

DEVELOPMENT PERMIT APPLICATION

The type of development permit(s) for which this form is applicable and the corresponding fee schedule are described on Pages 5-7. Mandatory application documents and the required ancillary attachments for each type of request are on Pages 8-10. **Prior to the submission of an application, the applicant must contact the Planning and Zoning Division for pre-application meeting at 954-630-4423.**

ALL APPLICATIONS THAT ARE INACTIVE ON THE PART OF THE APPLICANT FOR SIX (6) MONTHS OR MORE MAY BE DEEMED WITHDRAWN BY THE DEVELOPMENT REVIEW COMMITTEE.

| | |
|---|--|
| Project Name: <u>Oakland Park Square</u> | |
| Folio number(s). of affected lots: <u>4942-23-00-0470; 4942-23-15-0010; 4942-23-15-0062; 4942-23-15-0020; 4942-23-15-0030; 4942-23-15-0040; 4942-23-15-0050; 4942-23-15-0060</u> | |
| GENERAL DATA – COMPLETE ALL SECTIONS | |
| Address(s) of property: <u>3701 and 3801 N. Dixie Highway, Oakland Park FL 33334</u> | |
| Legal Description: (or attach description) | |
| Gross Site Square Footage/Acreage: <u>2.07</u> | Net Site Square Footage/Acreage: <u>—</u> |
| Existing one-site Parking Spaces: <u>-0-</u> | Proposed on-site Parking Spaces <u>338 garage 22 on street</u> |
| Title to this Property has been held since: <u>—</u> | Existing Zoning: <u>DMUD</u> |
| Existing Use of Property [include no. and sq. ft. of existing structure(s)]: <u>Vacant</u> | |
| Proposed Use of Property [include no. and sq. ft. of proposed structure(s)]: <u>Structure 1: 132,622 s.f.</u> <u>Structure 2: 85,778 s.f.</u> | |
| Type of Development Permit(s) requested: <u>Mixed use Project, Pre-Development Application, Residential, Retail, Office & Parking for Building Height and Flex units.</u> | |
| OWNER/APPLICANT INFORMATION | |
| (The undersigned has reviewed all instructions concerning the application and understands the application must be complete and accurate prior to staff review or Public Hearing(s). Attach proof of ownership and owner's authorization for representative. | |
| Name of Property Owner(s): <u>Oakland Park Dixie LLC</u> | |
| Address: <u>1111 Park Centre Blvd., Suite 450, Miami FL 33169</u> | |
| Name of Person Authorized to Sign as Owner: <u>Daniel Suarez de Puga</u> | |
| Signature: <u>[Signature]</u> | |
| Owner's Phone: <u>305-625-0949</u> | Owner's Email: <u>daniel@nrinvestments.com</u> |
| Name of Developer/Applicant/Agent (if different from owner): | |
| Address: | |
| Developer/Applicant/Agent Authorized to Sign as Applicant/Developer: | |
| Signature: | |
| Phone: | Email: |
| Application Contact Person (name, title): <u>Daniel Suarez de Puga</u> | |
| Application Contact Person's Company: <u>Oakland Park Dixie LLC</u> | |
| Office Phone: <u>305-625-0949</u> | Cell Phone: <u>—</u> Addl. Phone: <u>—</u> |
| Email Address: <u>daniel@nrinvestments.com</u> | |

An aerial, high-angle photograph of a city street scene, likely in Oakland. The image is dark and grainy, showing a multi-lane road with several cars parked and driving. Buildings line the street, and trees are visible. The overall tone is somber and industrial.

City of Oakland Park

Exhibit B to the Development Agreement

ZYSCOVICH

8.21.2020



Facade elements are a representation of character, look and feel of the development. Renderings are not meant to specify actual finishes and materials.

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GRAPHIC SCALE IN FEET

100' 50' 0'



Oakland Park

Oakland Park, Florida

Location Map

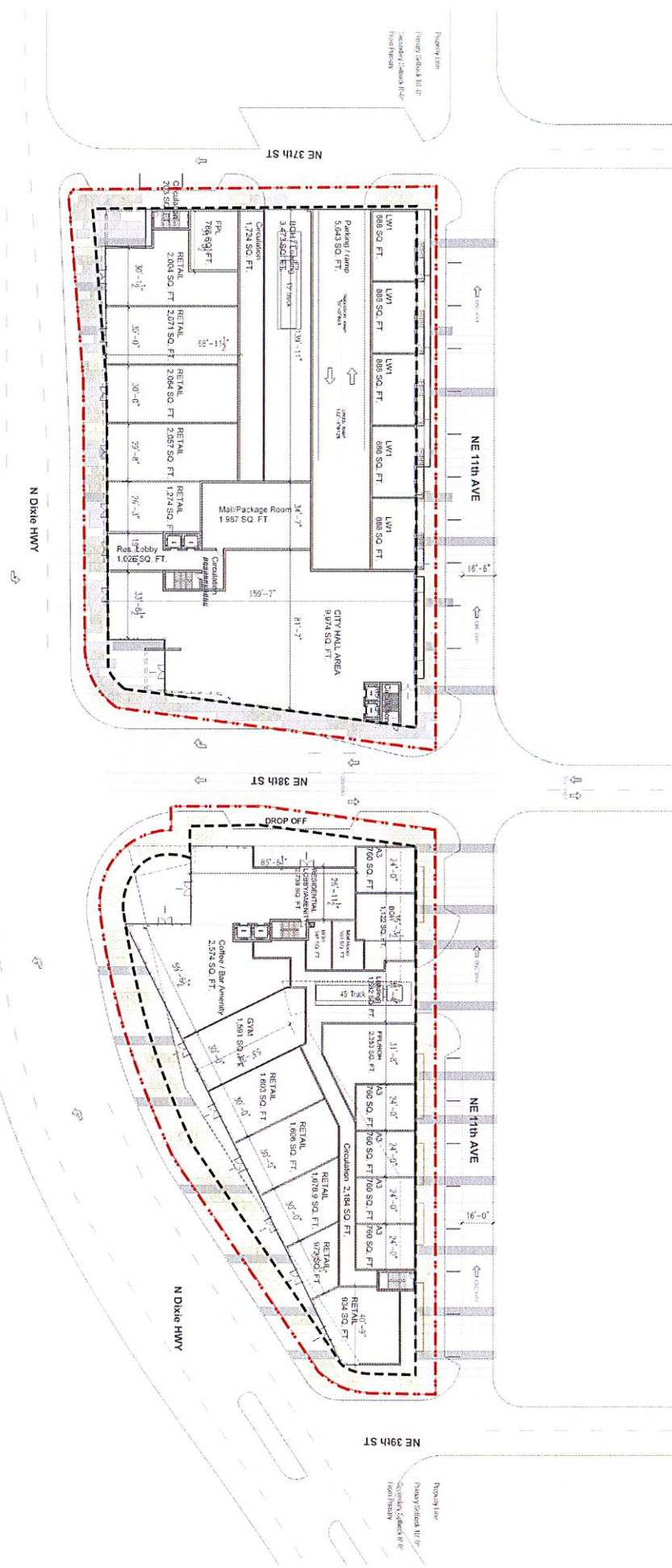
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Ground Floor

