

ENSPIRE SUNRISE

DEVELOPMENT PROGRAM STANDARDS FOR PLANNED UNIT DEVELOPMENT (PUD) REZONING APPLICATION

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SECTION I: GENERAL DESCRIPTION

A. Property Description

The subject property is located on the south side of W. Oakland Park Boulevard, between NW 64th Avenue and NW 68th Avenue in the City of Sunrise. According to the survey provided with this application, the property contains 9.64 net acres and 11.94 gross acres. The net acreage figure includes a 40-foot roadway easement along W. Oakland Park Blvd, which is to remain. The survey with description and location map of the property are included in Exhibit 1 and Exhibit 2, respectively.

Parcel numbers:

- 494127330012
- 494127330010

B. Applicant Information:

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D. Project Description

The Enspire at Sunrise Planned Unit Development (“PUD”) is a planned community within the City of Sunrise, Florida (“City”). The property is bound on the north by W. Oakland Park Boulevard, on the east by NW 64th Avenue, on the west by NW 68th Avenue and on the south by existing single-family homes.

The Enspire at Sunrise Planned Unit Development (PUD) features two primary residential buildings. The first building includes both residential units and a clubhouse, ranging in height from four to five stories (approximately 58 feet). The second building is six stories tall (approximately 68 feet) and contains additional residential units. Together, the buildings offer a total of 229 units.

The development also includes a variety of high-quality amenities designed exclusively for residents, such as a resort-style swimming pool, six single-story private garage buildings (13 feet in height), a dog wash station, club room, fitness facility, yoga room, coworking space, business center, poolside cabanas, outdoor dining areas with BBQ grills, and outdoor play areas. These features are thoughtfully integrated to promote community, convenience, and active living.

The Enspire at Sunrise PUD includes the construction of a public plaza along W. Oakland Park Boulevard that is planned to include artwork, seating, a trellis and shaded landscaped areas. This area is available to the public and activates the W. Oakland Park Boulevard frontage.

Pedestrian movement and safety are priorities in the design of the development. A continuous network of internal sidewalks and crosswalks provide safe connections between all buildings and amenity areas. Internal sidewalks connect to the adjacent public sidewalks and provide accessible pedestrian connections to nearby bus stops. A voluntary monetary contribution in the amount of \$125,000 will be made at the issuance of the first building permit to the City to upgrade the existing bus stop on W. Oakland Park Boulevard adjacent to the property (approximately 125 feet east of NW 68th Avenue) with one meeting the new City Standards.

Finally, residents traveling in the bike lanes along W. Oakland Park Blvd will be able to access the community through the front gates and store their bicycles at the storage facilities provided.

The development meets the requirements for certification by the NGBS (National Green Building Standard) at the Bronze level. 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.

Some green features that will be incorporated include: Resident bike storage, SEER 14 (or better) AC equipment, Energy Star rated appliances, Non-HCFC refrigerants, All LED exterior lighting, Interior lighting fixtures to have LED lamps, Low-flow toilets, bathtubs/showers, and faucets, Low VOC paint, adhesives, and sealants, EV charging stations and usage of lake water as a source for the Irrigation system.

Residential density is achieved on the site by utilizing Flexibility Units and Broward County Land Use Plan Policy 2.16.3 for affordable housing bonus density. Per County Policy 2.16.3(7), local governments may utilize the bonus density provisions regardless of whether such provisions are incorporated within their land use elements.

Broward County Land Use Plan Policy 2.16.3 allows six (6) bonus units for every one (1) moderate-income unit that is provided. In order to obtain the proposed 229 unit count, 33 moderate-income units (up to 120% of Area Median Income) are provided which allows for the following calculation: 33 moderate-income units x 6 bonus units = 198 bonus units; 33 + 198 = 231 units total¹. The applicant is voluntarily agreeing to provide 57 moderate-income units, where only 33 moderate-income units are required for the purposes of Policy 2.16.3, which will be restricted through a Declaration of Restrictive Covenants for a minimum of 30 years. Additionally, since the land use designation of the site is commercial, the Applicant is requesting the allocation of 33 flexibility units to permit the base residential use for the project. Per the Implementation section of the City's Comprehensive Plan, residential uses are permitted in areas designated commercial with the allocation of flexibility units.

Per Broward County Land Use Plan Policy 2.16.3(9), the following applies:

"Affordable" unit and bonus unit construction is subject to the following, as enforced by the applicable local government:

- a. One hundred percent (100%) of "affordable" units must receive certificates of occupancy before the final fifty percent (50%) of bonus units receive their certificate of occupancy; or
- b. The local government must require that "affordable" units are available before or concurrently with bonus units.

E. Purpose

The purpose of the PUD Design Guidelines is to create specific planning criteria for the Enspire at Sunrise development. The PUD Design Guidelines are not a complete summary of all project code requirements. The applicable City Land Development Code ("Code")

¹ (33) moderate-income units with bonus density total 231 units. However, the developer is only proposing to build 229 units.

requirements shall apply to any criteria not included in the PUD Design Guidelines. The following narrative demonstrates that this PUD is consistent with the purpose of a PUD district as outlined in Sec. 16-101. (a)(1) through (9) of the Code.

1. To allow diversification of uses, structures, and open spaces when not in conflict with existing and permitted land uses on abutting properties.

The Enspire at Sunrise Planned Unit Development (PUD) thoughtfully integrates a diverse range of uses, building types, and dwelling sizes, all while ensuring compatibility with neighboring properties. The project offers a mix of one-, two-, and three-bedroom units across two distinct residential buildings.

Building 1 is a six-story structure generally situated in the northwest area of the Property, offering 71 apartments and a private co-working/club room exclusively for residents.

Building 2 is centrally situated and features two residential wings containing a total of 158 apartments, four and five stories high, connected by a two-story clubhouse. This clubhouse serves as a central hub for residents, providing a leasing office, clubroom, co-working space, fitness center, yoga room, and conference room.

Each wing of Building 2 includes an attached private garage on its south side. Additionally, the project includes four freestanding private garages along its southern edge, each observing the required 20-foot setback. These garages are available for residents to rent, with storage and car washing prohibited through lease terms and periodic management inspections.

The PUD employs multiple strategies to provide a sensitive transition to the adjacent single-family residential neighborhood to the south. Development along the south observes the required 20' setback and is limited to detached garages, and the rest of this boundary is buffered by a private lake with fountain features. Further separation and screening are achieved through landscape buffers and fencing for privacy. Building 1 is situated over 200 feet from the southern perimeter, further reducing its impact. A robust landscape buffer, including a site wall, will be constructed along the southern property line to enhance this separation. Building 2 massing steps down toward the south to minimize visual impact and sightlines. Furthermore, active uses and recreational facilities are deliberately oriented away from nearby homes to mitigate potential noise and light disturbances.

Beyond the residential offerings, the project also enhances the public realm with the construction of a public plaza along W. Oakland Park Boulevard. This plaza, featuring artwork, seating, a trellis, and shaded landscape areas, will be

accessible to the public and completed prior to the issuance of the first residential Certificate of Occupancy.

2. **Reducing improvement costs through a more efficient use of land and a smaller network of utilities and streets than is possible through application of standards contained in conventional land development regulations and site designs;**

All public facilities are available and have sufficient capacity to serve the Enspire at Sunrise PUD. The PUD provides a program with a smaller network of utilities and streets than would be constructed under a typical standard zoning district. The Enspire at Sunrise PUD provides for a smaller building footprint and more efficient use of land than would be provided in a lower density/intensity development (2-3 stories).

The apartment buildings are designed with compact architectural elements that avoid unnecessary encroachment into adjacent areas while remaining sufficiently articulated to create visual interest and architectural movement. The central portion of Building 2, which contains the clubhouse, is set back 25 feet from the primary building façade for approximately 91 feet 11 inches, creating variation and allowing what might otherwise function as separate structures to be consolidated into a single building. This approach contributes to the overall compactness and efficiency of the building layout.

Architectural features on both buildings, including balconies, eyebrows, and low walls at balconies, extend varying distances up to six feet beyond the primary building façades. Building 1 is six stories in height and has an essentially rectangular footprint measuring approximately 65 feet 2 inches by 217 feet 8 inches. Building 2 consists of two wings, each configured in an L-shape and measuring approximately 120 feet 3 inches by 230 feet 2 inches each having a section that is 4 stories and a section that is 5 stories. The central section of Building 2 measures 91 feet 11 inches by 48 feet 7 inches and has 2 stories.

By placing a larger building at the center of the project, the overall development footprint is minimized while avoiding additional undesirable height. In other words, the design strategy concentrates the building mass to reduce the spread of development across the site, without making the building unacceptably tall.

3. **To conserve the natural amenities of the land by encouraging the preservation and improvement of scenic and functional space.**

The property does not currently contain any significant natural amenities. However, the PUD capitalizes on the central lake by maximizing the number of units with lake views and creating a walking trail around the lake. The Enspire at

Sunrise PUD also includes a public plaza adjacent to W. Oakland Park Boulevard with artwork, seating and shaded landscaped areas. All these elements create improved open space areas that provide scenic and functional space.

