

**STAFF REPORT****METROPICA - LAND USE PLAN TEXT AMENDMENT (LUPA)****Summary**

This is an application for a Land Use Plan Text Amendment (LUPA) to amend the text of the City of Sunrise Comprehensive Plan's Future Land Use Element's Transit Oriented Development (TOD) Metropica Development Program by increasing the number of permitted high-rise residential units and amount of allowable office use square footage. The proposed LUPA requires City Commission approval pursuant to Section 16-38 of the Land Development Code (LDC) and is considered a local land use plan amendment in accordance with BrowardNext (Broward County Land Use Plan) Policy 2.4.1.

General Information

The proposed approximately 92-acre (gross) amendment site is vacant except for the existing Metropica Tower I (multi-family residential) and the Portico residential rental developments. The subject area is generally located between West Sunrise Boulevard and Red Snapper Road, along both sides of NW 136 Avenue. To the south of the site is a membership-only warehouse club across West Sunrise Boulevard, a commercial plaza and Sawgrass Mills Mall to the east, vacant land to the north across Red Snapper Road, commercial, single family residential, transit station, and arena parking uses to the west. The Future Land Use designation of the subject area is TOD on the City's Future Land Use map and Activity Center on the Broward County Future Land Use map.

In February 2009, a Comprehensive Plan Land Use Map Plan amendment was approved by the City Commission via Ordinance No. 385-09-A to designate Metropica a TOD. The Future Land Use map was amended from Commercial, Low Density (5) Residential, and Recreation/Open Space to TOD.

Project Description

The applicant proposes to amend the text of the City's Comprehensive Plan Future Land Use Element's Transit Oriented Development by increasing the number of permitted high-rise residential units by 500 units, from the current development intensity of 2,500 units to 3,000 units, as well increase the amount of allowable office use square footage by 140,000 square feet from the current 785,000 square feet to 925,000 square feet.

Amendments to the Metropica Master Plan, Development of Regional Impact, Development Agreement, and Plat are required in order to implement the requested increase in development within the LUPA.

The Analysis of Impacts to Public Facilities and Services attributable to the proposed LUPA are as follows:

Public Facility	Current Density Demand	Proposed Density Demand	Net Change
<i>Sanitary Sewer</i> ⁽¹⁾	0.878 MGD*	1.026 MGD	+0.148 MGD
<i>Potable Water</i> ⁽²⁾	0.943 MGD	1.102 MGD	+0.159 MGD
<i>Drainage</i> ⁽³⁾	<i>See footnote 3 below</i>		
<i>Solid Waste</i> ⁽⁴⁾	37,620 lbs/Day	43,470 lbs/Day	+5,850 lbs/Day
<i>Recreation and Open Space</i> ⁽⁵⁾	21.67 Acres	25.54 Acres	+3.87 Acres
<i>Traffic</i> ⁽⁶⁾	3,746 gross PM peak hour trips/day 3,485 net PM peak hour trips/day	3,764 gross PM peak hour trips/day 2,882 net PM peak hour trips/day	+18 gross PM peak hour trips/day -603 net PM peak hour trips/day
<i>Mass Transit</i> ⁽⁷⁾	<i>See footnote 7 below</i>		
<i>Public School</i> ⁽⁸⁾	167 Students	181 Students	+14 Students
<i>Affordable Housing</i> ⁽⁹⁾	<i>See footnote 9 below</i>		

*MGD=Millions of gallons per day

- (1) Sanitary Sewer.** The City has sufficient capacity to meet the projected demand.
- (2) Potable Water.** Currently, the City has sufficient capacity to meet the projected demand of the increased density, however, capacity is confirmed only during which time of execution of a Utility Service Permit.
- (3) Drainage.** The City of Sunrise's drainage system consists of a tertiary system of catch basins and roadside swales, a secondary system of City canals and lakes and a primary canal system, regulated by the South Florida Water Management District (SFWMD). A surface water management plan amendment for the increase in development intensity will require an amendment to the existing environmental resource permit and surface water management license issued by Broward County. The applicant anticipates that the proposed increased development intensity will meet the original adopted level of service as permitted

under the Master Environmental Resource Permit by accounting for the increased density within additional building heights while maintaining the originally assumed total building footprint area.

