



## **STAFF REPORT**

### CAROLINE AT SUNRISE (SITE PLAN)

#### **Summary**

This is an application for Site Plan approval for an approximate 21-acre property, generally located south of Oakland Park Boulevard, north of the C-13 Canal, west of Pine Island Road, and east of NW 91 Avenue, as shown on the location map. The applicant is proposing to construct 452 multi-family and townhouse residential units on the subject site. The property is currently zoned B-3 (General Business District) and designated Irregular (20.1 DU/AC) Residential on the City's Future Land Use Map. The Site Plan requires City Commission approval per Section 16-31 of the Land Development Code (LDC).

#### **General Information**

On February 22, 2022, via Ordinance No. 385-22-A, the City Commission approved an amendment to the Future Land Use Map changing the site's future land use designation from Commercial (C) to Irregular (20.1 DU/AC) Residential.

The site consists of four (4) separate properties. The largest of the four properties has access to Oakland Park Boulevard and contains a horse stable, a single family house, and areas of vacant space. The second largest and easternmost property has access to Pine Island Road and is vacant building that was once used as an ice-skating facility. The other two properties are over an acre in size and contain a single family house.

A closed drive-thru bank (across Oakland Park Boulevard) which recently received Site Plan and Special Exception use approvals for a future Broward Health free standing emergency room facility (hospital use), as well as various commercial uses are located towards the north and northeast sides of the subject site and zoned B-3. Along the easternmost side of the subject site (across N. Pine Island Road) are office uses zoned B-2 (Community Business District). A vacant site, zoned B-3, is located at the southeastern corner of the subject site and the C-13 canal, zoned R/OS

(Recreation and Open Space District), is located along the southernmost portion of the subject site. The applicant has concurrently applied for and is seeking approval of a Rezoning from the existing B-3 (General Business District) to a PUD (Planned Unit Development District) designation.

### **Project Description**

The comprehensive project will consist of fourteen (14) buildings, including eight (8), 4- story multi-family unit buildings with 412 units and six (6), 3-story townhouse buildings with 40 townhouses. The buildings' unit mix is as follows:

- 158 one-bedroom multi-family units between 726 sq. ft. and 759 sq. ft., and
- 219 two-bedroom multi-family units between 1,088 sq. ft. and 1,275 sq. ft., and
- 35 three-bedroom multi-family units between 1,438 sq. ft. and 1,472 sq. ft., and
- 40 townhouses between 2,320 sq. ft. and 2,358 sq. ft.

The architectural design of the development provides a number of building enhancements for an aesthetically pleasing design. The facades' design incorporates articulation such as protrusions and recesses to create visual interest and maintain the pedestrian scale throughout the development. The buildings' massing provides for multiple depths and heights, step backs, and cantilevering to visually break up the buildings. Entrances and balconies are varied in shape with different materials. A varied and complementary color palette, and a variation in window sizes, shapes, and patterns are used to further provide visual interest in the buildings.

In addition, the applicant has designed the development to meet the requirements for National Green Building Standard (NGBS) certification. The NGBS is an ANSI-approved, third-party certified, residential building standard that demonstrates high-performance building in six areas: Lot Design and Development, Resource Efficiency, Water Efficiency, Energy Efficiency, Indoor Environmental Quality, and Building Operation & Maintenance.

The project includes a number of amenities for all residents, including the following:

- Pool with gazebo, pool cabanas, and BBQ grills
- Clubhouse with resident business center and fitness center
- Pocket park
- Tot lot
- Dog park
- Outdoor kitchen and seating area in townhouse section
- Freestanding garages

A 4,782 sq. ft. public plaza will be located at the project's entrance from Oakland Park Boulevard, which will include artwork and seating. Decorative pavers are proposed at the entrance/exist drives to Oakland Park Boulevard and Pine Island Road.

As part of the previously approved Land Use Plan Amendment application, the applicant has committed and recorded a declaration of restrictive covenants requiring fifteen (15) percent of the residential units to be affordable to moderate income units, as defined in the Broward County Comprehensive Plan, which equates 68 residential units.

Site access will be provided via two (2) driveway locations, one (1) on Oakland Park Boulevard and one (1) on Pine Island Road. The Oakland Park Boulevard access will serve as a shared driveway for both the proposed residential project as well as the existing commercial development adjacent to the proposed project. Visitors will enter through the entrance off Oakland Park Boulevard.

As part of the PUD Rezoning application, the applicant has submitted alternative development standards that shall supersede the development standards in the LDC. The applicant has provided these proposed development standards in an addendum for information only letter from Greenspoon Marder, LLP, dated September 26, 2023, regarding "Caroline at Sunrise Site Plan – Section 16.31(b) Evaluation." These development and design standards include a parking requirement of approximately 1.8 spaces per unit, electric vehicle charging spaces at 2% of all parking spaces, and bicycle parking at 5% of the total required parking. Overall, the proposed Site Plan provides for 851 parking spaces of which eighteen (18) are electric vehicle charging spaces and 96 are bicycle parking spaces.