4. **To provide a high quality of design and materials to create aesthetically pleasing environments for living, shopping, and working in the City;**

The PUD Design Guidelines provide the framework for Enspire at Sunrise PUD to ensure the community has high quality design and materials that will be an asset to the city. The buildings showcase a modern architectural style, with clean lines, neutral tones, and varied façade treatments. Key design elements include the following:

- Recessed balconies with black railings
- Large energy-efficient windows
- White and gray exterior palettes with textured stone accents at the base
- Vertical and horizontal articulation to break up massing
- Defined entryways and covered walkways for pedestrian comfort

The design's strategic placement of the central building (Building 2) around a lake, with direct access to amenities, creates an ideal and highly desirable living environment. A coworking/club room is introduced as an extra amenity in Building 1 to provide the residents of that building with a convenient amenity without leaving their building and being exposed to the elements. The high-end amenities proposed for the project significantly exceed that of similar sized communities in the market and will provide a desirable development for current and future City residents.

5. **To promote sustainable development.**

The development meets the requirements for certification by NGBS. NGBS is a green building certification system for multifamily developments and includes requirements for energy efficiency (advanced insulation, high efficiency HVAC systems), water efficiency (reduced water consumption fixtures), resource efficiency (use of sustainable materials), lot development (open space exceeds requirements), operation and maintenance (LED fixtures for reduced power consumption), indoor air quality (improved air quality and reduced use of toxic materials), and addition of Electric Vehicle chargers, . 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.

Additionally, a Broward County Transit bus stop is adjacent to the site on W. Oakland Park Boulevard, approximately 100 feet east of NW 68th Avenue. The

developer has committed to make a monetary contribution of \$125,000 to upgrade the adjacent bus stop with the addition of a new bus shelter meeting the new City standards. The payment will be made prior to the issuance of the first building permit.

6. **To ensure that development will occur within the guidelines and intent of the Sunrise Comprehensive Plan and this chapter. Planned unit developments are equally adaptable to new development or redevelopment;**

Development will occur within the guidelines and intent of the Sunrise Comprehensive Plan. The PUD is consistent with the following goals, objectives and policies of the Sunrise Comprehensive Plan:

FUTURE LAND USE

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.

OBJECTIVE 1.2: Residential Densities: Regulate permitted density to ensure balanced growth patterns.

Policy 1.2.2: The City of Sunrise will continue to implement the Flexibility and Redevelopment Unit provisions as provided for in the Land Use Implementation Section of this Element and consistent with the BCLUP and the Administrative Rules Document: BrowardNext (hereafter “Administrative Rules Document”).

Flexibility units are required to permit residential units on the commercial-designated site. Therefore, the proposed project implements the Flexibility provisions provided for in the Land Use Implementation Section of the Future Land Use Element.

Policy 1.2.4: Support increases in residential densities where appropriate to ensure adequate supply of affordable housing.

The multi-family residential project includes 229 units, including 57 units designated as moderate-income housing, at an appropriate location. The project reflects a transitional land use between lower density residential units to the south and W. Oakland Park Boulevard to the north, and the commercial uses to the west and east. Compatibility with the existing single-family residential neighborhood to the south is enhanced by providing robust landscaping (provided landscaping significantly exceeds code requirements both in trees and in shrubs and ground covers), a minimum 20’ setback, and limiting buildings closest to the south property line to free-standing garages with the balance of the south boundary abutting a private lake with water fountain features. Additionally, the project

has been carefully designed with a sensitive transition from the single family homes to the south by:

- *Introducing a 6' perimeter wall along the south as well as additional landscaping as a buffer*
- *Adding a center lake to separate almost 50% of the single-family homes from any development.*
- *Introduced single story garages along the remaining southern perimeter and in observance of the required 20' setback as an additional buffer*
- *Pushing the residential buildings north 100'+ to separate them from the back yards*
- *Gradually increasing the building heights from 4 to 6 stories as it moves away from the neighboring single-family homes.*

Policy 1.2.6: The City of Sunrise shall establish programs to provide, encourage, or enable, low and moderate income housing to meet the needs of City of Sunrise's existing and future residential population and economic activities.

The multi-family residential project includes 229 units, including 57 units designated as moderate-income housing provided consistent with Broward County Policy 2.16.3, made available within the city in order to encourage affordable housing.

OBJECTIVE 1.3: Protection of Residential Areas: Develop and implement land use controls which promote residential areas that are attractive, well maintained and protect the health, safety, and welfare of residential areas.

Policy 1.3.3: Provide, through the City of Sunrise Land Development Code (LDC), proper design regulations for residential developments, to ensure that the required amount of open space is located to serve the future residents. The required open space will be achieved through proper landscape buffering between residential land uses and the following land uses: community facilities, multi-family residential, commercial, industrial and other land uses, as well as proper buffering from street rights-of-way and canals.

The project is being developed consistent with the City's Land Development Code Sec. 16-101 Planned Unit Development (PUD) district and associated land development regulations and PUD Design Guidelines ("Guidelines"). 35% open Space is required, and 41.07% open space is provided. A public plaza is also provided as part of the project. Buffers are proposed along the south property line as described above. Landscape

buffers are also provided along the east adjacent to commercial uses. An aluminum picket fence with some solid wall sections is proposed along the perimeter, except for the south property line which will contain a solid 6' wall.

Policy 1.3.4: All new residential developments must receive site plan approval in accordance with the City of Sunrise Land Development Code (LDC).

The project is required to receive site plan approval.

GOAL 7 : Provide for opportunities to serve the current and future needs of the City of Sunrise population and economy.

OBJECTIVE 7.2: Public Schools: Support Broward County Public Schools

Policy 7.2.1: The City of Sunrise shall implement development review procedures to assure that facilities and services meet established countywide level of service (LOS) standards and are available consistent with concurrency requirements and Section 163.3180 Florida Statutes and Policy 2.15.4 of the Broward County Land Use Plan (BCLUP).

The Applicant obtained School Consistency Review Report #SBBC-4016-2025 indicating that incorporating the cumulative students anticipated from the project and the vested developments, all schools are expected to operate below the adopted LOS, and that Planning Area "5" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed.

PHASED GROWTH

GOAL 10: Consistency with the provision of adequate regional and community services and facilities .

OBJECTIVE 10.1: Public Facilities and Phased Growth: Coordinate future land uses with availability of regional and community facilities and services sufficient to meet the current and future needs of the City of Sunrise population and economy without endangering its environmental resources.

Policy 10.1.1: The City of Sunrise shall implement development review procedures to assure that facilities and services meet established County-wide and municipal level of service (LOS) standards and are available concurrent with the impacts of development.

Per LDC Sec. 16-64(b), all development permit applications shall be reviewed by the appropriate city departments as specified by the city manager. The city planner shall review all appropriate development permit

applications for concurrency. Therefore, as part of the review and approval process, the project will be reviewed for concurrency. Additionally, during the site plan review and approval process, the applicant will coordinate with the City to ensure that all public facilities are available and have sufficient capacity to serve the Enspire at Sunrise PUD. The applicant will provide appropriate improvements required to offset impacts.

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.

The proposed project promotes the efficient use of existing urban services by directing new development into an already urbanized area where regional and community facilities are available to serve the project. The site is surrounded by developed land located along W. Oakland Park Boulevard, a major thoroughfare with existing mass transit routes. Essential public services including water, sewer, drainage, police and fire protection are available to serve the project. Availability-to-serve/no objection letters have been obtained from Crown Castle, City of Sunrise, AT&T, FPL, and Comcast.

Concentrating new residential growth in this location takes advantage of existing public investments in infrastructure. Applicant will pay the required impact fees.

TRANSPORTATION ELEMENT

GOAL 3: The City will encourage a transportation system which minimizes environmental impact and conserves energy.

OBJECTIVE 3.2: The City of Sunrise shall continue to participate in cooperative intergovernmental plans and programs that will improve energy efficiency as well as incorporate transportation strategies to reduce the production of greenhouse gas emissions.

Policy 3.2.3: The City of Sunrise will encourage development of private infrastructure and facilities to accommodate energy efficient vehicles.

Eight (8) EV charging stations are included in the project (2 % of total parking spaces)

GOAL 4: Continue to support the development of a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of Sunrise.

OBJECTIVE 4.1: The City shall continue to work cooperatively with Broward County, the Florida Department of Transportation (FDOT), Broward Metropolitan Planning Organization (MPO), and other relevant agencies to increase the level of annual Broward County Transit (BCT) ridership.

Policy 4.1.6: The City of Sunrise may require private developers provide or contribute funding toward the construction or improvement of bus shelters that the proposed development will impact.

A Broward County Transit bus stop is adjacent to the site on W. Oakland Park Boulevard, approximately 100 feet east of NW 68th Avenue. The developer has committed to make a monetary contribution of \$125,000 to upgrade the adjacent bus stop with the addition of a bus shelter. The shelter and associated bus stop infrastructure will be designed in coordination with the City and Broward County Transit. The contribution shall be made prior to the issuance of the first building permit.