- (4) **Solid Waste.** The site is served by the WIN WASTE to Energy Facility which can meet the demand of the proposed increased density for service and landfill capacity.
- (5) **Recreation and Open Space.** The City of Sunrise's adopted LOS of three (3) acres of park per 1,000 population will continue to be met. The previously approved TOD generated a demand of 21.67 acres of community parks. This amendment's increased density will generate an additional demand of 3.87 acres for a total of 25.54 acres. The current Community Parks Inventory includes 333.5 acres of park and based on the population forecast of 105,224 in 2045 requiring 316 acres, adequate park land is available to meet the adopted LOS.
- (6) **Traffic.** The proposed amendment will generate 3,764 gross PM peak hour trips and 2,882 net PM peak hour trips based on the current ITE Trip Generation, 11th Edition manual, as well as adjustments for internal trips based on the current ITE Trip Generation Handbook, 3rd Edition. Therefore, utilizing the most recent additions of the ITE Trip Generation manual and handbook, the proposed development program will generate 18 additional gross PM peak hour trips while generating 603 less net PM peak hour trips than the previously approved trip generations. The applicant and the City's Traffic Engineer concur that the effect of net new trips is more critical to the operation and the impact to the regional road network and the additional proposed residential units and office space will be generate 603 less net trips than the currently approved trip thresholds for the approved program. In addition, the adjacent roadways (Sunrise Boulevard and NW 136 Avenue) are projected to operate at acceptable levels of service (LOS C) through 2045.
- (7) **Mass Transit.** Broward County Transit (BCT) has identified four (4) mass transit routes within a quarter mile of the amendment site. In addition, two (2) 595 Express routes have been identified. BCT can accommodate the additional transit demand, and finds that the development to the amendment site will support the utilization of transit and provide transit connectivity.
- (8) **Public School.** The applicant submitted a Public School Impact Analysis (PSIA) application to the School Board of Broward County (SBBC) and received a School Consistency Review Report, indicating the proposed amendment will generate a total of 181 students, a net change of 14 students from the previously approved residential density for the Metropica TOD. All public schools serving the amendment site, Sawgrass Elementary, Bair Middle and Plantation High, are operating below the adopted LOS. The SBBC has determined that the schools in the area have sufficient excess capacity to absorb the students generated by the proposed residential units.

(9) Wetlands. A conservation easement exists on site for 0.78 acres of unmitigated wetlands. The applicant is currently in discussion with Broward County in order to release the conservation easement via mitigation for the existing wetlands.

(10) Affordable Housing. This application is subject to the requirements of Broward County Land Use Plan Policy 2.16.2 for affordable housing. In order to comply with this policy, a Declaration of Restrictive Covenants was recorded in 2009 requiring that the owners of any property located within the Metropica TOD pay \$500 per residential dwelling unit, plus the annual Consumer Price Index increase, to the City at time of building permit issuance to be used for the City's affordable housing programs.

Land Use Compatibility

Staff finds the proposed Comprehensive Plan Text Amendment consistent with the vision for the Metropica Transit Oriented Development. The proposed amendment furthers the City's vision for a future urban mixed-use downtown to live, work, play, and raise a family. The additional intensity is consistent the City's TOD goals, objectives and policies and Broward County's Activity Center land use designation. The amendment reduces the need for automobile usage due to the mixed-use development through a balanced and interconnected pattern of uses. In addition, the additional residential intensity will support the utilization of mass transit along an existing transit route. In summary, this amendment is in line with the goal of TOD developments which support mixed-use development integrating housing, employment, retail, and recreation while encouraging multi-modal transportation opportunities.

Consistency with Goals, Objectives and Policies of Comprehensive Plan

The proposed amendment is consistent with the City of Sunrise Comprehensive Plan and BrowardNext (Broward County Land Use Plan) as follows:

City of Sunrise Land Use Plan

Future Land Use Element

GOAL 1 - Provide an adequate amount of residential area to accommodate the existing and future residents of Sunrise and which allows for the flexibility to provide a varied mix of residential densities and housing types.

This amendment will provide additional housing units within the Metropica TOD to meet the future demands of the City's increasing population. The Metropica TOD development will provide a variety of housing options at various densities.

Policy 1.2.4 - Support increases in residential densities where appropriate to ensure

adequate supply of affordable housing.

A Declaration of Restrictive Covenants was recorded with the rezoning approval in 2009 to designate the Property as TOD zoning. This restrictive covenant requires any property owners within the Metropica TOD to pay to the City a sum of \$500 per dwelling unit to be used for the City's affordable housing programs. This restrictive covenant will also be applicable to the newly added residential dwelling units proposed with this amendment, supporting the City's affordable housing efforts.