Oakland Park

Oakland Park, Florida

Lot Lines / Setbacks

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Oakland Park

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Gross / Net Acreage

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Ground Floor



N Dixie Hwy

N Dixie Hwy

NE 37th St

NE 38th St

NE 39th St

NE 11th Ave

NE 11th Ave

Property Line
Primary Setback 10'-0"
Secondary Setback 8'-0"
Front Setback

Property Line
Primary Setback 10'-0"
Secondary Setback 8'-0"
Front Setback

Program

| | Building | | | | Decks | Retail | Residential | | | |
|-----------|------------|----------|----------|-------------|----------|----------|-------------|---------------|-----------|-------|
| | Gross SF | Height | BOH | Circulation | | | Gross SF | Lobby/Amenity | Unit SF | Units |
| North Lot | | | | | | | | | | |
| 1 | 25,217 SF | 22.00 Ft | 3,454 SF | 2,184 SF | | 6,584 SF | 18,288 SF | 7,610 Ft | 3,800 SF | 5 |
| 2 | 21,481 SF | 12.00 Ft | 226 SF | 2,580 SF | 5,368 SF | | 21,481 SF | | 18,674 SF | 23 |
| 3 | 21,481 SF | 12.00 Ft | 226 SF | 2,438 SF | | | 21,481 SF | | 18,817 SF | 22 |
| 4 | 21,481 SF | 12.00 Ft | 226 SF | 2,818 SF | | | 21,481 SF | | 18,437 SF | 23 |
| 5 | 21,481 SF | 12.00 Ft | 226 SF | 2,438 SF | | | 21,481 SF | | 18,817 SF | 23 |
| 6 | 21,481 SF | 12.00 Ft | 226 SF | 2,438 SF | | | 21,481 SF | | 18,817 SF | 23 |
| TOTAL | 132,622 SF | 82.00 Ft | 4,584 Ft | 14,896 Ft | 5,368 Ft | 6,584 SF | 125,693 SF | 7,610 SF | 97,362 SF | 119 |

| | Building | | | | Decks | Retail | City Hall | Residential | | | | Parking |
|--------------|-------------------|-----------------|-----------------|------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|--------------------------|------------|
| | Gross SF | Height | BOH | Circulation | | | | Gross SF | Lobby/Amenity | Unit SF | Units | |
| South Lot | | | | | | | | | | | | |
| 1 | 39,493 SF | 22.00 Ft | 4,260 SF | 2,691 SF | | | | | | | | |
| 2 | 38,675 SF | 12.00 Ft | | 2,419 SF | 1,015 SF | 9,470 SF | 9,974 SF | 16,574 SF | 3,013 SF | 4,440 SF | 5 | 69 |
| 3 | 38,675 SF | 12.00 Ft | | 2,419 SF | | | | 6,028 SF | | 4,016 SF | 4 | 89 |
| 4 | 38,675 SF | 12.00 Ft | | 2,419 SF | | | | 6,028 SF | | 4,016 SF | 4 | 89 |
| 5 | 38,675 SF | 14.00 Ft | | 2,419 SF | | | | 6,028 SF | | 4,016 SF | 4 | 91 |
| 6 | 26,192 SF | 14.00 Ft | | 2,186 SF | 9,802 SF | | 24,006 SF | | | | | |
| TOTAL | 220,385 SF | 86.00 Ft | 4,260 SF | 14,553 SF | 10,817 SF | 9,470 SF | 33,980 SF | 40,636 SF | 3,013 SF | 20,504 SF | 21 | 338 |
| | | | | | | | | | | | On-Street Parking | 22 |
| | | | | | | | | | | | TOTAL Parking | 360 |

| Combined | | | |
|-------------------------|-------------------|------------------|-------------------|
| Residential | North | South | Total |
| Indoor | 125,693 SF | 40,686 SF | 166,378 SF |
| Outdoor | 5,368 SF | 1,015 SF | 6,383 SF |
| Bridge | 391 SF | | 391 SF |
| TOTAL | 131,452 SF | 41,701 SF | 173,152 SF |
| Units | | | 140 |
| Gross Average Unit Size | | | |
| Gross Minimum Unit Size | | | |
| Retail | | | 16,054 SF |
| City Hall | | | 33,980 SF |
| Parking | | | 360 |

Oakland Park

Oakland Park, Florida

Data

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Unit Analysis

| Net SF Analysis | | | |
|------------------|----------|----------|-------------------|
| North Lot | | | |
| Type | Unit SF | Quantity | Sub-Total |
| A1 | 664 SF | 5 | 3,320 SF |
| A2 | 738 SF | 5 | 3,690 SF |
| A3 | 760 SF | 78 | 59,280 SF |
| A4 | 802 SF | 5 | 4,010 SF |
| A5 | 874 SF | 5 | 4,370 SF |
| B1 | 973 SF | 5 | 4,865 SF |
| B2 | 980 SF | 1 | 980 SF |
| B3 | 994 SF | 5 | 4,970 SF |
| C1 | 1,122 SF | 4 | 4,488 SF |
| C2 | 1,140 SF | 1 | 1,140 SF |
| D1 | 1,252 SF | 5 | 6,260 SF |
| South Lot | | | |
| LW1 | 888 SF | 5 | 4,440 SF |
| LW2 | 1,004 SF | 16 | 16,064 SF |
| | | | 117,877 SF |
| Average Net Unit | | | 842 SF |

| Gross SF Analysis | | | | |
|--------------------|-----------|----------|---------|-------------------|
| Unit Count | | | | |
| Percentage | Quantity | Pro-Rata | Unit SF | Sub-Total |
| 3% | 1,567 SF | 5 | 311 SF | 975 SF |
| 3% | 1,730 SF | 5 | 346 SF | 1,084 SF |
| 50% | 27,798 SF | 78 | 356 SF | 1,116 SF |
| 3% | 1,880 SF | 5 | 376 SF | 1,178 SF |
| 4% | 2,049 SF | 5 | 410 SF | 1,284 SF |
| 4% | 2,281 SF | 5 | 456 SF | 1,429 SF |
| 1% | 460 SF | 1 | 460 SF | 1,440 SF |
| 4% | 2,331 SF | 5 | 466 SF | 1,460 SF |
| 4% | 2,105 SF | 4 | 526 SF | 1,648 SF |
| 1% | 535 SF | 1 | 535 SF | 1,675 SF |
| 5% | 2,935 SF | 5 | 587 SF | 1,839 SF |
| | | | | |
| 4% | 2,082 SF | 5 | 416 SF | 1,304 SF |
| 14% | 7,533 SF | 16 | 471 SF | 1,475 SF |
| 100% | 55,275 SF | 140 | | 173,152 SF |
| Average Gross Unit | | | | 1,237 SF |