### **Staff Evaluation**

The applicant has voluntarily committed to the following conditions as part of the Rezoning application concurrently being considered:

1. Fifteen (15) percent of the dwelling units must be reserved for those individuals and families who qualify at the moderate-income level as defined by the Broward County Land Use Plan and as specified in the Declaration of Restrictive Covenant (Instrument No. 118865275).
2. The development shall be certified under the Nation Green Building Standard.
3. A monetary contribution of \$150,000 to upgrade an existing bus stop on Oakland Park Boulevard or Pine Island Road in the vicinity of the property to the new City bus shelter design. The payment shall be made prior to the issuance

of the first temporary certificate of occupancy for a residential building.

4. The development shall include a plaque or other feature in the public space to acknowledge the Fruscians family. The final installation will be determined in conjunction with the Broward County Historic Preservation Officer and the City.
5. The northbound and southbound left-turn movements at the intersection of NW 90 Terrace and W. Oakland Park Boulevard will be evaluated for operational and safety parameters. The evaluation will include one (1) year of crash data provided by the City beginning at a time three (3) months after the issuance of the final certificate or temporary certificate of occupancy for the development to account for full occupancy. The evaluation shall be completed by the developer and submitted to the City within 24 months of the final certificate or temporary certificate of occupancy. The purpose of the evaluation is to determine if access modifications at this location are justified. Any modifications are subject to City and Broward County approval. The developer agrees to pay for the cost to close the median or provide direction movements at the intersection and any associated turn lane improvement(s) identified in the study.
6. Install a seven (7) foot high wall along the west property line, adjacent to the single-family neighborhood.

Staff has reviewed the Site Plan and find it consistent with the Land Development Code and proposed development standards included with the rezoning application concurrently being considered, subject to the applicant's voluntary commitments and conditions summarized below.

#### **Staff Recommendation to the Planning and Zoning Board, October 5, 2023**

This application meets all applicable Land Development Code requirements, as well as the proposed development standards included with the rezoning application concurrently being considered. Therefore, Staff recommends approval subject to the conditions listed below.

The applicant has voluntarily committed to:

1. Fifteen (15) percent of the dwelling units must be reserved for those individuals and families who qualify at the moderate-income level as defined by the Broward County Land Use Plan and as specified in the Declaration of Restrictive Covenant (Instrument No. 118865275).
2. The development shall be certified under the Nation Green Building Standard.
3. A monetary contribution of \$150,000 to upgrade an existing bus stop on Oakland Park Boulevard or Pine Island Road in the vicinity of the property to the

new City bus shelter design. The payment shall be made prior to the issuance of the first temporary certificate of occupancy for a residential building.

4. The development shall include a plaque or other feature in the public space to acknowledge the Fruscians family. The final installation will be determined in conjunction with the Broward County Historic Preservation Officer and the City.
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6. Install a seven (7) foot high wall along the west property line, adjacent to the single-family neighborhood.

In addition to the applicant's voluntary commitments, staff recommends approval subject to the additional conditions:

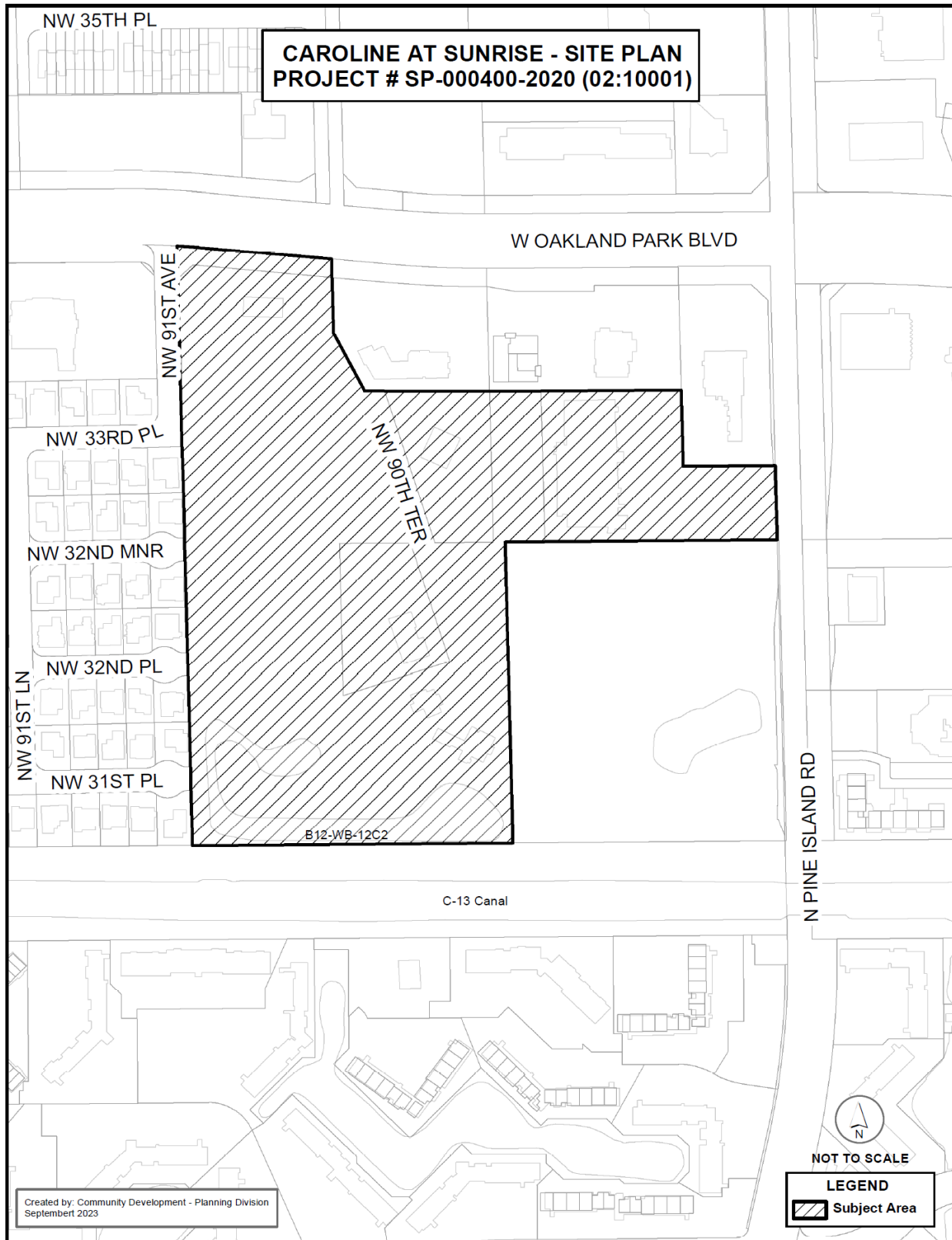
7. Approval of the applicant's proposed Rezoning application changing the existing zoning district from B-3 (General Business District) to PUD (Planned Unit Development).
8. A unified control document that meets City Code requirements shall be provided in a form acceptable to the City and recorded in the public records of Broward County prior to the issuance of a building permit for a residential structure but no later than 180 days after the approval of the Site Plan.
9. Prior to final Site Plan approval applicant shall obtain approval of a plat note amendment from both the City and Broward County.
10. Prior to final Site Plan approval applicant shall obtain approval of NVAL amendment application by both the City and County.
11. Prior to vertical construction, the developer must install the wall along the western property line, as well as the wall along the southern property line abutting the C-13 canal.

12. Platted easements in conflict with the proposed project shall be vacated prior to the issuance of a building permit.
13. A 12-foot right-of-way dedication along Pine Island Road, abutting the project site, must be recorded in the public records 180 days after the approval of the Site Plan.
14. The offsite turn lane improvements along Oakland Park Boulevard must be completed prior the first Certificate of Occupancy for a residential building.
15. Prior to final Site Plan approval through the Community Development Department, the applicant shall correct the appropriate sheets in the Site Plan set and address the outstanding comments of the Development Review Committee.

Planner: Sylvia Miller, AICP / Jim Koeth, AICP  
File No. SP-000400-2022



**Location Map**



September 26, 2023

Shannon Ley, P.E.  
Community Development Director  
City of Sunrise  
1601 NW 136th Avenue  
Building A, Suite 100  
Sunrise, FL 33323-2834

Re: Caroline at Sunrise Site Plan - Section 16.31.(b) Evaluation

Dear Shannon:

The Caroline at Sunrise site plan submitted to the City was designed with consideration given to the site plan review and evaluation criteria in Section 16.31.(b) of the City Land Development Code. Each of the review criteria is provided below with an analysis to demonstrate compliance.

(1) Public transportation: All proposed developments shall, wherever appropriate and feasible, be designed in such a manner as to promote the use of available public transportation by the residents, users and employees of the development. Measures such as the following may be required of the applicant, wherever appropriate:

- a. Dedication of additional right-of-way for bus bays at approved transit stops;
- b. Installation of on-site or off-site sheltered seating facilities for the convenience of waiting transit users; and
- c. Display of conveniently located on-premises route schedules and timetables.

The property is served by three (3) Broward County transit routes that are described in the table below.



BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN	SERVICE FREQUENCY	PEDESTRIAN PATH IN FEET
88	Weekday	6:30a – 11:06p	42 Minutes	Northbound – Approx. 1,400' from Oakland Park Boulevard entrance
	Saturday	6:30a – 11:06p	42 Minutes	Southbound– Approx. 300' from Pine Island Road entrance
	Sunday	6:50a – 10:16p	42 Minutes	
72	Weekday	5:13a – 12:40x	14 Minutes	Eastbound – Approx. 360' from Oakland Park Boulevard entrance Westbound – Approx. 1,700' from Pine Island Road entrance
	Saturday	5:13a – 12:16x	15 Minutes	
	Sunday	7:45a – 10:08p	19 Minutes	
56	Weekday	6:30a – 7:10p	45 Minutes	Eastbound – Approx. 1,700' from Pine Island Road entrance Westbound – Approx. 1,800' from Pine Island Road entrance

Approval of the Caroline PUD is subject to a voluntary monetary contribution to the City to upgrade an existing bus stop on Oakland Park Boulevard or Pine Island Road in the vicinity of the property to the new City bus shelter design. This payment of \$150,000 shall be made prior to the issuance of the first temporary certificate of occupancy for a residential building.

Bicycle parking facilities are included in the site plan to encourage the use of non-motorized transportation and help take vehicle trips off the regional roadway network. The bicycle facilities also encourage multi-modal trips with the mass transit routes in the area. The site plan includes a safe internal circulation pedestrian network to promote pedestrian mobility and connectivity to the adjacent sidewalks along Oakland Park Boulevard and Pine Island Road. These pedestrian facilities encourage both pedestrian

mobility and the use of mass transit because they connect to the existing bus stops on Oakland Park Boulevard and Pine Island Road that are in close proximity to the property.

(2) Garbage and refuse containers: All proposed development shall provide an efficient internal solid waste collection system, including the provision of an adequate number of local receptacles in locations which afford maximum use and collection convenience. Garbage or refuse shall be stored only within a building or within a fully enclosed container, including top, which is effectively screened from public view by a wall or, fence that completely surrounds the container.

Each apartment building has a trash room within the building envelope at the ground floor that is concealed from view and a loading area for trash vehicles. A dumpster and enclosure are provided for the townhouse portion of the development. All driveways and drive aisles are designed with proper lane widths and radii to accommodate trash vehicles that will collect trash from the apartment buildings and dumpster.

(3) Fire protection system: In order to ensure the safety of the inhabitants of a development or building, and the community in general, all proposed development shall provide a well-designed internal fire protection system, including the provision of an adequate number of properly located fire hydrants and an efficient access arrangement for the types of emergency fire vehicles needed to serve the development.

The site plan includes a well-designed vehicular circulation system that provides access to the property as well as internal vehicular circulation that can safely accommodate emergency fire vehicles. The site plan also includes the required number of fire hydrants with proper spacing. These elements of the site plan design will ensure the safety of the residents in the development.

(4) Energy conservation: All proposed development shall be designed in such a manner as to promote maximum efficiency in the use of energy resources. The following should be taken into consideration by the applicant, wherever feasible:

- a. Energy-saving site planning considerations, such as solar and prevailing wind relationships and the use of vegetation;
- b. Energy-saving structural considerations, such as window sun screens, automatic thermostats and extra insulation; and
- c. The partial or full use of alternate energy sources.

The development is designed to meet the requirements for certification by NGBS. NGBS is a green building certification system for multifamily developments and includes requirements for energy efficiency, water efficiency, resource efficiency, lot development, operation and maintenance and indoor air quality. A green building consultant will complete the certification process. A preliminary report regarding the applicable certification level shall be included with the first building permit application for a residential building.

- (5) Landscaping buffers: See Article IX of this Code. Any required landscaped buffers shall be completed prior to granting the first certificate of occupancy.

The landscape buffers are shown on the site plan and are consistent with the City landscape requirements as modified by the proposed PUD rezoning. These modifications and all landscape deviations are provided in the PUD rezoning and attached hereto. The developer agrees that any required landscape buffers shall be completed prior to granting the first certificate of occupancy for the development.

- (6) Height restrictions, plot size, yard setbacks.

The maximum building height is 64'-0" as measured in accordance with Section 16-277 of the City Code. Any structure within 100' of the adjacent single-family residential development located west of the property shall be a maximum of 35'.

The plot size is 21.2 net acres and 22.5 gross acres.

Yard setbacks as modified in the PUD are provided below:

West	100' min. to residential buildings 20' min to garages
South	60' min. to residential buildings 17' min to garages.
North	15' min.
East	27' min

- (7) Design of streets: See Article IX of this Code.

The internal traffic circulation and the driveways at Oakland Park Boulevard and Pine Island Road are designed in accordance with Article IX as modified by the proposed PUD rezoning.