Policy 1.2.5 - Affordable housing shall be addressed consistent with Policy 2.16.2 of the BCLUP, as amended.

This amendment is consistent with Policy 2.16.2 of the Broward County Land Use Plan. The restrictive covenant recorded in 2009 will apply to the new units proposed with this amendment. All units built within the Metropica TOD will require a payment of \$500 per unit to be used for the City's affordable housing policies.

OBJECTIVE 10.3 - Efficient Use of Urban Services: Promote the efficient use of urban services by encouraging new development into areas where necessary regional and community facilities and services exist.

This amendment proposes adding additional dwelling units to the previously approved Metropica TOD. As an infill development, the Metropica TOD is an area that integrates commercial, residential and office uses into a thriving community that is already being served by existing community and regional facilities.

OBJECTIVE 10.4 - Concurrency Management System: Public facilities and services will be available at a level of service (LOS) established within the City of Sunrise Comprehensive Plan concurrent with impacts of development (Concurrency Management System).

As demonstrated in the level of service and capacity analysis sections of this amendment, all of the public facilities have more than sufficient capacity to service the additional units and the level of service standards will be maintained.

Policy 11.1.1 - The compatibility of existing and future land uses shall be a primary consideration in the review and approval of amendments to the City of Sunrise Land Use Plan and the Broward County Land Use Plan (BCLUP).

The Property has a City future land use designation of Transit Oriented Development and a Broward County Land use designation of Transit Oriented Development ("TOD"). In Broward County, all existing TOD permitted uses are incorporated under the land use designation Activity Center. The proposed text amendment is consistent with the objective of the Activity Center land use category to facilitate a balanced and interconnected mix of land uses, encourage mass transit, non-motorized transportation, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form. The

proposed amendment will further the goal of Activity Centers to support mixed-use developments integrating housing, employment, retail, recreation, and local and regional community facilities with a primary orientation toward a multi-modal transportation system. Additionally, the Project has been designed to ensure compatibility with the adjacent residential and commercial uses. The Project integrates commercial, residential, hospitality, and office into a cohesive and thriving community and neighborhood.

Policy 15.1.1 - Development shall provide water storage capacity consistent with the regulations and plans of the South Florida Water Management District (SFWMD), Broward County Environmental Protection and Growth Management Department (BCEPGMD), independent drainage districts and the City.

An engineering analysis of the amendment demonstrating that the proposed development level will meet or exceed the storm water regulations for the South Florida Water Management District and Broward County Environmental Protection and Growth Management Department (EPGMD) rules and regulations is included with this submittal.

Policy 15.1.2 - Commercial, industrial, mixed-use and development, as defined by Broward County, shall provide dry pre-treatment for stormwater runoff through grassy swales, ex- filtration trenches, or other means consistent with the best management practices of the South Florida Water Management District (SFWMD), Broward County, independent drainage districts and the City.

The mixed-use development's stormwater design shall incorporate regulatory measures to mitigate pollution from stormwater runoff. Adverse impacts on ground and surface waters will be addressed through the design of dry pretreatment areas for stormwater runoff which may include routing storm water runoff through grass swales, inclusion of pollution baffles for discharges, inlet sumps to capture silt and sand, and exfiltration systems.

OBJECTIVE 16.4 - Transit Oriented Development: Encourage mixed-use development in areas served by regional transit stations, such as major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan (formerly known as the Long Range Transportation Plan), Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan, through the Transit Oriented Development (TOD) land use category.

The Project meets the objective of the TOD land use category as it will facilitate a balanced and interconnected mix of land uses, encourage mass transit, non-motorized transportation, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form.

Land Use Criteria for TOD

Policy 16.4.1 - Residential land use is required as a principal component within a Transit Oriented Development (TOD).

The Project provides residential uses within the TOD.

Policy 16.4.2 - Maximum Residential Density in the Transit Oriented Development (TOD), is described in the permitted uses section of the City Comprehensive Plan. (Note: Residential densities may be specified, at the option of the City, either as units per gross acre in geographically designated areas and/or, as a maximum number of permitted units (e.g. pool of units). When the density of the TOD is specified as units per gross acre, the percentage distribution among the mix of uses must also be identified.)

The residential density for the TOD is listed as a maximum number of permitted mid-rise and townhome units.