GOAL 7: Protect, maintain, and where feasible improve the City of Sunrise's transportation system in a manner that provides for safety and security, convenience and energy efficiency; that coordinates and balances the transportation system with the state, regional and countywide multi-modal plans, programs and systems; that is considerate of sensitive environmental issues and areas; and that addresses the transportation needs of present and future populations including the transportation disadvantaged.

OBJECTIVE 7.1 The City of Sunrise, in coordination with the transportation planning efforts of the State of Florida, Broward County, South Florida Regional Planning Council (SFRPC), Broward Metropolitan Planning Organization (MPO), South Florida Regional Transportation Authority (SFRTA), and adjacent municipalities, shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable Future Land Use Maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

A Broward County Transit bus stop is adjacent to the site on W. Oakland Park Boulevard, approximately 100 feet east of NW 68th Avenue. The developer has committed to make a monetary contribution of \$125,000 to upgrade the adjacent bus stop with the addition of a bus shelter. The shelter and associated bus stop infrastructure will be designed in coordination with the City and Broward County Transit. The upgraded bus stop with shelter will improve the existing bus stop condition and will help meet the transportation needs of the residents of the project and the surrounding community.

HOUSING ELEMENT

GOAL 1: To provide decent, safe, and sanitary housing in suitable locations at affordable costs to meet existing and future housing needs of City residents, by expanding and increasing meaningful partnerships with public, private, and not-for-profit housing providers.

OBJECTIVE 1.2: Addition of New Affordable and Workforce Housing Units: Encourage and assist the provision of additional housing units by the private sector to maintain a housing supply of various types, sizes, and costs including housing affordable to very low, low and moderate-income households consistent with current economic needs of potential owners and renters.

Policy 1.2.8: The City of Sunrise shall support the development of affordable and workforce housing units in proximity to existing and future transit routes.

The project includes 57 units restricted to moderate-income households.

Policy 1.2.11: The City of Sunrise shall continue to utilize density bonuses for affordable housing consistent with the BrowardNext Broward County Land Use Plan to encourage an increased supply of affordable housing.

The project utilizes Broward County Land Use Plan Policy 2.16.3 which allows six (6) bonus units for every one (1) moderate-income unit that is provided. In order to obtain the proposed 229 unit count, 33 moderate-income units are provided which allows for the following calculation: 33 moderate-income units x 6 bonus units = 198 bonus units; 33 + 198 = 231 units total. However, the developer is only proposing to build 229 units. Applicant is voluntarily agreeing to provide a total of 57 moderate-income units which will be restricted through a Declaration of Restrictive Covenants for a minimum of 30 years.

7. **To promote a more efficient use of the roadway system, encourage multi-modal trips and pedestrian mobility.**

Bicycle parking facilities are included in the PUD 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 in combination with the mass transit routes in the area.

The project significantly enhances pedestrian and bicycle connectivity, both internally and with the surrounding area. It directly connects to the existing bicycle lanes along W. Oakland Park Boulevard. Inside the development, a safe pedestrian network promotes walkability. Residents will find multiple direct connections to

adjacent sidewalks: one to NW 68th Avenue to the west, and three to the 6-foot sidewalk running parallel to W. Oakland Park Boulevard. All of these connections provide direct, convenient access to the existing bus stop adjacent to the site on W. Oakland Park Boulevard. The developer has committed to contributing \$125,000 for the enhancement of the bus stop and the addition of a new bus shelter that meets the current City standard, per coordination with the City and Broward County Transit. This bus stop is served by BCT Route 72 which operates with 20 to 25-minute headways in the eastbound and westbound directions during the A.M and P.M. peak hours. Detailed transit route information was included with the traffic impact analysis. The pedestrian facilities also encourage both pedestrian mobility and the use of mass transit by way of access to multiple other existing bus stops along W. Oakland Park Boulevard, at least four (4) of which are located within 250 feet of the site.

8. **To provide a broader range of housing opportunities within the city, including affordable housing opportunities consistent with City and Broward County guidelines; and**

The Enspire at Sunrise PUD provides a variety of dwelling unit sizes and types to accommodate a variety of renter households. The PUD reserves 57 units (25% of the dwelling units) for those individuals and families who qualify at the moderate-income level as defined in the Broward County Land Use Plan (under 120% of Area Median Income or “AMI”). This commitment is required for a minimum of 30 years and will be included in a declaration that will be recorded in the public records.

9. **To provide for other limitations, restrictions, and requirements as deemed necessary due to the uniqueness of the development.**

The PUD Design Guidelines and any conditions of approval imposed by the City provide for any limitations, restrictions, and requirements as deemed necessary due to the uniqueness of the development. The PUD Design Guidelines are not a complete summary of all applicable code requirements. The applicable Code requirements shall apply to any criteria not included in these guidelines and conditions of approval.

F. Conceptual Site Plan

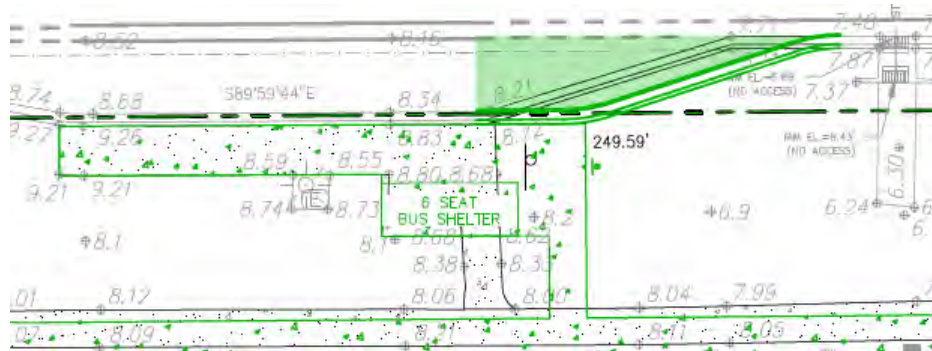
The Conceptual Site Plan (Exhibit 3) identifies the general location of uses, buffers and access.

G. Voluntary Commitments

Green Building

Bus Pull Out Bay Enhancements

Boarding and lighting area is also being extended by 18' to match the extension of the bus bay. Additionally, the bus shelter pad will be extended 8'x11.5' to a proposed pad of 10'x27' that will support a 6-seat bus shelter. Refer to below graphic.



Bus/Transit Contribution

Public Plaza

[14]

Because a portion of the Public Plaza occurs on private property, developer is proposing to grant a public access easement covering the extent of the plaza.

Affordable Housing

The developer agrees to voluntarily restrict 57 units for a period of 30 years for moderate-income (120% AMI), based on the income and rent limits for Broward County in effect at the time of lease agreement. The 2026 income and rent limits for Broward County are shown below (the chart is updated annually):

Note: The general hold harmless provisions of IRC Section 142(d)(2)(E) mean that projects with at least one building placed in service on or before the end of the 45-day transition period for newly-released limits use whichever limits are greater, the current-year limits or the limits in use the preceding year.