- (8) Landscaping and irrigation requirements: See Article VIII of this Code.

The landscape and irrigation plans are designed in accordance with Article VIII as modified by the proposed PUD rezoning. The landscape deviations for the development are included in the attached deviations table.

- (9) Environmental: See Article XII of this Code.

Sec. 16-216 of the City Land Development Code requires that the drainage system be designed to retain a minimum of the first one-half ( $\frac{1}{2}$ ) inch of rainfall on-site through the use of swales, trench drains and retention ponds. The drainage system for the development was designed to comply with a higher standard adopted by Broward County.

*Water Quality Criteria – Treatment Required*

Broward County/SFWMD water quality criteria requires that a treatment volume shall be provided for the first inch of runoff from the developed project, or the total runoff of 2.5 inches times the percentage impervious, whichever is greater. The required water quality will be met in the proposed exfiltration trench.

*Water Quantity Criteria – Design Storm Events*

**5-Year, 1-Day Storm Event**

The post-development runoff from a storm event with duration of 1-day and 5-year return frequency should be completely retained by the proposed stormwater management system and not stage above the proposed minimum inlet elevation. This retention will be achieved through the proposed stormwater pipes, exfiltration trench, and lake.

**100-Year, 3-Day Storm Event**

The building finish floor elevation must be set at or above the peak stage of a storm event with duration of 3-day and 100-year return frequency with no discharge.

In accordance with Sec. 16-217, during construction, cleared land not subject to active development shall be either mulched or regularly sprayed to minimize dust.

The property is not located in a wellfield protection zone. Therefore, there are no use restrictions on the property.

There are no wetlands or significant natural vegetation on the property. Existing trees will be retained on the property to the greatest extent possible.

- (10) Signs: See Article XIV of this Code.

Due to the size of the development, the developer has submitted a uniform signage plan including identification monument signs and on-site signage including wayfinding signs. This uniform signage plan is under review by city staff and is subject to City Commission approval. Therefore, signs are not part of the site plan application.

- (11) Bicycle racks: Any recreation, amusement or place of public assembly shall provide a bike rack.

The site plan includes multiple bike racks and bike storage facilities in the development.

- (12) Architectural review: The elevations, floor plans, renderings, building materials, building colors and signs submitted by the applicant shall be evaluated using the following criteria:

- a. Consistency and harmony with the design of the existing and approved development in the area which has been approved subject to the requirements of this chapter.

The architectural style of the development is designed to be in harmony with the existing approved development in the area. A neutral color scheme is used to blend and complement the surrounding development. The design also includes a public plaza and private pocket park along Oakland Park Boulevard. This open space area includes shade trees, public art, and seating areas to create a sense of place and activate the Oakland Park Boulevard frontage.

- b. The extent to which the project design contributes to and enhances the quality of development within the city.

The architectural design of the development provides a number of building enhancements that provide an aesthetically pleasing design that contributes and enhances the quality of development within the City. The design incorporates articulation on the facades to create visual interest and help maintain the pedestrian scale to achieve

enduring architectural design for the benefit of the City, the surrounding neighborhoods and the future residents of this residential community.

The building massing uses multiple depths and heights, which overall serves to break up the building elevations and create proportional segments. In addition, entrances and balconies are treated with different materials, metal canopies, and are varied in shape and depth. A varied and complementary color palette is used to further divide the facades.

The architecture includes multiple elements and methods to create visual interest on the facades of the buildings. For example, covered balconies and building entries project outward from the main facade. These projections not only create visual interest but also provide functional spaces for occupants. Variation in window sizes, shapes, and patterns are also used to enhance the design. Protrusions and recesses create depth and visual interest by incorporating recessed entryways, bay windows, or cantilevered sections. The articulation of facades ranges from 50% to 60% on the buildings on both the front and rear of the buildings. The incorporation of step-backs, recesses, and variations in the roofline with a typical slope of 5/12 at the covered balconies is a creative way to add architectural interest to the building's façade.

Horizontal and vertical moldings, different types of windows, different types of balconies and color selection as well as stone veneer are used to create different textures on the facades.

- c. The extent to which the design of the project is consistent with sound and accepted architectural and engineering principles.

The development is designed to be in compliance with the National Green Building Standard to enhance the sustainability of the development. The architectural design includes a neutral color scheme to blend with the surrounding developments. The building massing is divided with a variety of heights and depths to prevent long stretches of repetitive and undifferentiable wall planes. The engineering for the site plan was designed to meet the City and County engineering standards. All public facilities have adequate capacity to accommodate the development at an acceptable level of service.

- d. Outparcel buildings, if included, must have the same architectural features as the principle buildings.

There are no outparcels in the development.

- e. The use of exposed neon, fiber optic or bare bulb lighting is prohibited.

No exposed neon, fiber optic or bare bulb lighting is proposed in the development.