Oakland Park

Oakland Park, Florida

Data

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Ground Floor

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Second / Third Floors

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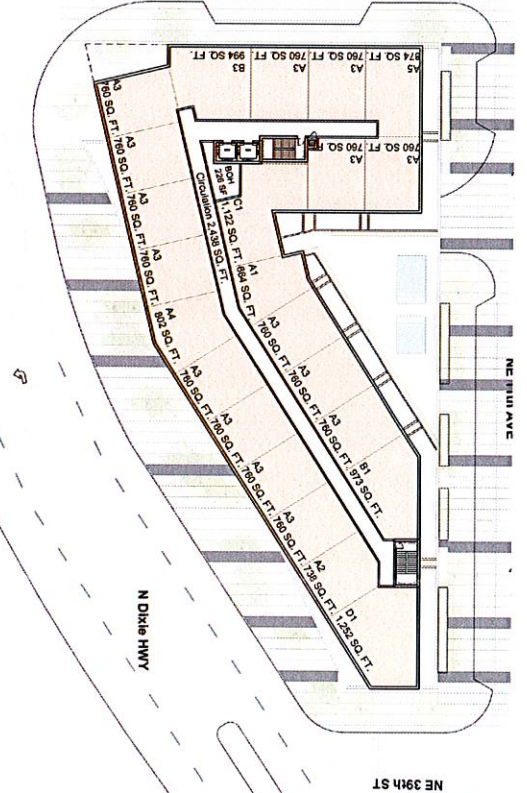
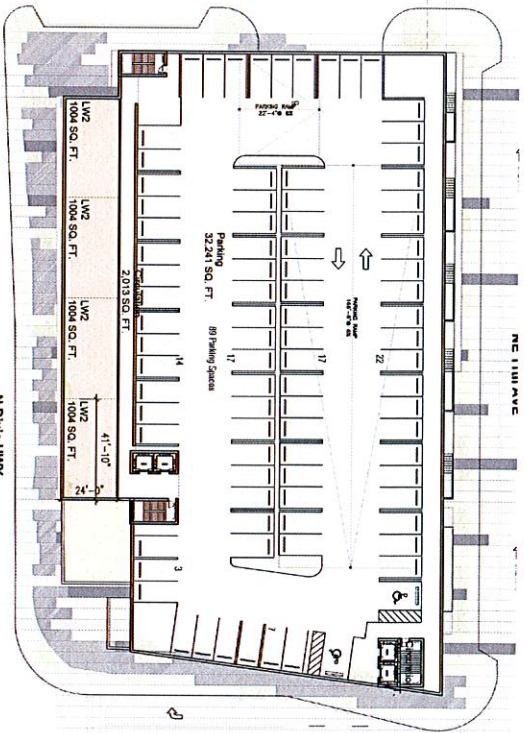
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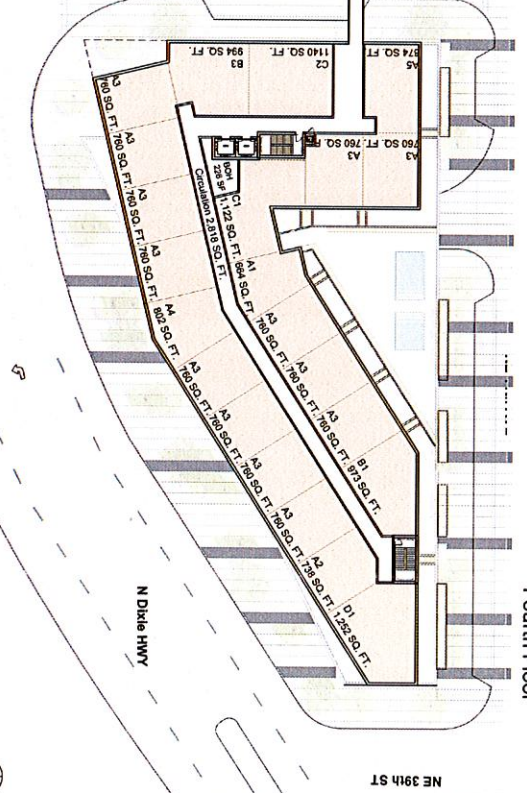
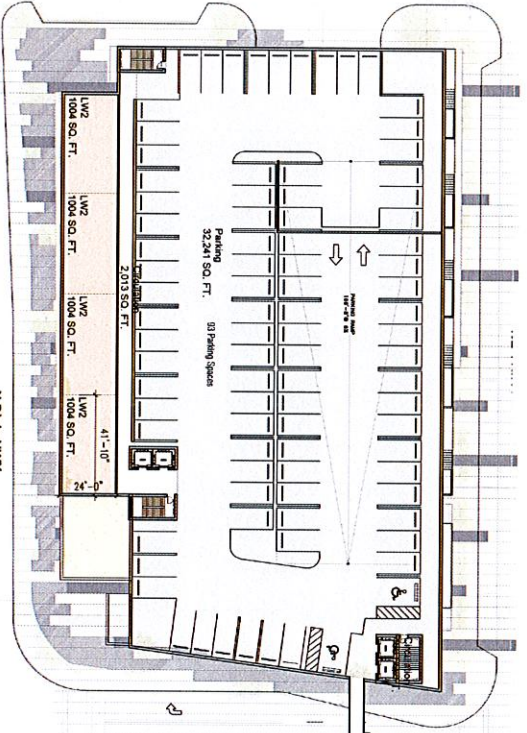


Property Line
Primary Setback 10'-0"
Secondary Setback 8'-0"
From Highway

Fourth Floor



Fourth Floor



Fifth Floor

*Bridge will need final approval from utility companies.

Fifth Floor

Oakland Park

Oakland Park, Florida

Fourth / Fifth Floors

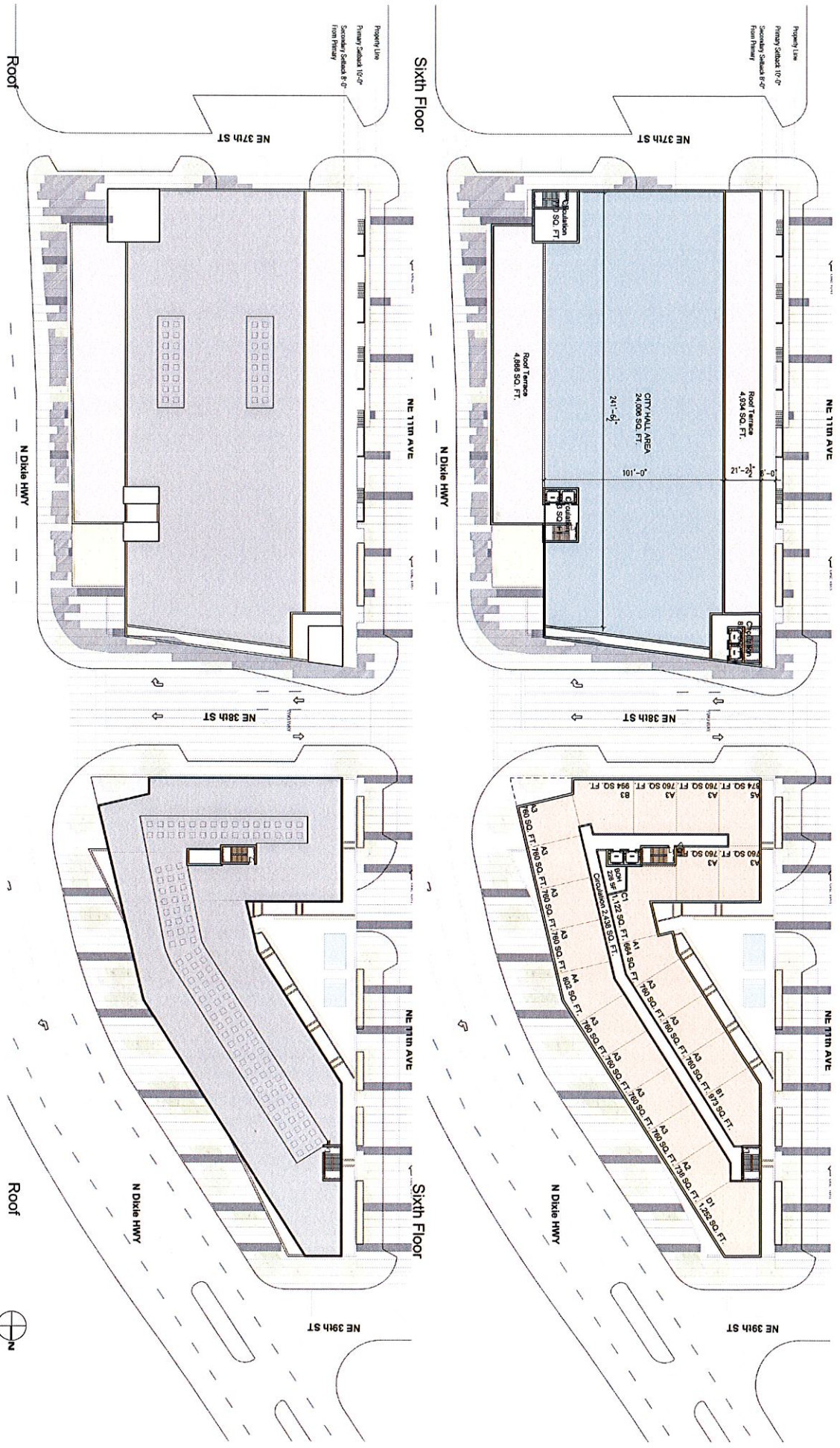
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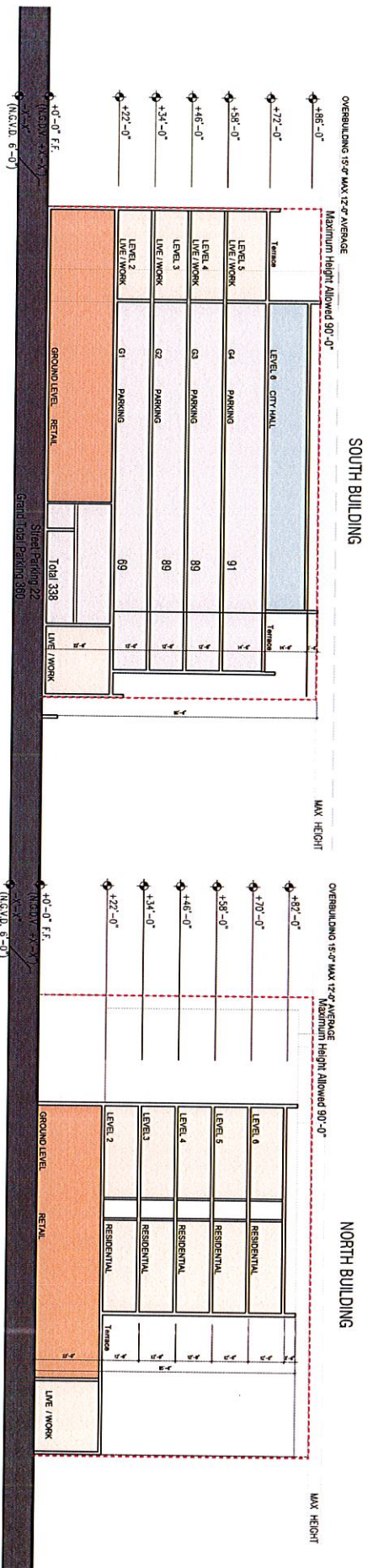
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Oakland Park, Florida

