contract zoning;

Response: No spot zoning would be created. A portion of the Property is already zoned DH-3. DH-3 zoning is also to the north of the Property, and stretches for 0.75 mile south of the Property along the west side of S Dixie Hwy. As can be seen in the graphic on the preceding page, the DH-3 district boundary actually jogs eastward within the Property; the proposed rezoning would shift this boundary west to align with the boundary to both the north and south.

b. That the proposed change is consistent with, and in furtherance of the Goals, Objectives and Policies of the City's Comprehensive Plan;

Response: The Property is in the Downtown Hollywood Community Redevelopment Area and is subject to the 2019 Downtown Redevelopment Plan and Downtown Hollywood Master Plan. The proposed rezoning would facilitate the following policies from the Downtown Hollywood Master Plan for the Dixie District area:

- Increase intensity and height adjacent to Dixie Highway.
- Orient height towards Dixie Highway.

The following policies from the Downtown Redevelopment Plan are applicable:

Policy 2A-5: *Encourage land assembly and other activities necessary for the development and implementation of catalytic redevelopment projects in Downtown.*

Analysis: The Property comprises three separate parcels and the zoning designations follow one of the parcel lines. Rezoning would facilitate the assembly of the parcels into a cohesive project site which could then be redeveloped with a catalytic project.

Policy 4B-2: *Facilitate new residential and mixed use development and redevelopment projects, including live/work/study/play units, in Downtown.*

Analysis: Given the high land values this close to Downtown, it is currently infeasible to redevelop the Property given the required 200'-wide height buffer essentially limits heights on the Property to 4-5 stories (see *Criterion c* below for more detail). Rezoning the Property would facilitate the development of a tower of up to 10 stories in height on the eastern portion, making it feasible to redevelop the entire Property with a residential or mixed-use project with heights that transition from shorter to taller from the west to the east.

c. That conditions have substantially changed from the date the present zoning district classification was placed on the property which make the passage of the proposed change necessary;

Response: The three parcels comprising the Property follow a different parcel layout compared to the parcels to the north and south, which is why the zoning district boundary was originally jogged eastward to match the parcel shape of the eastmost parcel. If the DH-3 district boundary was kept straight north-south, it would run directly through the westmost parcel and result in a parcel with split zoning.

The three parcels currently are used for light industrial and warehousing uses. The South Dixie Highway corridor is undergoing a transition from its past light industrial character to a residential area given the adjacent Brightline service and potential future commuter rail service. The focus of the redevelopment is the intersection with Hollywood Boulevard, which is planned for a commuter rail station and is next to the core of Hollywood's thriving downtown. The two blocks north of Jackson Street have already been redeveloped and the Property is the logical next collection of parcels to be redeveloped, especially given the large size of the parcels and consequent ease of assemblage.

The DH-3 district has supplemental zoning regulations that only apply when it is adjacent to a DH-1 or DH-2 district, which is why the rezoning is necessary. Namely, DH-3 sites (or portions of sites) within 200 feet of a DH-2 district have a height limit of 55 feet / 5 stories, as compared with the standard height limit of 140 feet / 10 stories. This requirement is meant to protect DH-2 parcels from incompatible heights in an adjacent DH-3 development, but the requirement also applies inside of a cohesive project site even though the rationale no longer holds. Complying with this requirement would limit the higher height limit to the eastmost 100' of the 750' long Property, as shown in **Figure 2**. This area is too small to fit a tower; it lacks sufficient width for appropriate structural core placement, efficient floor plan design and vertical circulation approaches common in mid- and high-rise construction. This means any potential building could only be 4 stories tall in the DH-2 portion and 5 stories in the DH-3 portion. Given the high land values this close to Downtown and high construction costs, these height restrictions would make redevelopment infeasible.

Conversely, rezoning would make the eastmost 345' developable with a tower as shown in **Figure 3**. This would accommodate a hypothetical residential development which could transition from 4 stories within the DH-2 portion of the site to 5 stories within the 200' buffer to up to 10 stories within the DH-3 portion of the site.