- f. Exterior elevation changes to a shopping center must encompass the entire center, except in the case of a regional shopping center.

This standard is not applicable to this residential development.

- g. Consistency with exterior colors, building design standards, and other applicable requirements of Article VI of this Code.

This development was held to the higher standards of design that are contained in the PUD zoning regulations. The architectural design provides for a high-quality design that is used throughout the development. The components of the design are outlined above. First class amenities are also provided for the residents including a resort quality pool and a two-story clubhouse.

(13) Shopping centers: In addition to meeting the criteria in (12) above, all buildings containing more than three (3) commercial uses or bays shall be designed so that the building has offsets, a courtyard layout or some other architectural configuration that avoids a straight row of stores. A variety of parking locations, in addition to the frontage, is encouraged.

This standard is not applicable to this residential development.

(14) Noise: Any application for a use requiring outdoor speakers must provide a noise study for review by the department. The study must address noise levels generated by the use along any property lines abutting a residential district. The use of buffering, including, but not limited to, walls and landscaping, may be required by the department to keep noise at such property lines below the levels established by Broward County Code, Chapter 27, Pollution Control, Article VII, Noise. The maximum level established for a use abutting a residential district is fifty-five (55) DBA, as measured at the residential property line facing the source of the noise.

Shannon Ley  
September 26, 2023  
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Outdoor music speakers are located only in landscape areas at the pool amenity. These speakers are controlled by property management and are used solely for ambient music. These speakers would not exceed any noise levels in the Code.

Please let me know if you need any other information in order to evaluate the site plan.

Sincerely,

GREENSPOON MARDER LLP



Cynthia A. Pasch, AICP  
Land Planner



DEVIATIONS FROM P.U.D. CODE (SECTION 16-101)		
ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD
1.	16-101.(d)(6) Min. 30' building setback from perimeter edge.	30' except for the following: WEST: 20' setback at one story garages SOUTH: 17' setback to one story garages NORTH: 15' setback to small electric room on the north adjacent to the existing bank parcel; 21' setback for buildings #13 and #14 EAST: 27' setback to the townhome #12.
Justification	The PUD includes a wall around the entire perimeter of the property, which exceeds the Code requirements. The expanded wall provides additional buffer for those areas on the north and east that have reduced setbacks. The garages on the southern portion of the property are located approximately 230' from the nearest building and canal separates the property from the adjacent buildings. The reduced setback on the west occurs only at 2 garage buildings and represents a small fraction of the west property line. The garages are oriented toward the inside of the project and are approximately 20' from the property line. The vehicles enclosed in the garages create less noise than a surface parking condition.	
2.	16-101.(e) (8) 1 space in a parking garage for every 2 units or $452/2=226$ garage spaces	130 garage parking spaces are provided.
Justification	50 spaces are in freestanding garages and 40 are in the townhome buildings. The garages in the townhome units accommodate 2 vehicles. Overall, 130 parking spaces are in garages, which is a ratio of 1 garage space per every 3.5 dwelling units. This ratio of garage parking spaces is in line with other approved multifamily developments in the City. The number of garages allows for additional open space areas in the PUD that benefit the residents of the development and the community as a whole. Other amenities included in the development and discussed in the Design Standards ensure a high-quality PUD that meets or exceeds the City's standards.	
3.	16-101.(e)(6) Decorative brick or concrete pavers at all driveways and walkways	Concrete pavers are included at the main project entrance on Oakland Park Boulevard. Concrete pavers are included at the entrance on Pine Island Road for a minimum of 50 feet from the Pine Island Road right of way line. Decorative pavers or tiles are located at the pool deck, at building entrances and entrances to the clubhouse/leasing office. Pavers are also located in the driveways between townhome buildings and at crosswalks. All parking areas are to be asphalt or concrete pavers and all sidewalks are concrete or concrete pavers.
Justification	Due to the size of the development and the extensive circulation system, providing pavers in all the required areas is not feasible. Decorative pavers are located at the two entrances to the complex, pool deck, crosswalks, and interior driveways at the townhomes.	
4.	16-101.(e) (11) All mechanical equipment on the roof or ground shall be screened.	Landscape hedges screen mechanical equipment except EV chargers.
Justification	All mechanical equipment is located at grade. Therefore, landscape material provides the appropriate screening except for the EV charging stations. Charging stations must be located in the parking area and screening would interfere with the use of the charger.	
DEVIATIONS FROM PARKING CODE (ARTICLE VII)		
ITEM NO.	DESCRIPTION	PROPOSED ALTERNATIVE STANDARD
5.	16-142(b)(1) Size of parking spaces - 10' x 20'	9' x 18'
Justification	This deviation is required to reduce the amount of pavement in the PUD and to increase the amount of open space. The reduction of pavement has a positive impact on the environment by reducing the heat island effect. The requested parking space size is typical in the apartment industry because the parking areas are not high traffic areas like a shopping center or used by the public. Handicapped spaces will meet the size requirements of the accessibility code.	