HUD release: 5/1/2026

Effective: 5/1/2026

HUD revised AIT limits 5/18/2026

Implement on/before: 6/14/2026

2026 Income Limits and Rent Limits

Florida Housing Finance Corporation

Multifamily Rental Programs and CWHIP Homeownership Program

NOTE: Does not pertain to CDBG-DR, HHRP, HOME, NHTF or SHIP

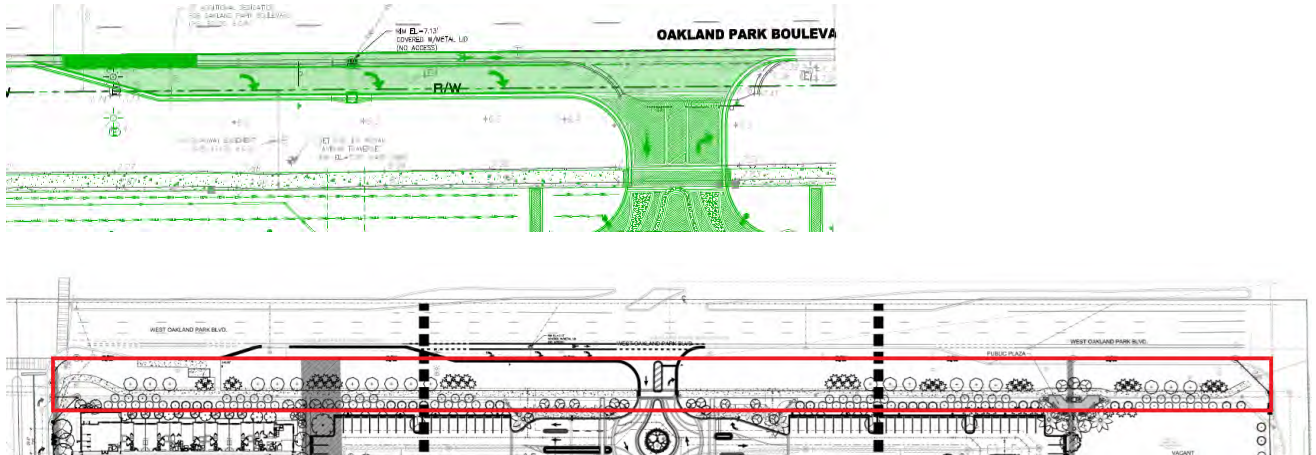
County (Metro)	Percentage Category	Income Limit by Number of Persons in Household										Rent Limit by Number of Bedrooms in Unit					
		1	2	3	4	5	6	7	8	9	10	0	1	2	3	4	5
Broward County (Fort Lauderdale HMFA)	20%	17,740	20,280	22,800	25,360	27,380	29,420	31,460	33,480	35,504	37,533	443	475	570	659	735	811
	25%	22,175	25,350	28,500	31,700	34,225	36,775	39,325	41,850	44,380	46,916	554	594	712	824	919	1,014
	28%	24,836	28,392	31,920	35,504	38,332	41,188	44,044	46,872	49,706	52,546	620	665	798	922	1,029	1,136
	30%	26,610	30,420	34,200	38,040	41,070	44,130	47,190	50,220	53,256	56,299	665	712	855	988	1,103	1,217
	33%	29,271	33,462	37,620	41,844	45,177	48,543	51,909	55,242	58,582	61,929	731	784	940	1,087	1,213	1,339
	35%	31,045	35,490	39,900	44,380	47,915	51,485	55,055	58,590	62,132	65,682	776	831	997	1,153	1,287	1,420
	40%	35,480	40,560	45,600	50,720	54,760	58,840	62,920	66,960	71,008	75,066	887	950	1,140	1,318	1,471	1,623
	45%	39,915	45,630	51,300	57,060	61,605	66,195	70,785	75,330	79,884	84,449	997	1,069	1,282	1,483	1,654	1,826
	50%	44,350	50,700	57,000	63,400	68,450	73,550	78,650	83,700	88,760	93,832	1,108	1,188	1,425	1,648	1,838	2,029
	60%	53,220	60,840	68,400	76,080	82,140	88,260	94,380	100,440	106,512	112,598	1,330	1,425	1,710	1,977	2,206	2,435
	70%	62,090	70,980	79,800	88,760	95,830	102,970	110,110	117,180	124,264	131,365	1,552	1,663	1,995	2,307	2,574	2,841
	80%	70,960	81,120	91,200	101,440	109,520	117,680	125,840	133,920	142,016	150,131	1,774	1,901	2,280	2,637	2,942	3,247
	90%	79,830	91,260	102,600	114,120	123,210	132,390	141,570	150,660	159,768	168,898	1,995	2,138	2,565	2,966	3,309	3,652
	100%	88,700	101,400	114,000	126,800	136,900	147,100	157,300	167,400	177,520	187,664	2,217	2,376	2,850	3,296	3,677	4,058
	110%	97,570	111,540	125,400	139,480	150,590	161,810	173,030	184,140	195,272	206,430	2,439	2,613	3,135	3,625	4,045	4,464
	120%	106,440	121,680	136,800	152,160	164,280	176,520	188,760	200,880	213,024	225,197	2,661	2,851	3,420	3,955	4,413	4,870
	140%	124,180	141,960	159,600	177,520	191,660	205,940	220,220	234,360	248,528	262,730	3,104	3,326	3,990	4,614	5,148	5,682
Median:	102,500																

Right of Way (ROW) Improvements

West Oakland Park Blvd

- Addition of a dedicated right turn lane into the property, as requested by FDOT.
- Construction of a new 7' sidewalk along entire frontage (replaces an existing 6' sidewalk).
- Addition of landscaping and irrigation north of the proposed 7' sidewalk for beautification purposes. The proposed landscape improvements proposed along the right-of-way in W. Oakland Park Boulevard shown in (Sheets L-201, L-202, and L-203) will be maintained by the developer and completed prior to issuance of first Certificate of Occupancy.

Refer to improvements depicted below.

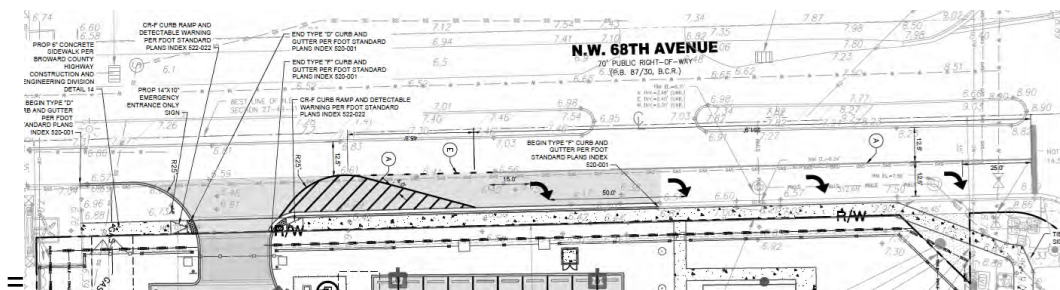


NW 68th Avenue

The proposed NW 68th Avenue right-of-way improvements shown below (Sheets C6.10 and L-301) shall be completed prior to issuance of first Certificate of Occupancy.

- Right turn lane will increase from 137' in length to 203' in length as well as the addition of a 50' taper.
- Existing 5' sidewalk will be removed and a new 5' sidewalk will be installed along the property line and to make room for the right turn lane.

Refer to improvements depicted below.



Public Art

Approval of the Enspire at Sunrise PUD is subject to a voluntary commitment for the addition of Public Art to be in the Public Plaza in an amount not less than \$35,000. The plaza, landscaping, any associated lighting, and any required pedestal is not included in the \$35,000 which is solely intended to cover the cost of the art. The proposed art and

final artist contract will be submitted to City at building permitting and installation is to occur before the issuance of the first Certificate of Occupancy.

Final art to be reviewed and approved by the City Manager or its designee.

Neighborhood Entrance Feature

The Developer shall substantially demolish the entry features on the east and west side of NW 68th Avenue, at the southern portion of the Project and at the intersection of NW 68th Avenue and Sunset Strip. The Developer will reconfigure the entry features in accordance with Exhibit 6. Such work shall be completed within 60 days after the first certificate of occupancy for the project, more specifically for any type of certificate of occupancy.

Parcel ID 4941-2717-0450 ("Single-Family Parcel") - Wall

The City (as the owner of parcel ID 4941-2733-0011) agrees, the Developer shall extend the Project wall along the southern property line east approximately 45 feet of the Project limits to provide a wall along the entire length of the single-family parcel (4941-2717-0450). Upon approval of the PUD, the Developer shall have the right to access the city-owned property identified by parcel ID 4941-2733-0011 (City Owned Parcel) that is in part adjacent to the single-family parcel for the purpose of said improvements provided the Developer provides and receives approval of an agreement, including indemnification, to the satisfaction of the City Attorney prior to accessing the City Owned Parcel and notifies the City two (2) business days prior to accessing the property. The agreement must receive approval prior to the issuance of a building permit for the Project.



In addition, the Developer will also remove the westernmost precast panel on the south side of the City Owned Parcel and replace with a vinyl coated chain link fence, height to match existing precast panel, that includes a 16-foot wide double gate, as well as a minimum six (6) foot high vinyl coated chain link fence that includes an 8-foot wide double

gate from the southwest corner of the City Owned Parcel wall south to the property line to facilitate access through the Enspire Property on the existing utility easement.

H. Development Procedures

Rezoning

A rezoning from B-3 General Business to PUD is required. The rezoning review and approval shall follow the procedures contained in Subsection 16-38 of the City Code.

Site Plan

The site plan review and approval shall follow the procedures contained in Subsection 16-31 of the City Code. Site plan approval is required prior to issuance of a building permit. Site plan approval can occur concurrently with the PUD approval. All approvals shall be generally consistent with the Conceptual Site Plan provided as Exhibit 3.

Allocation of Flexibility Units

Pursuant to Sec. 16-116, the allocation of at least 33 flexibility units are being requested to permit the base residential use for the project. Per the Implementation section of the City's Comprehensive Plan, residential uses are permitted in areas designated commercial with the allocation of flexibility units.

Cross Access Easement

An Access Use and Maintenance Agreement between private properties providing cross access was recorded in OR Book 37338, Page 1625 and will be vacated.

Platting and Plat Note Amendment

The multi-family program is situated on a portion of Tract A of the Sunrise Oakland Frontage Section Plat recorded in 1978 in plat book 87, page 30, Broward County records. A note restriction is not included on the face of the plat. Plats recorded after 1953 that do not have a note on the face of the plat do not require a note amendment.

No development is proposed within the Sousa Plat recorded in plat book 144, page 38, Broward County Records. The Sousa Plat is restricted to 6,000 square feet of commercial use. A plat note amendment would be required to develop the Sousa Plat portion of the PUD with uses and intensity inconsistent with 6,000 square feet of commercial.

A platting determination was obtained from Broward County indicating that replatting is not required for the above referenced plats.

SECTION II: UNIFIED CONTROL

A draft unified control document is included with this application. The unified control document contains provisions to address the following elements:

1. Requires the proposed development to proceed according to the PUD district regulations which includes the development standards and design guidelines as approved by the City Commission and conditions of approval for the rezoning of the property to PUD.
2. To provide for continued operation and maintenance of any proposed public open spaces and common elements of the approved PUD; and
3. To bind the owner's successors in title to any conditions of approval of the PUD.