Policy 16.4.3 - At least two (2) non-residential land uses must be permitted/proposed in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including "live work" buildings), research business, civic or institutional.

The TOD permits residential uses, office use and commercial use; thereby meeting this requirement.

Policy 16.4.4 - Additional or expanded, standalone automobile oriented uses such as: large surface parking lots, gas stations/auto, repair/car, washes; auto dealers; self-equipment storage; "big box"/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and are prohibited by the City, or limited, unless designed in a manner to encourage pedestrian and transit usage in an effort to discourage urban sprawl.

Auto oriented uses are not permitted within the TOD.

Policy 16.4.5 - Minimum and Maximum Floor Area Ratio (FAR) for non-residential uses within a Transit Oriented Development must be specified by the City in the permitted uses section of the City Comprehensive Plan. Minimum non-residential FARs (Gross square footage) of 2 are encouraged. Non-residential intensities may vary in the TOD and may be specified at the option of the City, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)]. When non-residential intensity is specified as a maximum FAR, the percentage distribution among the mix of uses must also be identified.

The maximum intensity for non-residential uses in the TOD are provided in terms of maximum square footage for office and commercial uses.

Design Guideline Principles for TOD

Policy 16.4.6 - The Transit Oriented Development (TOD) land use category must be supported by policies in the local land use element that incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed-use with a "sense of place" and is transit supportive.

The TOD land use category provides pedestrian oriented design features within the policies of the Comprehensive Plan.

Policy 16.4.7 - The City will ensure that Transit Oriented Development (TOD) includes design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- Transit stop integrated with shelter or station (within the TOD area).
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public, must be provided as an integrated component within a Transit Oriented Development.
- Wide (five (5) feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings should front the street (zero (0) or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Street (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in a grid pattern).

The approved Masterplan for the Project includes pedestrian oriented buildings and street design, public plazas, and integration with transit stops.

Policy 16.4.8 - The City shall require internal pedestrian and transit amenities to serve the residents and employees within the Transit Oriented Development (TOD) (such as seating, benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, flags and food/refreshment vendor areas).

The approved master plan for the Project includes internal pedestrian and transit amenities.

Policy 16.4.9 - The intent of the required Design Guideline Principles is to provide guidelines for municipal implementation of the Transit Oriented Development (TOD) land use category. The City will encourage the use of some or all of the above design elements, or to develop other design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking TOD land use category designations will only determine whether the municipality has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought, and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the TOD land use designation sought.

The design guidelines provided in the approved masterplan for the Project meet the intent of the TOD land use category.

Review Process Considerations

Policy 16.4.10 - The transportation impact analysis for a proposed Transit Oriented Development (TOD) designation shall consider the modal shift provided through the provision of transit and the transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed-use projects.

A traffic impact assessment was prepared in consultation with the City's Traffic Engineer. This study includes an evaluation of the existing and forecasted levels of service for the major roadways adjacent to the site, a traffic generation analysis that accounts for mode shift and internal capture, and the identification of mass transit routes adjacent to the property.

Policy 16.4.11 - In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Development (TOD), the impact analysis for the designation in the BCLUP may be based in the amount of non-residential development, which could be permitted as per the intensity standards of the effective local government land use element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact analysis.

The impact analysis was based on the amount of non-residential development rather than the 10,000 square foot per gross acre standard.

Policy 16.4.12 - An interlocal agreement between the City and Broward County must be executed no later than six (6) months from the effective date of the adoption of a Transit Oriented Development (TOD), which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.

The interlocal agreement between the City and Broward County was adopted with the adoption of the TOD future land use designation. The agreement will be

updated with this amendment.

BrowardNext (Broward County Land Use Plan)

Policy 2.20.1 - Adopt, implement and encourage land use provisions which promote the principles of the "Smart Growth" initiative seeking to maintain and create desirable and efficient communities for Broward County residents, visitors and economic interests including quality housing for all, integrated with excellent and sufficient public facilities and services, recreational opportunities and open space areas, and which maximizes preservation and conservation of natural resources.

The Project is in line with the principles of Smart Growth by creating a walkable, mixed-use development area with a connected pedestrian network. Residents living within the TOD development will be able to walk to nearby shops, restaurants, and parks, and have the opportunity to work at offices located within walking distance.

Staff Evaluation

The proposed Land Use Plan Text Amendment is consistent with the Goals, Objectives and Policies of the City of Sunrise Comprehensive Plan.