Sections

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Lot Coverage

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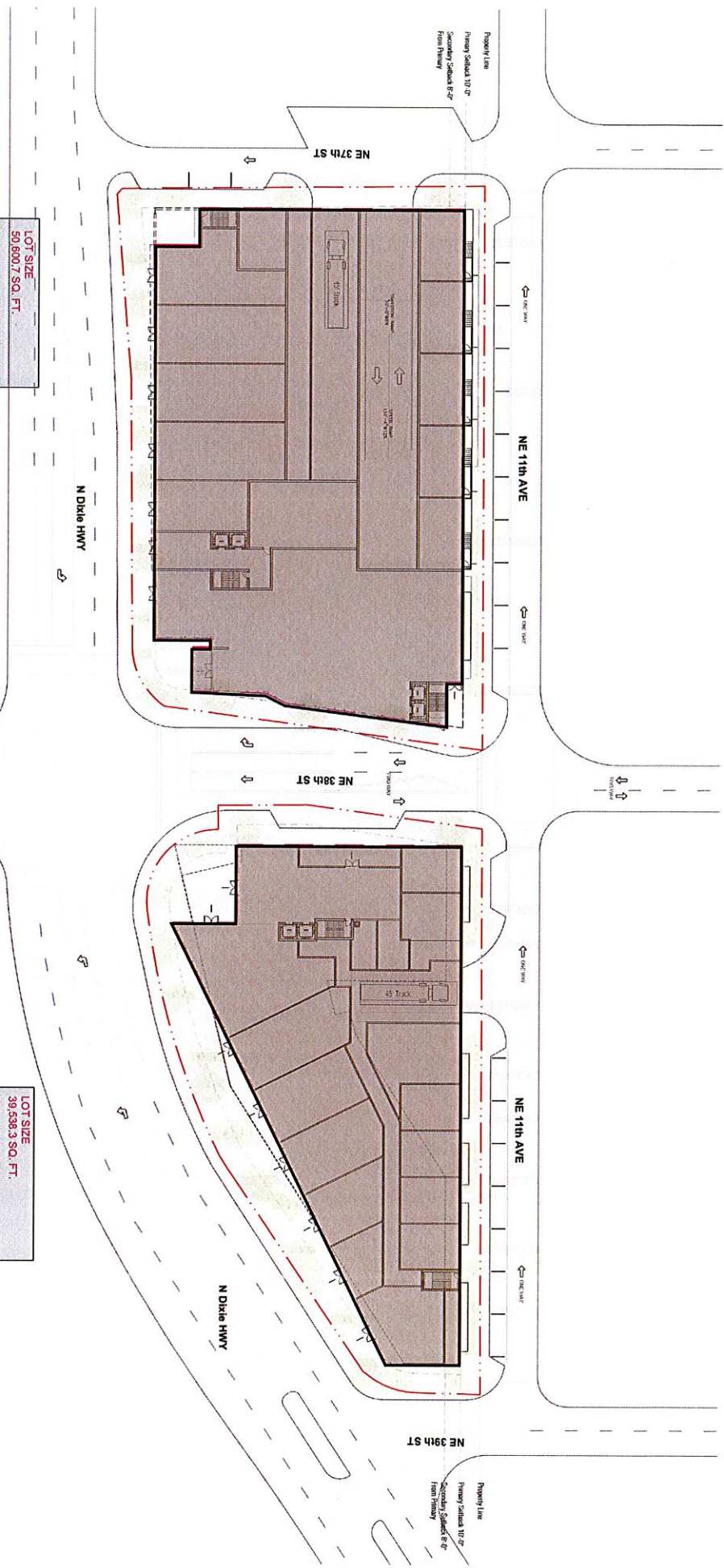
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Ground Floor

LOT SIZE
 50,600.7 SQ. FT.
 Building Coverage at First Floor
 39,709.1 SQ. FT.
 78.5 Percent

LOT SIZE
 39,538.3 SQ. FT.
 Building Coverage at First Floor
 26,084.2 SQ. FT.
 65.9 Percent