<b>DEVIATIONS FROM PARKING CODE (ARTICLE VII)</b>		
<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>PROPOSED ALTERNATIVE STANDARD</b>
6.	16-142(b)(2) Required two-way drive aisle in parking areas is 24'	23' along the west drive aisle
<b>Justification</b>	The reduction in the drive aisle width will allow the applicant to provide the full width of the required landscape buffer along the west property line, adjacent to the single family homes. This change has no negative impact on the ability of emergency vehicles to safety maneuver in the development. Overall, this modification allows for the 20' landscape buffer and does not comprise the safety and welfare of residents.	
7.	16-143(b) Size of accessible parking spaces 17'x20' (12'x20' w/ 5'-0" access aisle)	17'x18' (12'x18' w/ 5'-0" access aisle)
	The minimum dimensions comply with American with Disabilities Act (ADA).	
8.	16-144(a)(2) Amount of off-street parking 1.75 spaces / 1BR units 2.0 spaces / 2BR units 2.50 spaces / 3BR units + 10% / guests 1.75 spaces * 158 1br = 277 2.0 spaces * 219 2BR = 438 2.50 spaces * 75 3BR = 188 + 10% / guests = 91 Total Required=994	1.8 spaces per residential unit.
<b>Justification</b>	The number of spaces/unit is in accordance with traffic study and Parking Supply Documentation submitted by applicant. The property is in the service area of 3 Broward County transit routes and the PUD design promotes transit use. Multi-modal trips using bicycles and mass transit are encouraged with the provision of bicycle storage at each building. The applicant submitted a traffic study and Parking Supply Documentation to comply with 15% parking reduction Section 16-144(a)(10). As shown in such parking study, the overall ratio of 1.8 spaces per unit is consistent with other parking reductions approved in the City.	
	Except at garages, parking spaces and/or drive aisles shall be located a minimum of 10' from any building	
<b>DEVIATIONS FROM LANDSCAPE CODE (ARTICLE VIII)</b>		
<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>PROPOSED ALTERNATIVE STANDARD</b>
9.	16-165 (d) new trees. no one (1) species of tree may constitute more than thirty (30) percent of the trees or palms required by this article.	No one (1) species of trees shall constitute more than 35%
<b>Justification</b>	This deviation is needed due to supplies in the marketplace.	
10.	16-165 (e) no one (1) species of shrub or hedge shall constitute more than thirty (25) percent of the shrub or hedge required by this article.	No one (1) species of shrub or hedge shall constitute more than 36%
<b>Justification</b>	This deviation is needed due to supplies in the marketplace.	
11.	16-169(a)(1)(d) Bermed landscape strip at least 20' adjacent to street	No berms are provided along the adjacent streets. A 7' masonry wall is located along the west property line. A 6' knee wall with fence is included adjacent to Oakland Park Boulevard and Pine Island Road as shown on