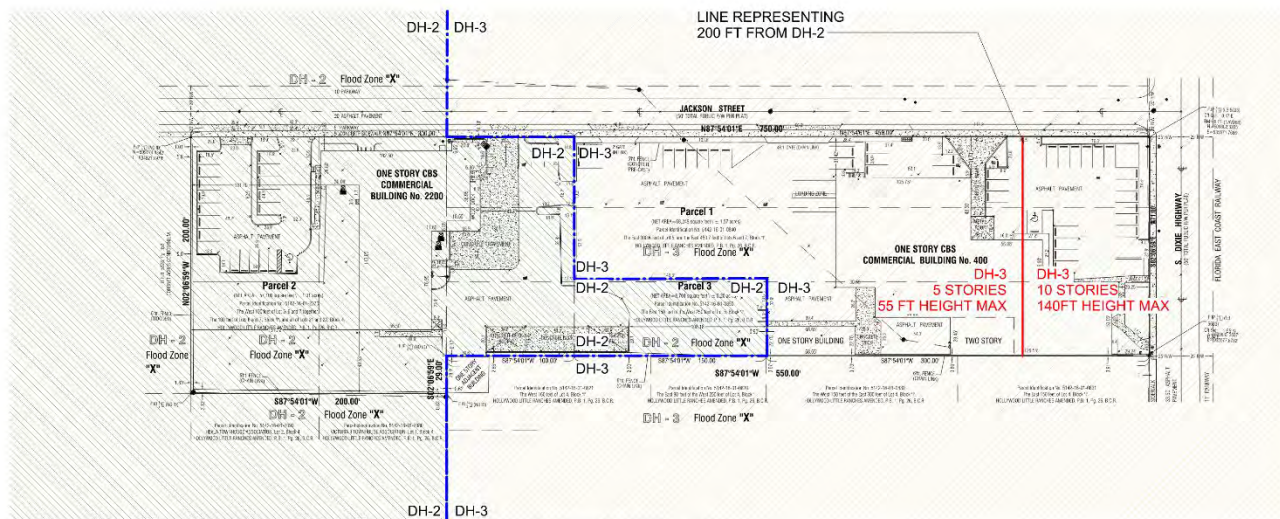


Figure 2. 200' buffer height restriction with current zoning

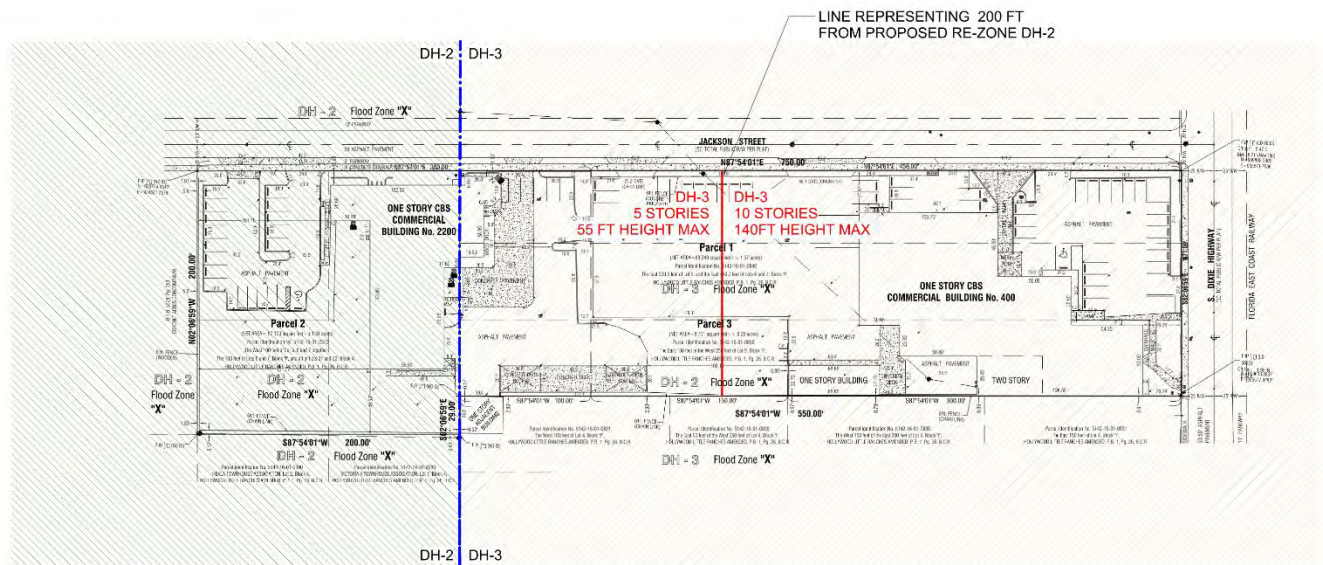


Figure 3. 200' buffer height restriction with proposed zoning

d. The proposed change will not adversely influence living conditions in the neighborhood; and

Response: The proposed change will not adversely influence living conditions in the neighborhood, as it would make the zoning district boundary consistent with the existing boundary to the north and south. The adjacent uses are as follows:

North (across Jackson Street)	• Auto rental agency on hard corner with S Dixie Hwy • Older apartments built in 1960s • Farther north – new condominiums built in 2008
South	• A mix of various uses, including two single family homes, an apartment complex, and a mixed-use building with a deli on the ground floor and apartments above; generally built in the 1950s-1980s
West	• Single-story condominiums built in 1970s

As can be seen in the table, the area's character is transitioning from light industrial and older residential uses built in the 1960s and 1970s to newer residential uses. The newer residential uses have much higher property values compared to the older residential uses, given the proximity to Hollywood's newly thriving downtown and as the remaining light industrial uses in the area are phased out. Any new development on the Property is likely to consist of 300-400 higher-end rental or for-sale residential units. The influx of additional residents would provide additional customers for the many businesses in Downtown. Additionally, the rezoning and resulting redevelopment would also increase the likelihood of other parcels / sites in the S Dixie Highway being redeveloped as new development slowly moves outward from the core intersection of S Dixie Highway and Hollywood Boulevard.

- e. That the proposed change is compatible with the development(s) within the same district/neighborhood.*

Response: As noted under *Criterion d*, the South Dixie Highway corridor is undergoing a transition, consistent with the City's vision for the area. The proposed change would align the zoning boundary of the DH-3 district within the Property to run consistently north-south, and would facilitate newer residential development similar to what has already been built to the north.

REZONING

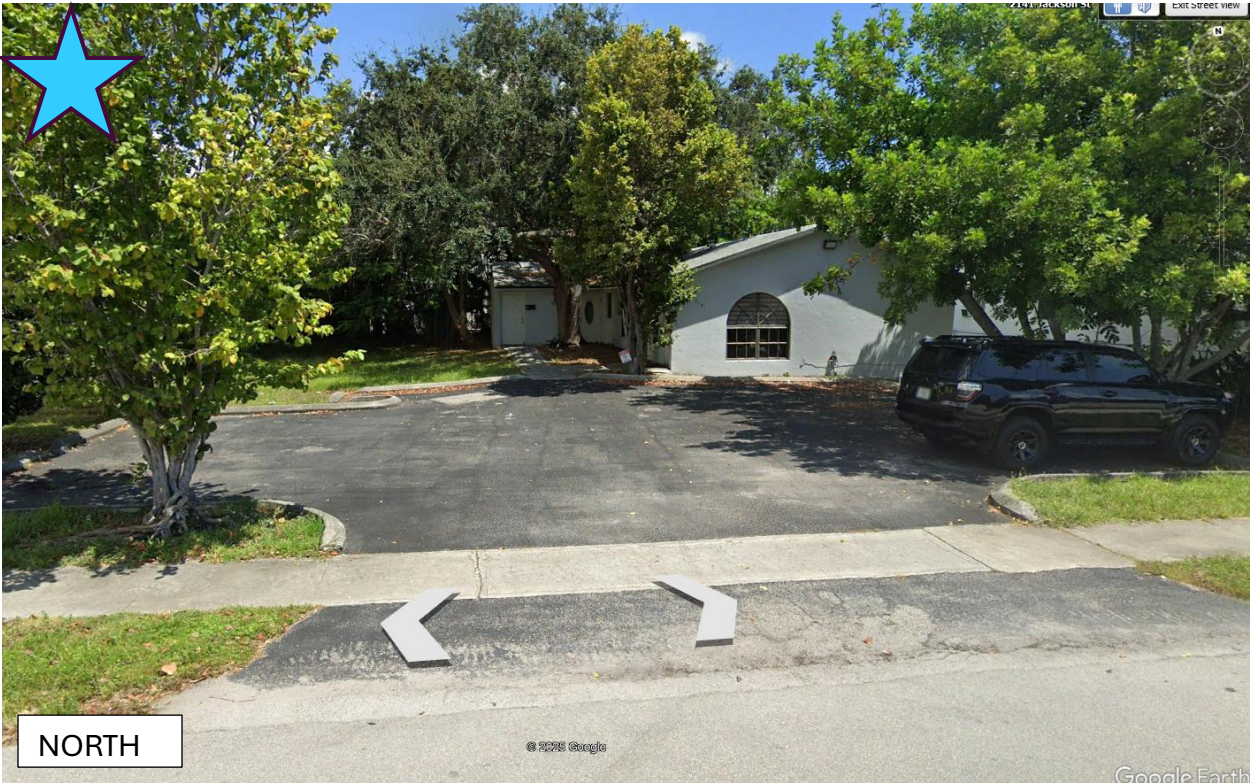


PROPERTY PHOTOS



REZONING

ADJACENT PROPERTY PHOTOS



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