Property Line
 Primary Setback 10'-0"
 Secondary Setback 8'-0"
 From Primary

Property Line
 Primary Setback 10'-0"
 Secondary Setback 8'-0"
 From Primary

Oakland Park

Oakland Park, Florida

Open Space

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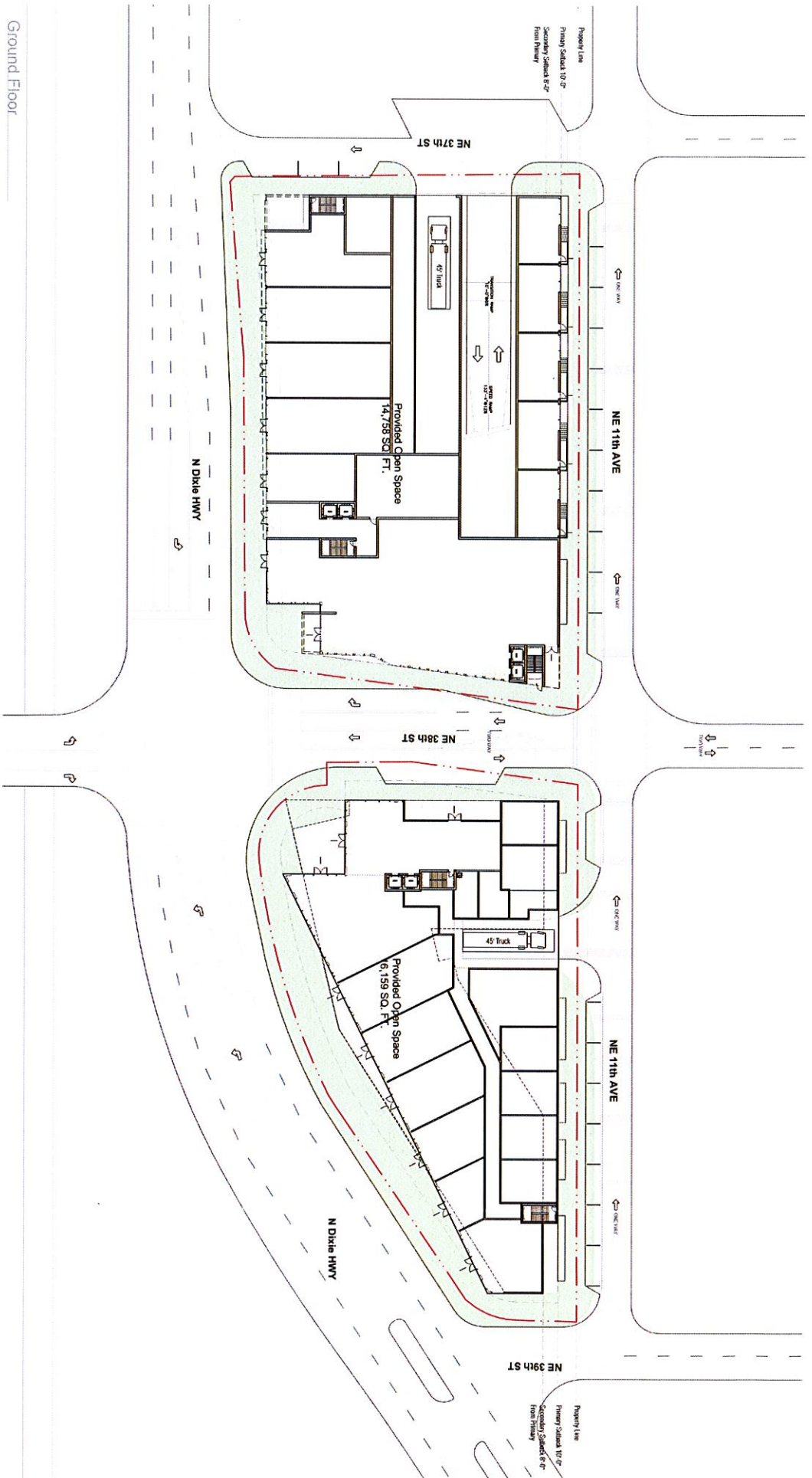
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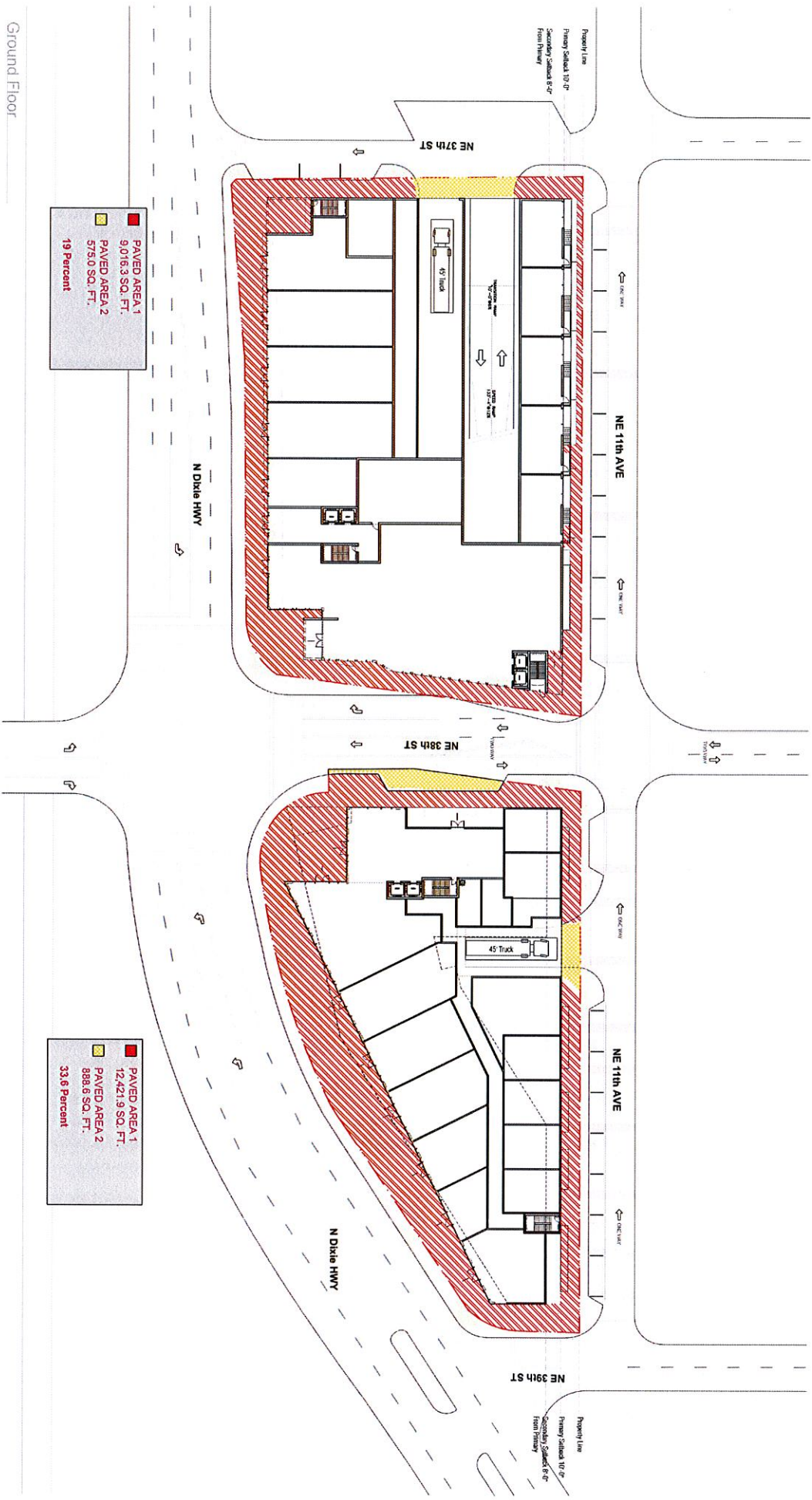
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Ground Floor