The final unified control document that meets the City Code requirements and is approved by the City shall be recorded in the public records prior to the issuance of a building permit for the first structure.

SECTION III: DESIGN GUIDELINES

A. Permitted Uses

The Enspire at Sunrise Planned Unit Development (PUD) features two primary residential buildings. Building 1 is situated in the northwest portion of the site, is six stories and contains 71 residential units. Building 2 includes 158 residential units and a clubhouse. Building 2 ranges in height from four to five stories. Together, the buildings offer a total of 229 units. A total of six (6) single-story free standing private garages offering a total of 48 spaces will be provided, two (2) of which will be attached to the 5-story buildings and four (4) will be free standing.

The development also includes a variety of high-quality amenities designed exclusively for residents, including a swimming pool, a dog wash station, club room, fitness facility, yoga room, coworking space, business center, poolside cabanas, outdoor dining areas with BBQ grills, and outdoor play areas.

The project also includes the construction of a public plaza along W. Oakland Park Boulevard that is planned to include artwork, seating, trellis and shaded landscape areas and will activate the W. Oakland Park Boulevard frontage.

Leases will include language to specify that all parking garages are to be used leased for units with 2 bedrooms or more and solely for parking a vehicle and not for personal

storage. Screen walls/enclosures for patios and balconies, with or without a solid roof, are not permitted.

B. Development Standards

1. Minimum tract size

According to the legal description provided with this application, the property contains 9.64 net acres and 11.94 gross acres. The gross acreage figure includes the adjacent road rights of way to the centerline of the adjacent roads.

2. Maximum Density

The total number of dwelling units permitted in the PUD is 229 dwelling units, 57 of which will be restricted to moderate income AMI.

3. Unit Mix

Unit Type	# of units
1 Bedroom	116
2 Bedroom	92
3 Bedroom	21
TOTAL	229

4. Minimum lot size

Minimum lot size is not applicable to the multi-family units in the Enspire at Sunrise PUD.

5. Distance between structures

Section 16-101(d)(4)b. of the Code requires a minimum of twenty (20) feet between multi-family buildings. The setbacks between multi-family buildings meet or exceeds this requirement as reflected below.

	Required	Provided
Minimum Distance Between Multi-Family Buildings	20'-0"	87'-11"

6. Access

Access to the property is available via W. Oakland Park Boulevard and NW 68th Avenue. The W. Oakland Park Boulevard access is for both residents and visitors and it will provide an eastbound Right in/Right Out as well as a westbound left in.

Vehicular access gates are located at the eastern and western ends of the main entrance rotunda separating the residents' parking from the visitor's areas. Both of these access points will have an access control and call box. The NW 68th Avenue access will only be available to emergency vehicles via access control. All three access gates will have a click2enter emergency responder access system.

Pedestrian movement and safety are priorities in the design of the Enspire at Sunrise PUD. A continuous network of internal sidewalks, at least 5 feet wide, provide pedestrian connections between all buildings and amenity areas. All sidewalks in the PUD provide accessible pedestrian connections to nearby bus stops. Although there are no dedicated bicycle lanes within the property, given the lack of internal traffic, bicycles are expected to share the driveways between the public streets and the storage facilities.

In addition, easements recorded prior to issuance of a certificate of occupancy provide the City with access to maintain any public facilities on the property. An access easement to the public plaza adjacent to W. Oakland Park Boulevard allows the public to enjoy this amenity.

7. **Setbacks**

Section 16-101(d)(6) of the City Code does not require any setbacks or yards except for a 30-foot setback around the perimeter unless modified by the approved PUD. The following table provides the required setbacks for residential buildings and individual parking garages at each perimeter edge. The deviations are included in Exhibit 7, Code Deviations Table.

West (street)	• 23'-6" min. to residential buildings
	• 71'-8" min. to garages
South* (rear)	• 101'-5" min. to residential buildings
	• 20'-0" min. to garages
North (street)	• 61'-7" min. to residential building 1
	• 129'-3" min. to residential building 2
East (street)	• 349'-1" min. to residential building
East (side)	• 147'-9" to residential building
	• 16'-6" min. to garages

* Important to note that while the south setback to garages is proposed at 20', almost 50% of that frontage is backing up the lake, which significantly exceeds the 20'. Also, the proposed landscaping along the southern edge of the project, combined with the proposed parking garages (14' high) in other areas, will provide sufficient screening to the adjacent single-family homes.

8. **Maximum height of structures**

Section 16-101(d)(7) Maximum building height shall be 80' or (5) stories, whichever is greater, as measured in accordance with the defined term "Height of building" found in Section 16-277 of the City Code. Any structure within 100' of the adjacent single-family residential development located south of the property shall be a maximum of 35'.

We are proposing a slight deviation to the code to allow for the following:

	Required	Provided
Residential Building 1	80' max.	68' - (6) stories
Residential Building 2	80' max.	58' - (5) stories
Clubhouse	80' max.	33'-6" - (2) stories
Garages	35' max. (within 100' of single-family homes south of site)	14' - (1) story

9. **Minimum floor area requirements**

The minimum size for dwelling units in the PUD shall be equal to or greater than the minimum requirements in Section 16-101(d)(8) of the City Code as provided below. In addition, each residential unit in the PUD shall also have either a balcony or patio but the minimum size will be 60sf as provided below.

UNIT TYPE	MIN. AREA REQ.	MIN. PROVIDED	MIN. BALCONY AREA REQ.	MIN. BALCONY AREA PROVIDED
One bedroom multifamily (One bathroom)	700 S.F.	700 S.F.	80 S.F.	60 S.F.**
Two bedroom multifamily (Two bathroom)	1,000 S.F.	1,000 S.F.	80 S.F.	60 S.F.**
Three bedroom multifamily (Three Bathroom)	1,175 S.F.*	1,175 S.F.	80 S.F.	60 S.F.**

** Per Section 16-101(d)(8) of the City Code each additional bedroom in excess of (2) requires an additional 175 square feet.*

*** Each unit shall include a balcony or patio.*

10. **Floor area ratio**

The City of Sunrise Comprehensive Plan specifies maximum floor area ratios for nonresidential uses only. Therefore, as the Enspire at Sunrise is limited to residential use only, there is no maximum floor area ratio requirement.

11. **Off-street parking and loading requirements**

- a. **Parking lot layout, landscaping, buffering and screening shall minimize direct views of parked vehicles from major streets.**

The site design minimizes direct views of parked vehicles from W. Oakland Park Boulevard and NW 68th Avenue with a landscape buffer, public open space and public art installation. There is no parking along NW 64th Avenue.

- b. **The interior of all parking lots shall be landscaped to provide shade and relief.**

The parking lots include terminal and interior landscape islands throughout that include appropriate trees and landscaping to provide shade and relief.

- c. **Parking lot layout shall take into consideration pedestrian circulation and pedestrian crosswalks shall be provided where necessary and appropriate.**

A continuous network of internal sidewalks and crosswalks provide safe connections between all buildings and amenity areas. Internal sidewalks connect to the adjacent public sidewalks along W. Oakland Park Blvd and NW 68th Avenue and provide accessible pedestrian connections to nearby bus stops.

- d. **The applicant may propose parking that does not meet minimum Code requirements, in which case the applicant shall submit a parking study, prepared by a registered traffic engineer. At a minimum, the parking study shall include the number of proposed parking spaces, public transit ridership statistics, and justification for any deviation from the requirements of Article VI of this Code for off-street parking and loading. The study shall be reviewed and approved by the directory of community development or his/her designee.**

The minimum parking ratio, including visitor spaces, shall be 1.703 spaces per unit. This ratio is consistent with the parking study submitted with this application and attached as Exhibit 8. This ratio is consistent with the industry standards and helps to limit the amount of pavement thereby reducing the heat island effect.

All accessible parking spaces to be as per Americans with Disabilities (ADA), the Fair Housing Act (FHA) & the Florida Accessibility Code.

Section 16-148 (ARTICLE VII) does not require loading. The Enspire at Sunrise PUD will not be providing loading areas.

Garage spaces shall only be leased for units with 2 parking spaces or more and solely for parking and not personal storage

- e. **Bicycle parking spaces shall be provided throughout the site by way of bicycle racks capable of accommodating a cumulative minimum equal to five (5) percent of the required vehicle parking.**

The Enspire at Sunrise PUD is required to provide a minimum of 20 bicycle parking spaces. Three (3) racks capable of parking 7 bicycles each for a total of 21 bicycle parking spaces are being provided.