Staff Recommendation to the Planning and Zoning Board, September 5, 2024

Staff recommends approval of the proposed Land Use Plan Text Amendment.

Planning and Zoning Board Recommendation, September 5, 2024

At its meeting on September 5, 2024, the Board approved Staff's recommendation.

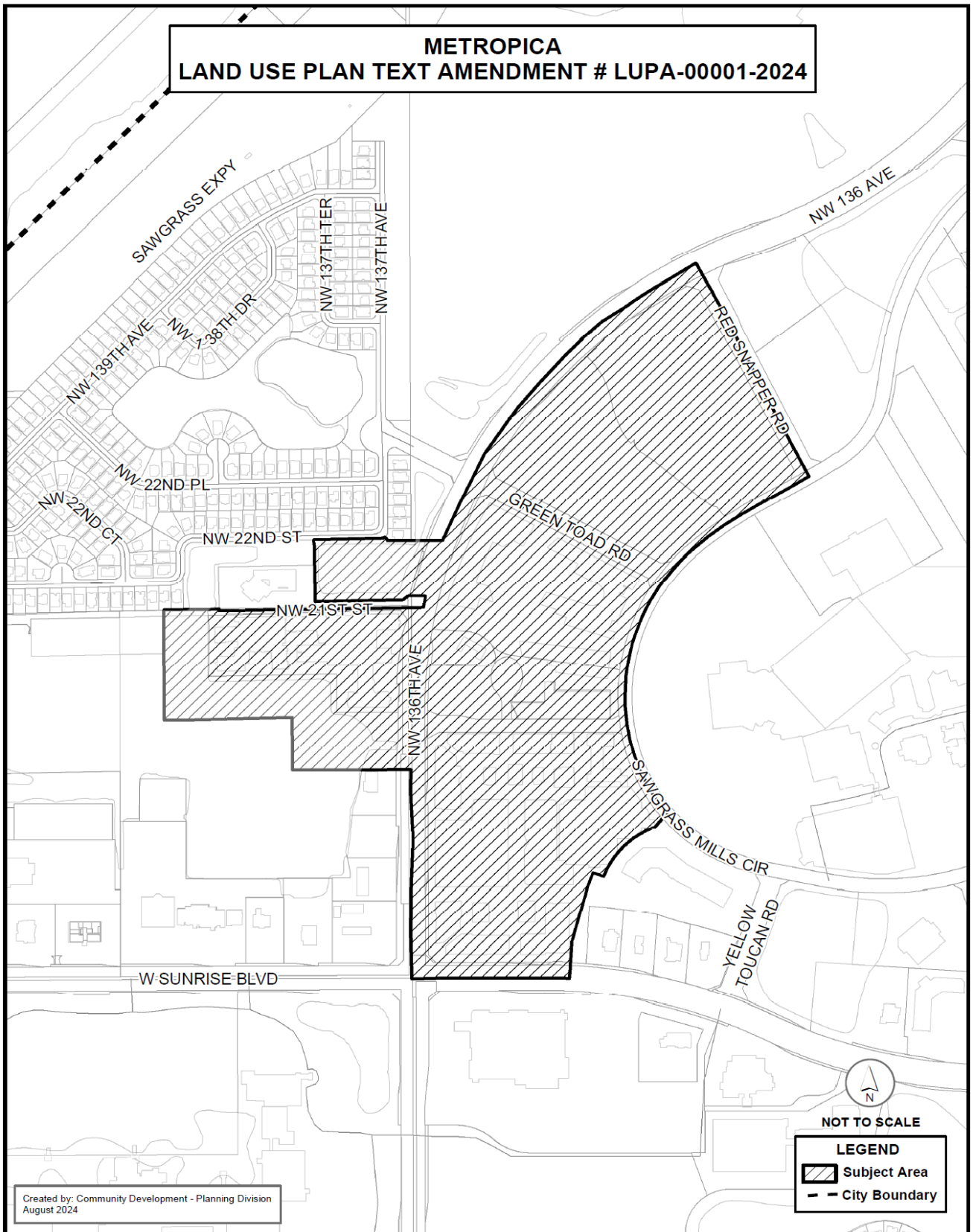
Final Staff Recommendation to the City Commission September 24, 2024

Staff recommends approval of the application.

Planner: Jim Koeth

File No. LUPA-00001-2024 (02:090001)

Location Map



Future Land Use Map