Oakland Park

Oakland Park, Florida

Paved Areas

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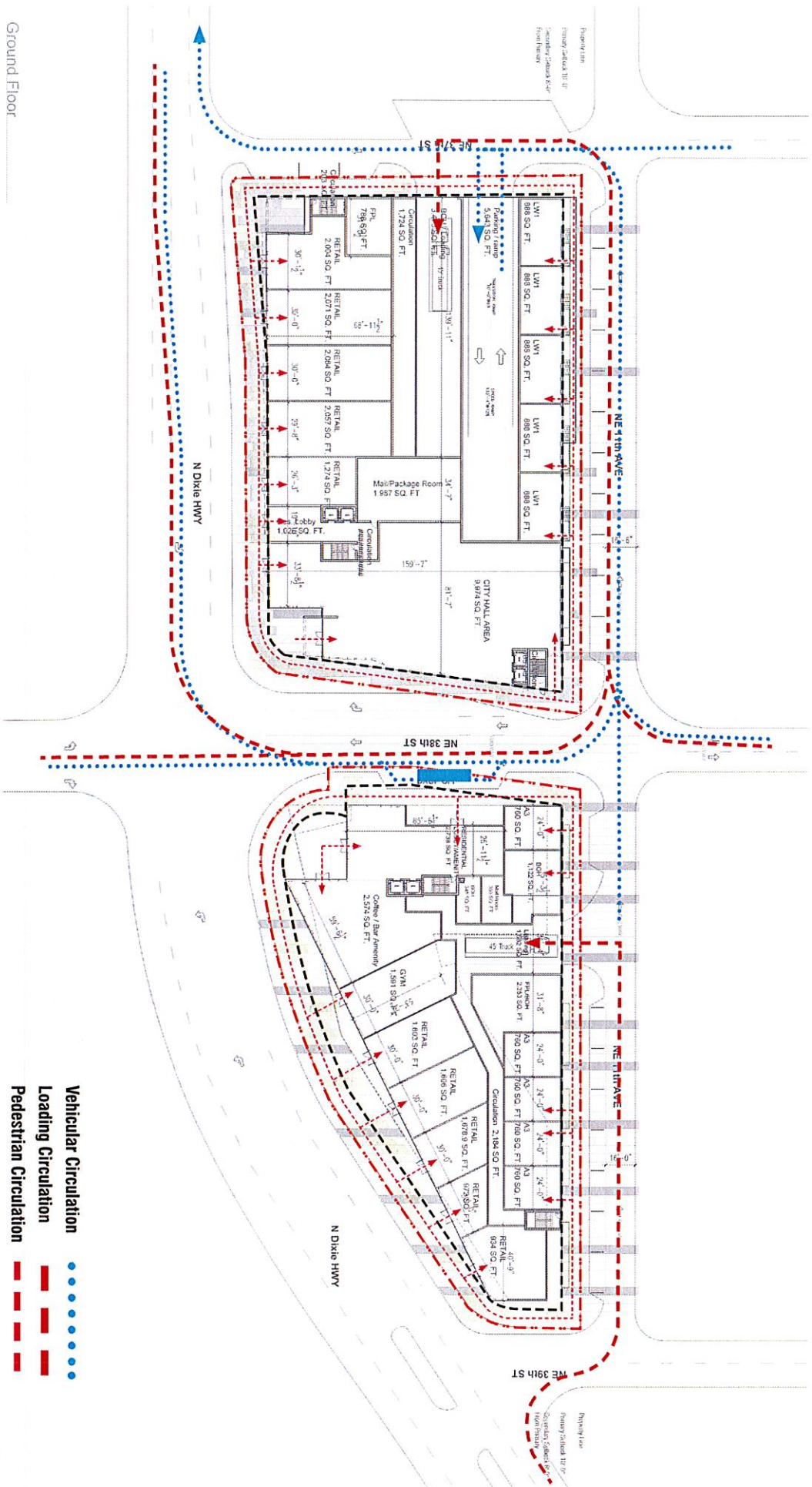
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Pedestrian / Vehicular Access

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| | |
|------------------------|-----------------|
| Vehicular Circulation | ● ● ● ● ● ● ● ● |
| Loading Circulation | ■ ■ ■ ■ ■ ■ ■ ■ |
| Pedestrian Circulation | ■ ■ ■ ■ ■ ■ ■ ■ |





Facade elements are a representation of character, look and feel of the development. Renderings are not meant to specify actual finishes and materials.

Transportation Concurrency System

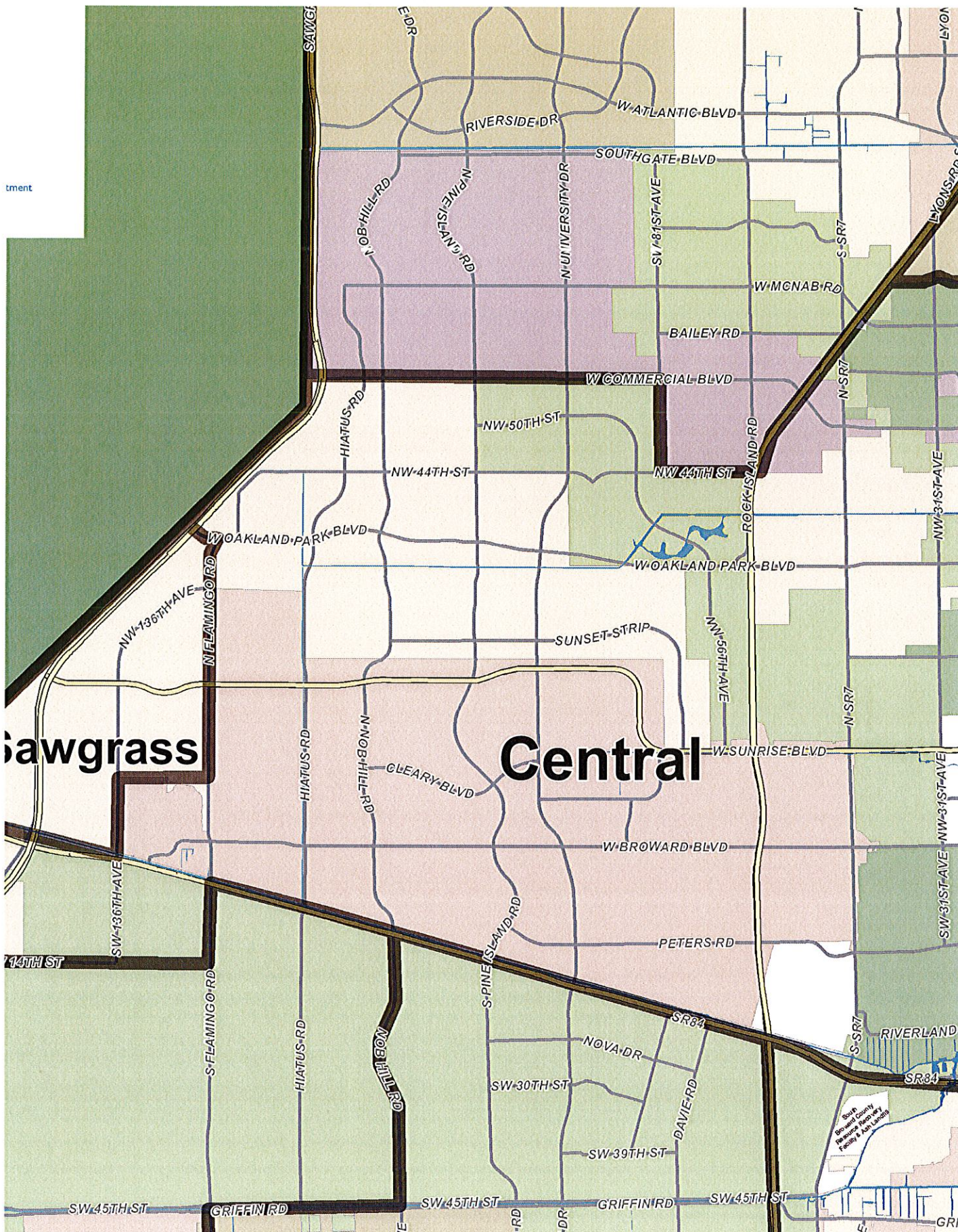
The Transportation Concurrency Management System divides Broward County into 10 Concurrency Districts (**see Concurrency District Map**). Two (2) of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system. The remaining eight (8) districts are designated as Transportation Concurrency Districts. The District boundaries, as well as the transit improvements within the districts, are the result of extensive consultations with the municipalities. Transportation Concurrency assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The Transportation Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of all the TDP enhancements in that District. The revenues from Transportation Concurrency Assessments must be used to fund transit enhancements in the District.