12. **Landscaping**

- a. The landscaping design is a mix of native and exotic shade trees, palms, shrubs, and lawns. Landscape design is coordinated with building design, parking lots, amenity spaces and project entrance features and is selected and installed to provide shade at pedestrian walkways and amenity spaces. The landscaping design relates to and reinforces important spaces and building entrances.
- b. Landscape design shall follow the regulations in the Landscape Code (Article VIII) applicable to the RM-25 zoning district except as shown in Exhibit 7, Code Deviations Table.
- c. All mechanical equipment will be placed on the roofs of the buildings. Rooftop units shall be screened by an architectural barrier equal or higher than the equipment; ground floor units shall not be visible from the public right-of-way; otherwise; architectural screening shall be provided. Other mechanical equipment, such as water and fire backflow preventers and FPL transformers, may be screened with landscaping. The EV charging stations are limited to two (2) charging ports located in front of a parking space. The EV chargers do not create any noise that would be disruptive to residents. For these reasons, there is no landscape material around the EV chargers to allow for easy access and use of the equipment. Landscaping screening will be provided for the proposed private lift station along NW 68 Ave. All deviations are included in Exhibit 7, Code Deviations Table.

- d. The central lake provides the water source for the landscape irrigation system. The project will also incorporate a connection point at the northwest corner of the property for future connections to reclaimed water when available.
- e. Littoral plantings have been added to the southern portion of the lake. Small canopy trees and palm clusters have also been added to the Oakland Park Blvd Right of Way. At the perimeter of the site, a variation of shrubs and trees have been added. Finally, a specimen tree has been added as a focal point to the main entrance roundabout.

13. Plant materials

All landscaping plant material meets the requirements of Article VIII of the Code, except for the percentage of any one species of shrubs. This deviation is noted in Exhibit 7, Code Deviations Table. The amount of landscape material in the PUD meets or exceeds the applicable Code requirements to provide for a lushly landscaped environment.

14. Open space requirements

Section 16-101(d)(13) of the City Code requires a minimum of 35% of gross site area shall be provided as open space inclusive of all pervious area, courtyards, plaza, pool decks, sidewalks and other outdoor use areas, except that lakes or other water area shall not count for more than twenty-five percent (25%) of the open space requirement, unless such water area is within a recorded wetlands conservation easement in which no more than thirty-five percent (35%) of water area shall count towards the open space requirement.

Enspire at Sunrise PUD exceeds the required 35% as shown below. The composition of the open space is provided below.

Open Space Type	Area	Percent
Landscape, pool deck, sidewalks	185,862 SF	35.72 %
Lake (Max. 25% of req. open space)	27,843 SF	5.35 %
TOTAL	213,705 SF	41.07 %

15. Coordination with Broward County Transit

During the City site plan approval process, the applicant will coordinate with Broward County Transit and the City to determine any necessary infrastructure to accommodate future public transportation needs. Three (3) transit routes serve the PUD and all have convenient transit stops.

BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN	SERVICE FREQUENCY	PEDESTRIAN PATH IN FEET
72	Weekday	4:45 am – 1:29 am	Approx. 20 Minutes	Eastbound – Approx. 435' (0.08 mi.) from Oakland Park Boulevard entrance Westbound – Approx. 500' (0.09 mi.) from Oakland Park Boulevard entrance
	Saturday	5:00 am – 1:08 am	Approx. 22 Minutes	
	Sunday	7:14 am – 10:20 pm	Approx. 23 Minutes	
81	Weekday	4:35 am – 12:23 am	Approx. 30 Minutes	Northbound – Approx. 3,900' (0.74 mi.) from Oakland Park Boulevard entrance Southbound – Approx. 3,850' (0.73 mi.) from Oakland Park Boulevard entrance
	Saturday	5:05 am – 12:01 am	Approx. 35 Minutes	
	Sunday	7:20 am – 10:45 pm	Approx. 42 Minutes	
56	Weekday	6:30 am – 7:07 pm	45 Minutes	Westbound – Approx. 4,825' (0.91 mi.) from Oakland Park Boulevard entrance

16. **ROW Sidewalks**

Enspire at Sunrise PUD proposes replacing the asphalt sidewalk along NW 68th Avenue with a 5' concrete sidewalk and the replacement of the 6' concrete sidewalk along W. Oakland Park Boulevard with a 7' concrete sidewalk.

17. **Offsite Improvements**

Additional to the sidewalk replacement mentioned on #16 above, the applicant is proposing the following off-site ROW improvements:

- Redo the northbound right turn lane on NW 68th Avenue

- Add an eastbound right turn lane for the proposed access point along Oakland Park Blvd.

18. Trash Collection Operations

Waste receptacles from trash compactors are stored inside air-conditioned trash rooms provided in each building. Property management will bring trash and recycling bins to the designated trash pick-up area on scheduled trash/ recycling pick up days. Collection trucks retrieve the containers that have been moved by property maintenance personnel. Maintenance staff ensure that containers are returned promptly to the trash room, and the area is cleaned after each collection.

C. Design Standards

1. Building architecture shall be creative and distinctive with site development incorporating sustainable design concepts with respect to architecture, green design, landscaping and urban form.

One of the primary architectural objectives of this PUD is to employ façade articulation and thoughtfully scaled massing to create a visually rich, pedestrian-friendly environment. Building frontages incorporate horizontal and vertical modulation, varied materials, balconies, fenestration patterns, and architectural projections that break down the overall mass of the structures. These design elements promote visual interest at the street level while maintaining a comfortable human scale appropriate for residential living and an active public realm.

The project has been carefully organized to enhance livability, sustainability, and environmental performance. The majority of the building masses are oriented east-west to limit direct solar heat gain during peak afternoon hours, while still maximizing natural light within the residential units. Deep overhangs, recessed balconies, and shaded pedestrian paths further contribute to passive cooling and reduced energy demand. The development is pursuing NGBS certification, with the final certification level to be determined at completion of the construction documents.

Landscape design plays a significant role in the aesthetic and environmental performance of the project. Large continuous landscape buffers, shade trees, plazas, and lakefront open spaces provide opportunities for passive recreation, gathering, and natural cooling. The network of landscaped pedestrian walkways connects West Oakland Park Boulevard, NW 64th Avenue, and NW 68th Avenue to the existing bus stop, interior plazas, bike racks, seating areas, EV charging stations, and the public plaza. These shaded, landscaped connections reinforce walkability, enhance comfort, and encourage pedestrian activity throughout the site.

2. **To prevent long stretches of repetitive and undifferentiable wall planes, a building shall be designed in a manner that reduces its apparent bulk by visually dividing the façade into small segments that create a complementary pattern of rhythm and divide large buildings into smaller identifiable pieces. Building proportions with strong vertical emphasis that exaggerates building height are to be avoided.**

The design includes projecting elements in the foreground, such as decorative railings, eyebrows, and other architectural components that create visual rhythm and movement across the façades, preventing long, undifferentiated wall planes. Variation in materials and texture, combined with recessed entries, vertical and horizontal breaks, and strategic changes in height, further articulate the buildings and reduce their apparent bulk. These design moves establish a balanced composition of solids and voids, giving depth and shadow to the façades while maintaining a comfortable pedestrian scale. Upper floors are stepped back to soften the transition between the building mass and the surrounding streetscape, creating additional layering and visual interest at multiple elevations. Collectively, these techniques create a cohesive architectural identity that feels dynamic and human-scaled rather than monolithic. In combination with the landscape buffers, shade trees, and lighting along sidewalks and public walkways, the architecture enhances the visual character of the development and maintains engaging, articulated elevations on all sides.

3. **Two (2) of the following methods shall be used on the facades of a building:**
- i. A minimum step back (recess) or projection of the façade three feet or more for a minimum of twenty-five percent (25%) of the façade area.
 - ii. Architectural design elements such as porches, canopies, towers, dormers, bay windows, balconies, and distinctive entry features that provide depth to the façade by breaking up a minimum of twenty-five percent (25%) of the façade area.
 - iii. Variation of the roof and/or roof wall height to visually break up a minimum of twenty-five percent (25%) of the façade, such as by use of variation in roof line, roof pitches, dormers, and/or parapet heights.
 - iv. Horizontal and/or vertical variation in texture, or materials and architectural detailing with elements, such as cornices, friezes, reliefs, dentils, architraves, pediments, pilasters, quoins, corbels, to distinguish floors and adjoining units or to signify various elements of the building.

Multiple architectural elements and methods were used to create visual interest to the building facades by providing a wide range of variation. For instance, the Clubhouse main entrance is covered with a canopy and

signage which create a central focal point. Covered balconies and eyebrows project beyond the face of the building creating depth throughout the facades. The Building 2 plane is broken into smaller areas by extruding and pushing sections of the exterior wall. Large windows and sliding glass doors on all floors provide a change in material and are arranged in such a manner as to avoid overcrowding thus further dividing the façade into smaller unique elements and creating balance. Color is used to group similar elements creating a contrast of similar elements.

The Clubhouse portion of the (5) story building is stepped back creating a secondary frontal plane. This portion of the building is (2) stories which provides a variety of building heights.

The step back or projection varies from 50% to 60% of the facades of the buildings on both the front and rear of the buildings. These steps back and recess on the building also provide variation in roof lines.