	rights of way and 25' adjacent to trafficway with 6' wall and 8' wall adjacent to a trafficway setback 10' from the sidewalk. Low, mid, and upper level landscaping and one (1) tree per twenty-five (25) feet shall be planted on the exterior side of the wall.	Exhibit 3. The wall setback varies based on existing and proposed conditions. Along the west property line, the wall is setback adjacent to the cul-de sacs and NW 91 <sup>st</sup> Street to accommodate existing landscaping and additional enhanced landscaping. A deviation is requested from the required Low, mid, and upper level landscaping and one (1) tree per twenty-five (25) feet shall be planted on the exterior side of the wall.
<b>Justification</b>	No berms are provided along the adjacent streets to create a more urban landscape design. The public plaza makes it impractical to have a 25' berm in the landscape area along Oakland Park Boulevard. The design of the plaza creates an urban pedestrian friendly environment. A berm in this location would be contrary to the design intent. A berm would also limit natural surveillance and would not allow police or the public to have sufficient visibility into this area. The wide landscape area adjacent to Pine Island Road provides sufficient opportunity for enhanced landscape to separate the townhomes from the right of way. The PUD Code requires a wall only adjacent to single family uses and the development exceeds this requirement. Low, mid and upper level landscaping is provided outside the wall along NW 91 <sup>st</sup> Street to enhance the entrance to the single family homes adjacent to the property.	
12.	16-169(b)(1) When PUD abuts RS-3, RS-5 or RS-7 district, a landscape buffer at least 20' is required and 10' is required adjacent to any other parcel. 1 tree per each 25 linear feet or fraction thereof and mid level landscaping is required. A 6' wall is required along the property line.	Along the west property line, a 7' masonry perimeter wall is included at the property line adjacent to the single-family homes. The location of the wall is shown on Exhibit 2. The wall is setback adjacent to the cul-de sacs and NW 91 <sup>st</sup> Street. The landscape buffer adjacent to nonresidential uses was reduced to accommodate both curbing and wheel stops adjacent to landscape buffers as well as a turn-around in the Pine Island Road entrance. North: 9'4" on the north property line adjacent to the commercial use South: Generally 9'8" adjacent to the vacant parcel and a small portion is 4'4" to accommodate a vehicular turn around in the Pine Island entrance.
<b>Justification</b>	The PUD Code requires a wall only adjacent to single family uses which should supersede the wall requirements in Sec 16-169(b)(1). The wall is setback adjacent to the streets along the west property line to accommodate landscaping. The landscape buffer adjacent to some nonresidential uses is reduced to provide both curbing and wheelstops adjacent to landscape buffers. In addition, the buffer ranges from 9'8" to 4'4" along the Pine Island Road entrance to accommodate a vehicular turn around at this entrance.	
<b>DEVIATIONS FROM LANDSCAPE CODE (ARTICLE VIII)</b>		
<b>ITEM NO.</b>	<b>DESCRIPTION</b>	<b>PROPOSED ALTERNATIVE STANDARD</b>
13	16-169(c)(2) Parking area landscape islands: No grouping of parking spaces shall exceed eight (8) in a row and a tree shall be planted every twenty-five (25) feet.	Maximum 10 parking spaces in a row
<b>Justification</b>	This request is in combination with a reduction of the parking stall width by from 10' to 9'. The result is 10' additional width between islands. This reduction allows for additional open space in common areas. The required trees are planted every 25 feet.	
14.	16-169(c)(2)(a) Parking area landscape islands shall be a minimum of 8' wide, not including curbing. The length shall be 20' for exterior islands and 18' for interior islands, including curb	All islands are 18' long including curb and 7'8" wide excluding curb except at townhome parking garages where the dimensions are 2'7" long and 3' wide, excluding curbs.
<b>Justification</b>	18' long landscape islands are provided to match the 18' parking spaces. The modification is also required in order to accommodate landscape islands between townhomes.	

15.	16-169(d)(1)Pedestrian Zone Landscaping Foundation planting 8'-0" minimum 10'-0" average Average of 10' min. or 50% of bldg. height whichever is greatest	Apartments: 12' minimum planting area and 5' sidewalk provided Townhomes: 9' minimum and 5' sidewalk provided
Justification	Building height for the four (4) story apartment buildings is 52'8". A landscape zone of 50% of the building height provides greater separation between buildings and parking and pedestrian areas than is desirable. It is desirable to have the building entrances as close to the parking areas in order to protect residents from inclement weather while still providing sufficient landscape area and material to soften the façade of the buildings. The design of the pedestrian zone strives to provide an aesthetically pleasing built environment that is also convenient for the residents. Extensive architectural details are included on the buildings to create an architecturally pleasing design. The number of trees required in the pedestrian landscape zone are located adjacent to the buildings or relocated to other areas of the property. This deviation does not result in a reduction of the number of trees provided.	
16.	16-169(f)(1) Entry feature Landscaping at Oakland Park Boulevard 100'-0" (1/2 width of public R.O.W.)	0' on the east side
Justification	A public plaza is featured adjacent to the main entry on the west side of the entrance. The PUD shares the main driveway with a commercial site on east side and the eastern edge of the entrance is outside of the limits of the PUD. The existing condition on the east side of the entrance does not permit entry feature landscaping.	
17.	16-169(f)(1)Entry feature Landscaping at Pine Island Road 53'-0" (1/2 width of public R.O.W.)	Three levels of landscaping are limited in the entrance drive due to the location of the vehicular turn around. The length of the entrance feature landscaping extends to the security gates and not the first intersection in the drive.
Justification	The property frontage is limited along Pine Island Road. Entry feature landscaping is located on the north side of the entrance and meets the requirement. The entry feature landscape area extends south of the entrance to the property line. The driveway is located to accommodate engineering standards and does not provide enough distance to the south property line to accommodate the required entry feature landscaping. It is not possible to include three levels of landscaping along the south side of the entrance drive due to the configuration of the required vehicle turn around.	



AERIAL VIEW

City of Sunrise  
Community Development Department

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MAIN ENTRANCE TO THE PROJECT

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VIEW OF POOL DECK & CLUBHOUSE

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		<p>SEAL:</p> <p><i>AD Lopez</i> 12/09/22</p>	<p>SHEET NO.:</p> <p><b>R-3</b></p>		

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VIEW OF BUILDING 2 & 8

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VIEW OF TOWNHOUSE

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VIEW OF THE CLUBHOUSE & POOL DECK

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VIEW OF COVERED GARAGES

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