The table titled **Examples of Transportation Concurrency Fees by Land Use and District** shows examples of transportation concurrency assessments for various land uses in the eight (8) Transportation Concurrency Districts. In order to calculate a transportation concurrency fee, a proposed use must be multiplied by the peak hour trips generation rate as shown in **TRIP Rates by Land Use**. Once the number of trips has been calculated, the number (rounded to the nearest hundredth) is multiplied by the appropriate Trip Length Factor **and** multiplied by the Cost per Trip by District. (**see Trip Length Factors and Cost per Trip by District Table and 10% Credit Criteria**). Refer to the **Concurrency District Map** to determine which district the proposed site is located within.

It is important to note, however, that **there are opportunities for substantial credit against these fees for projects which are designed to encourage transit usage**. The criteria for credit are addressed in the Administrative Code. In addition, the program provides waivers for “low” and “very low” affordable housing and for governmental uses which promote the health and safety needs of the general public. Within the new Transportation Concurrency Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County’s concurrency program to cover all new development and redevelopment, not only development subject to platting. Since the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transportation concurrency fees.

Prior to the application for a building permit with any local government within Broward County, an applicant must obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government can accept a building permit application, or issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate is presented. Enforcement of the proposed concurrency system is connected to the County’s environmental review/approval of construction plans.

Central



Examples of Concurrency Fees by Land Use

| Land Use | # of Trips/ Peak Hour (T/PH) | Trip Length Factor | Adjusted # of Trips/ Peak Hour (T/PH) | Cost Per Trip | Final Cost |
|-------------------------------|---------------------------------|-----------------------|--|------------------|---------------|
| 50 Single Family Units | 50.5 | 0.88 | 44.44 | \$1,380 | \$61,327 |
| 50 Garden Apartments | 30 | 0.88 | 26.4 | \$1,380 | \$36,432 |
| 50,000 square feet Industrial | 36 | 1.00 | 36.0 | \$1,380 | \$49,680 |
| 50,000 square feet Office | 111.52 | 0.77 | 85.87 | \$1,380 | \$118,501 |
| 50,000 square feet Retail | 397.4 | 0.65 | 258.31 | \$1,380 | \$356,468 |

Example: How to calculate the concurrency fee for a 50 Single Family unit project

- 1) Multiply the use (50 Single Family units) by trip generation rate* for single family $(1.01 \text{ T/PH}) = 50 \times 1.01 = 50.5 \text{ T/PH}$
- 2) Apply trip length factor for residential use (.88) by multiplying $50.5 \text{ Trips} \times .88 = 44.44 \text{ T/PH}$
- 3) Multiply the adjusted number of peak hour trips (44.44) by the cost per trip $(\$1,380) = \$61,327$

NOTE: All trips are **p.m. peak hour trips (T/PH)**.

Trip generation rates used are those adopted by Broward County Commission for TRIPS model.

* For trip generation rates by land use, see table "Trip Rates by Land Use (Effective December 8, 2009)"

APPENDIX A - TRIP RATES BY LAND USE
EFFECTIVE DECEMBER 8, 2009

Land Use Type (units) Trip Rate / P.M. Peak Hour

Residential (dwelling units)

| | |
|----------------------|------|
| Single Family | 1.01 |
| Townhouse | 0.66 |
| Garden Apartment | 0.60 |
| Mobile Home | 0.59 |
| High Rise | 0.37 |
| Mid Rise | 0.39 |
| Retirement Community | 0.24 |
| Hotel | 0.70 |
| Timeshare | 0.79 |
| ALF | 0.22 |

Office, Institutional and Recreational (1,000 sq. ft.)

| | |
|--|----------------------------------|
| Office | |
| Less than 100,000 sq. ft. | $\ln(T) = 0.737 \ln(FA) + 1.831$ |
| Greater than or Equal to 100,000 sq. ft. | $T = 1.12(FA) + 78.81$ |
| Hospital | $T = 0.78(FA) + 186.59$ |
| Bank (Free standing and/or drive-thru) | 25.82 |
| Church (weekday) | 0.55 |
| Community Facility | 1.45 |
| Library | 7.30 |
| Nursing Home (bed) | 0.22 |
| Elementary School (School) | 85.00 |
| Secondary School | 1.08 |
| Private School (no day care) | 0.86 |
| Passive Park (acre) | 1.31 |
| Active Park (acre) | 3.34 |
| Marina (boat berth) | 0.19 |
| Golf Course (acre) | 0.30 |

Industrial (1,000 sq. ft.)

| | |
|--|------|
| General Industrial (Permits up to 30% Office) | 0.72 |
| General Industrial (acre) | 8.45 |
| Mini-warehouse | 0.26 |
| Industrial/Showroom (Permits up to 30% Commercial) | 1.29 |
| Industrial/Office (Up to 50% Office) | 1.09 |

Commercial/Retail (1,000 sq. ft.)

| | |
|---|---------------------------------|
| Restaurant | 9.90 |
| Fast Food Restaurant | 19.15 (43% pass-by) |
| Convenience Store | 22.30 (60% pass-by) |
| Service Station w/ Conv. Store (fuel positions) | 10.07 (26.5% pass-by) |
| Drug Store | 9.73 |
| Day Care | 12.46 |
| Auto Dealership | 2.59 |
| Health/Fitness Club | 3.53 |
| Nursery/Garden Center | 3.80 |
| Auto Care Center | 3.38 |
| Commercial Recreation (acre) | 5.77 |
| Commercial LT 20,000 sq. ft. | 10.85 |
| Commercial GE 20,000 sq. ft. | $\ln(T) = 0.66 \ln(FA) + 3.403$ |

NOTE: For uses not listed above, consult with staff.

Trip Length Factors and Cost Per TRIP by District and 10% Credit Criteria

Trip Length Factors by Land Use

| | |
|---|------|
| Industrial | 1.00 |
| Residential | 0.88 |
| Office, hospital, nursing home, park | 0.77 |
| Retail, bank, church, day care | 0.65 |
| Community facility, library, school, marina, golf course | 0.59 |

Cost Per TRIP by District

| Concurrency District | ¥ Fee per Peak-Hour Trip |
|----------------------|--------------------------|
| Northeast | \$1,380 |
| North Central | \$1,380 |
| Eastern Core | \$1,380 |
| Port/Airport | \$1,380 |
| Central | \$1,380 |
| Sawgrass | \$1,380 |
| Southeast | \$1,380 |
| South Central | \$1,380 |

¥ Effective October 24, 2012, the same fee per peak hour trip will be applied to all concurrency districts.

10 % Credit Criteria (contact staff for further credits)

Project Site within ¼ mile of BCT bus route: (existing or programmed) unless the proposed development is an auto-oriented use*.

*Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

October 24, 2012

Transit Concurrency Credits

LEVEL ONE

CRITERIA

| | |
|---|---|
| A | Auto-oriented uses excluded ¹ |
| B | Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station ² |

LEVEL TWO

| | |
|---|--|
| A | Auto-oriented uses excluded ¹ |
| B | Resid. density > 7 units/acre Non-res. FAR > 0.25 ³ |
| C | Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ² |
| D | No more ⁴ parking spaces than minimum required by local regulations. |
| E | Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. ⁵ |
| F | Record document against property as notice of obligations. |

LEVEL THREE

| | |
|---|--|
| A | Auto-oriented uses, SF, self storage, warehouses excluded ¹ |
| B | Resid. density > 10 units/acre Non-res. FAR > 0.5 ³ |
| C | Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ² |
| D | Purchase monthly transit passes. ⁶ |
| E | No more ⁴ parking spaces than minimum required by local regulations. |
| F | Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 ⁵ |
| G | All surface parking lots are in rear or on side of building ⁷ |
| H | Buildings are oriented to street if collector or arterial. ⁸ |
| I | Pedestrian path to reach transit meets minimum criteria ⁹ |
| J | Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service ¹⁰ |
| K | Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance. |

LEVEL FOUR

| | |
|---|--|
| A | Auto-oriented uses, SF, self storage, warehouses excluded ¹ |
| B | Mixed-use development with overall FAR > 1.0. ¹¹ |
| C | Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ² |
| D | Purchase monthly transit passes. ⁶ |
| E | Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit ¹² |
| F | No more ⁴ parking spaces than minimum required by local regulations. |
| G | Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered ⁵ |
| H | All surface parking lots are in rear or on side of building ⁷ |
| I | Buildings are oriented to street if collector or arterial. ⁸ |
| J | Pedestrian path to reach transit meets advanced criteria ¹³ |
| K | Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. ¹³ |
| L | Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance. |

¹Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

²Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

³Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

⁴If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

⁵Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

⁶Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

⁷No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

⁸If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may choose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may choose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

⁹Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

¹⁰Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

¹¹The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.

¹²An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

¹³Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

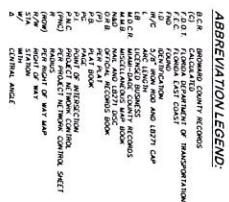
Section 4.

DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION


| For development located: | WITHIN DESIGNATED LAND USE PLAN | WITHIN ALL OTHER LAND USE PLAN |
|---------------------------|------------------------------------|-----------------------------------|
| Meeting all criteria for: | CATEGORIES* | CATEGORIES |
| Level 1 | 10% | 10% |
| Level 2 | 25% | 20% |
| Level 3 | 40% | 30% |
| Level 4 | 50% | 40% |

*Designated categories are:

- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.



NOTE: 1) Substantive and Strategic Information is a **ASSOCIATES** MC made up of representatives or representatives on the Information Referral/Action pertaining to Substantive, right-of-way, and both them, representative, opportunity and other power matters, and the Substantive is not intended to reflect on all facts and both matters. Such information should be obtained and further confirmed by others through appropriate title verification. **NOTE:** (b) (6) (b) (7) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad) (ae) (af) (ag) (ah) (ai) (aj) (ak) (al) (am) (an) (ao) (ap) (aq) (ar) (as) (at) (au) (av) (aw) (ax) (ay) (az) (ba) (bb) (bc) (bd) (be) (bf) (bg) (bh) (bi) (bj) (bk) (bl) (bm) (bn) (bo) (bp) (bq) (br) (bs) (bt) (bu) (bv) (bw) (bx) (by) (bz) (ca) (cb) (cc) (cd) (ce) (cf) (cg) (ch) (ci) (cj) (ck) (cl) (cm) (cn) (co) (cp) (cq) (cr) (cs) (ct) (cu) (cv) (cw) (cx) (cy) (cz) (da) (db) (dc) (dd) (de) (df) (dg) (dh) (di) (dj) (dk) (dl) (dm) (dn) (do) (dp) (dq) (dr) (ds) (dt) (du) (dv) (dw) (dx) (dy) (dz) (ea) (eb) (ec) (ed) (ee) (ef) (eg) (eh) (ei) (ej) (ek) (el) (em) (en) (eo) (ep) (eq) (er) (es) (et) (eu) (ev) (ew) (ex) (ey) (ez) (fa) (fb) (fc) (fd) (fe) (ff) (fg) (fh) (fi) (fj) (fk) (fl) (fm) (fn) (fo) (fp) (fq) (fr) (fs) (ft) (fu) (fv) (fw) (fx) 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| SHEET 1 OF 1 | PROJECT NO. 16-0104-001-01 | NORTH DIXIE HIGHWAY - NE 38th STREET OAKLAND PARK FLORIDA WOOD CORRAL FENCE SURVEY PREPARED FOR: CITY OF OAKLAND PARK BOUNDARY SURVEY |  CRAVEN • THOMPSON AND ASSOCIATES, INC. ENGINEERS • PLANNERS • SURVEYORS 3543 N.W. 53RD STREET, FORT LAUDERDALE, FLORIDA 33309 FAX: (954) 738-6409 FLORIDA LICENSED ENGINEERING, SURVEYING & PLANNING BUSINESS NO. 271 FLORIDA LICENSED LANDSCAPE ARCHITECTURE BUSINESS NO. 0000114 | DATE: | 01-12-17 |
| | | | | SCALE: | 1"=30' |
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From: **Daniel Suarez De Puga** daniel@nrinvestments.com
Subject: Oakland Park Square - Neighborhood Participation Meeting

Date: August 14, 2020 at 9:33 AM

To: brendanESV@gmail.com

Cc: **Brad Ostroff** brado@oaklandparkfl.gov, **Alexander Dambach** alexander.dambach@oaklandparkfl.gov, **Jennifer Frastai** jenniferf@oaklandparkfl.gov, **Peter Schwarz** peter.schwarz@oaklandparkfl.gov



Good morning,

I represent NR Investments, the new developer of the Oakland Park Square project to be developed on the West Dixie lots. I left a voice mail on August 11, the reason for my call was to introduce myself and to invite you the Neighborhood Participation Meeting to be held on August 27th at 6pm.

If you would like, please feel free to give me a call before the meeting on my cel phone 561-308-0548 to discuss the project prior to the meeting.

Looking forward to meet you.

Best regards,

Daniel Suarez de Puga
NR Investments, Inc.
1111 Park Centre Boulevard,
Suite 450
Miami Gardens, Florida 33169
Telephone: 305-625-0949
Daniel@nrinvestments.com
www.NRinvestments.com

From: **Daniel Suarez De Puga** daniel@nrinvestments.com
Subject: Oakland Park Square - Neighborhood Participation Meeting

Date: August 14, 2020 at 9:33 AM

To: miawoodward@aol.com

Cc: **Brad Ostroff** brado@oaklandparkfl.gov, **Alexander Dambach** alexander.dambach@oaklandparkfl.gov, **Jennifer Frastai** jenniferf@oaklandparkfl.gov, **Peter Schwarz** peter.schwarz@oaklandparkfl.gov



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Daniel Suarez de Puga
NR Investments, Inc.
1111 Park Centre Boulevard,
Suite 450
Miami Gardens, Florida 33169
Telephone: 305-625-0949
Daniel@nrinvestments.com
www.NRinvestments.com

From: **Daniel Suarez De Puga** daniel@nrinvestments.com
Subject: Oakland Park Square - Neighborhood Participation Meeting
Date: August 11, 2020 at 4:05 PM



To: mitchrosenwald@gmail.com

Cc: **Brad Ostroff** brado@oaklandparkfl.gov, **Alexander Dambach** alexander.dambach@oaklandparkfl.gov, **Jennifer Frastai** jenniferf@oaklandparkfl.gov, **Peter Schwarz** peter.schwarz@oaklandparkfl.gov

Mr. Rosenwald,

It was a pleasure speaking with you earlier. Per our conversation, the Neighborhood Participation Meeting to discuss the Oakland Park Square project further will be held on Thursday, August 27th at 6.30pm. I understand you have a scheduling conflict with the time and would like to have it at 6pm. I will let the City staff address that concern.

Look forward to speaking with you again.

Thank you,

Daniel Suarez de Puga
NR Investments, Inc.
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