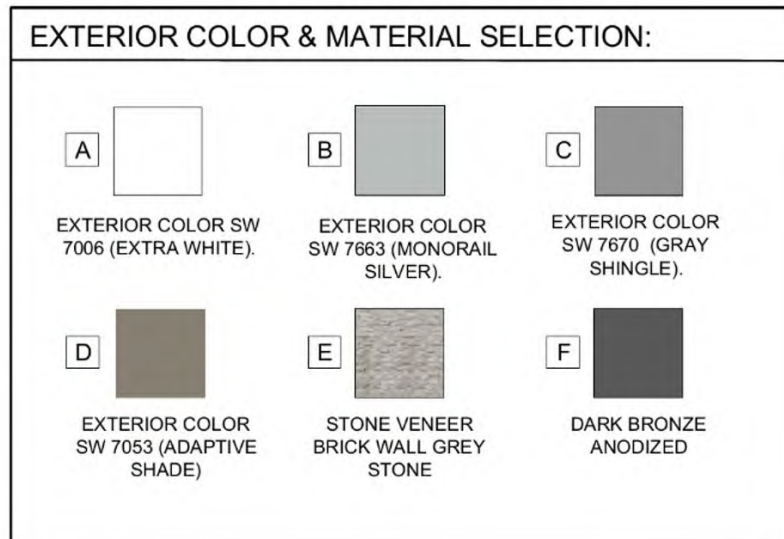
The PUD does not allow screen walls/ enclosures for patios and balconies. We are incorporating multiple architectural elements and using various methods of shading the balconies to make them as comfortable as possible for the residents.

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

4. **Building facades facing major roadways and pedestrian corridors shall incorporate appropriate architectural features to enhance the aesthetic environment. These features must conform to the architectural style of the building, and must include cornice detailing, ornamentation, moldings, changes in materials and textures, color variations, and other architectural sculpting that enhances the ground level and adds interest and appeal to the building's exterior.**

The architectural design incorporates a system of horizontal and vertical columns, beams, and articulated massing that create a contemporary, clean-lined façade composition. Variation in window types—including fixed and sliding tinted impact glazing—paired with different balcony configurations, metal railings, and concrete eyebrows adds depth and shadow to the building surfaces, reducing visual uniformity and reinforcing a modern architectural style. The buildings employ a layered façade treatment, combining recessed walls, projecting elements, parapet caps, and stucco score lines to break down the scale of the elevation and avoid long, repetitive wall planes. A coordinated color palette further strengthens the architectural identity. Light tones, including Extra White (SW 7006) and

Monorail Silver (SW 7663), form the primary background, while darker accent shades such as Gray Shingle (SW 7670) and Adaptive Shade (SW 7053) emphasize horizontal and vertical elements, frame window groupings, and visually anchor the structures. Stone veneer treatments and dark bronze anodized storefront systems introduce texture and contrast, providing richness at the ground level and key architectural focal points. A sample exterior color and material board is provided below.



5. **Windows and doors shall be defined with decorative details such as frames, sills, shutters, planters, relief trims, or molding.**

The architectural design provides vertical and horizontal mullions on windows to break up large panes of glass and tie the windows to the sliding glass doors as well as other architectural elements. Additionally, score lines will frame out the windows accentuating them.

6. **Decorative brick or concrete pavers shall be provided at all driveways and walkways in residential areas.**

Concrete pavers and a landscaped median are provided at the main entry and rotunda of the entrance on W. Oakland Park Boulevard as well as along the secondary entrance on NW 68th Avenue. Due to the size of the development and ongoing maintenance costs, brick or concrete pavers are not provided in walkways. Please refer to Exhibit 7 for the proposed deviation.

7. **A two (2) two car garage for each detached single-family residential dwelling unit.**

There are no single-family dwelling units in this development. Therefore, this requirement does not apply.

8. **In multi-family developments, one (1) parking garage space or one (1) space in a parking garage onsite for every two (2) multi-family units shall be provided. Required parking spaces located in private individual garages shall not be used for storage nor for habitable space.**

The intent of the requirement for parking garages is to establish a high quality of design for multi-family residential uses and break up large expanses of parking areas. The development includes (6) parking garage buildings with a total of 48 parking spaces equal to 21% of the dwelling units. Please refer to Exhibit 7, Code Deviations Table. This number is comparable to other multifamily developments recently approved in the city. Management shall enforce the requirement that these parking garages not be used for storage nor habitable space through leases signed by tenants. The property will only rent garages to units that have 2 vehicles and will assign the tandem space to that same unit also. If for whatever reason a garage can't be leased, we will still assign it to a unit with 2 cars. Because cars will have identification stickers (RFID to get in), we can enforce this easily.

The required number of spaces per code is 486 spaces and the provided is 390 spaces. A parking study for the project was performed based on parking data from the Institute of Transportation Engineers (ITE), parking data from several recent projects in the City of Sunrise, and previously approved parking rates, and supported the proposed alternative parking ratio of 1.70 spaces per unit equating to 390 spaces for the 229 units, and 1.07 spaces per bedroom (390 spaces for 363 bedrooms).

9. **Common on-site open space and private recreation facilities shall be provided for all residential uses. The type and size will be appropriate for the size and character of the PUD.**

The Enspire at Sunrise PUD includes common open spaces and private recreation facilities for all ages including the following:

- A private clubhouse which opens onto the pool and lake and includes a leasing office, large clubroom, resident business center, resident package storage, game rooms, business center and fitness center with yoga room. The size ($\pm 8,000$ sf) is more than double what is required by the RM-25 zoning district (4,000sf minimum).
- Adjacent to the clubhouse in the rear, facing the lake is a swimming pool of approximately 1,870 square feet, equivalent to 8.2 square feet per unit (RM-25 requires a minimum of 6.4 square feet). The proposed lake is approximately 28,000 square feet.

- Pool deck will include canvas pool cabanas, outdoor play areas, multiple seating areas, and outdoor gas BBQ grilles with dining room tables.
- Centrally located lake with tree lined shaded green spaces, pedestrian walkway, low level lighting, seating areas and shade structures.

10. Public art and public open spaces, such as public plazas and courtyards, shall be provided. Public art shall be provided along or adjacent to major roadway corridors.

A public plaza is located at the front of the project along W. Oakland Park Boulevard on the eastern side of the property adjacent to the future development site (shown as vacant). This area includes an art piece/sculpture, outdoor seating area with park benches, a trellis, and a combination of shade trees, large palms, hedges, and flowering plants.

11. All mechanical and other similar equipment located on the roof or ground shall be screened by parapets or screens that are equal in height or taller than the equipment.

All air conditioning condensing units shall be located on the roofs of each building. Rooftop units shall be screened by an architectural barrier equal to or higher than the equipment; ground-floor units shall not be visible from the public right-of-way; otherwise, architectural screening shall be provided. Other mechanical equipment, such as water and fire backflow preventers and FPL transformers, may be screened with landscaping. (as permitted by the City Utilities Department and the Fire Department). Landscaping will be used to screen around the private lift station, and around FPL transformers (as permitted by FPL). These hedges provide a buffer to mitigate noise. The lift station will also be surrounded by a fence/screen for security purposes.

Eight (8) EV chargers are being provided on the site. The EV chargers do not create any noise that would be disruptive to residents. To provide easy access to the EV chargers/equipment, no landscaping material is located around the EV chargers to allow for easy use of the equipment. This deviation is included in Exhibit 7.

12. If provided, nonresidential uses shall be designed as integral, harmonious parts of the PUD and may be horizontally or vertically integrated with residential uses

Non-residential uses will be designed to be integrated and harmoniously complement the PUD Design Guidelines

13. **A minimum six (6) foot decorative precast or concrete wall shall be provided along the perimeter of the PUD that is directly adjacent to any single family uses**

The Enspire at Sunrise PUD provides a six (6) foot precast wall along the southern property line abutting the single-family area to the south.

The City (as the owner of parcel ID 4941-2733-0011) agrees, the Developer shall extend the Project wall along the southern property line east approximately 45 feet of the Project limits to provide a wall along the entire length of the single-family parcel (4941-2717-0450). Upon approval of the PUD, the Developer shall have the right to access the city-owned property identified by parcel ID 4941-2733-0011 (City Owned Parcel) that is in part adjacent to the single-family parcel for the purpose of said improvements provided the Developer provides and receives approval of an agreement, including indemnification, to the satisfaction of the City Attorney prior to accessing the City Owned Parcel and notifies the City two (2) business days prior to accessing the property. The agreement must receive approval prior to the issuance of a building permit for the Project.



In addition, the Developer will also remove the westernmost precast panel on the south side of the City Owned Parcel and replace with a vinyl coated chain link fence, height to match existing precast panel, that includes a 16-foot wide double gate, as well as a minimum six (6) foot high vinyl coated chain link fence that includes an 8-foot wide double gate from the southwest corner of the City Owned Parcel wall south to the property line to facilitate access through the Enspire Property on the existing utility easement.

14. **An internal circulation system of walkways and bicycle paths to connect uses in the PUD and to the adjacent roadway network. The internal circulation system shall be spatially defined by buildings, trees, and pedestrian lighting and should incorporate designs with traffic calming measures.**

Pedestrian movement and safety are priorities in the design of the Enspire at Sunrise PUD. A continuous network of internal sidewalks, at least 5 feet wide, provide pedestrian connections between all buildings and amenity areas. All sidewalks in the PUD provide accessible pedestrian connections to nearby bus stops. The project sidewalks will connect in multiple places to the public sidewalks (7' on West Oakland Park Blvd and 5' on NW 68th Avenue) where pedestrian gates with access control will be present.

While there are no dedicated bicycle lanes within the property, given the lack of internal traffic, bicycles are expected to share the driveways when they circulate between the public streets and the bicycle storage facilities

10. **Transit shelters, if applicable, in accordance with Broward County and City of Sunrise design standards pursuant to Section 16-101(d)(14).**

During the City site plan approval process, the applicant will coordinate with Broward County Transit and the City to determine any necessary infrastructure to accommodate future public transportation needs.

15. **All storage of merchandise, equipment and materials for nonresidential uses shall be within an enclosed building or buildings.**

Merchandise, equipment and materials for nonresidential use shall be stored within an enclosed building or buildings.

16. **The development of any non-residential uses will comply with this requirement. The applicant shall include and provide sustainable practices and a list of green building design elements used in the design and construction of the PUD. Such measures may include, but not be limited to, the directional orientation of buildings, the location of windows, minimization of radiant heat absorption, use of alternative energy sources, and the inclusion of energy-efficient landscaping.**

The Enspire at Sunrise PUD incorporates multiple sustainable design features and materials to achieve certification under the NGBS for New Construction. Sustainable elements of the PUD that help to achieve the NGBS certification include:

- Buildings mostly oriented in the E-W axis to minimize summer heat gain
- Access to three (3) public transportation routes
- Resident bike storage
- SEER 14 (or better) AC equipment
- Energy Star rated appliances
- Non-HCFC refrigerants
- All LED exterior lighting

- Interior lighting fixtures to have LED lamps
- Low-flow toilets, bathtubs/showers, and faucets
- Low VOC paint, adhesives, and sealants
- EV charging stations
- The lake is the water source for the Irrigation system
- Reduced asphalt areas (driveways, parking)
- Controlled roof water discharge

17. Two percent (2%) of all required parking spaces shall be electric vehicle charging spaces and comply with the following requirements:

- **Electric vehicle charging spaces shall be reserved for the exclusive use of electric vehicles.**
- **Electric vehicle charging spaces shall, at a minimum, be equipped with an electric vehicle charging station rated at electric vehicle charging level 2.**

The Enspire at Sunrise PUD includes (8) level (2) EV charging spaces on the property. These spaces will be marked accordingly. (2) of these will also be ADA compliant. (2) EV parking spaces are being provided at the southwest end of Building 1, (3) EV parking spaces are being provided at the east end of Building 2, (3) EV parking spaces are being provided at the west end of Building 2. Each charger has two (2) ports on a pedestal placed between two (2) parking spaces. Additional chargers may be added in the future as demand increases.

18. The applicant is encouraged to incorporate natural gas throughout the project.

Developer agrees to utilizing gas for the BBQ grills and/or pool heaters if the following criteria is met:

- Connection point to main gas line is within 200 feet of the devices that rely on gas;
- Connection is available at the time of building permit issuance.

19. The irrigation system shall be designed to accept irrigational reuse when available and commit to connecting to the reuse distribution system when available.

The central lake is the water source for the landscape irrigation system. The landscape irrigation system shall connect to the reuse distribution system when the connection is available to the property.

20. **All utilities including telephone, cable television, and electrical systems shall be installed underground, subject to approval from the applicable utility. Large transformers shall be placed on the ground and contained within pad mounts, enclosures, or vaults. The developer shall provide adequate landscaping to screen all utility facilities permitted aboveground.**

The potable water to the site is supplied by the city. Utility Easements will be in place prior to connection to the public water system. The location and dimensions will be coordinated with the Utilities Department.

The Enspire at Sunrise PUD will connect to existing sanitary mains in the right-of-way. Sewer is to be a private system designed by the project civil engineer and maintained by the owner. The sewer system design is subject to approval by the Utilities Department. The design will include a lift station, if necessary.

All telephone, TV, and electric services shall be installed underground. All design requirements and easements are subject to approval by the applicable utility company.

SECTION IV: LIGHTING

Luminaire shields, or the like, are being provided to eliminate source lighting and glare onto adjacent properties. The height of outdoor light fixtures adjacent to residential uses (14') is lower than the maximum allowable height to decrease photometric impacts.

No offsite lighting improvements in the ROW are proposed as sufficient lighting exists along W. Oakland Park Boulevard and along the median on NW 68th Avenue.

SECTION V: CONFORMANCE TO APPROVED PUD AND AMENDMENTS

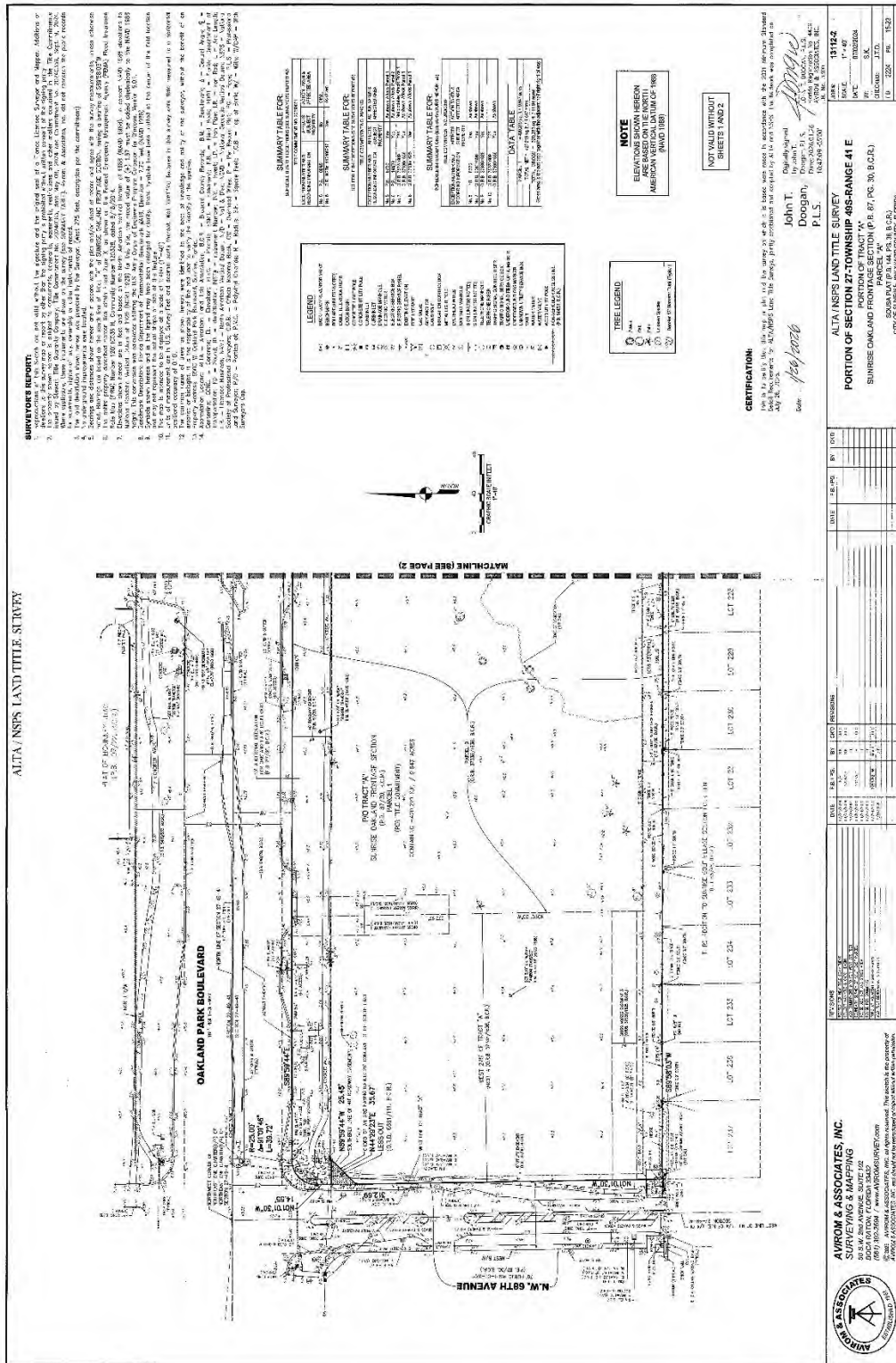
No permits shall be issued by the City, and no development shall commence in the PUD unless in conformance with the approved PUD design guidelines. The director of community development or designee may approve minor changes and deviations from the approved design guidelines, which do not depart from the principal concept of the approved PUD. These minor changes pertain to the location, types and configuration of buildings, landscaping, and similar changes consistent with the character and intent of the approved PUD.

The director of community development or designee may determine that requested changes and deviations from the design guidelines constitute a substantial alteration to the character of the PUD and thus require a new application. In this case, the requested changes require City Commission approval. This approval may be by Resolution of the City Commission.

SECTION VI: LAND DEVELOPMENT DEVIATIONS

Exhibit 7 outlines deviations from the Land Development Code not already modified in Section 16-101.

BOUNDARY SURVEY



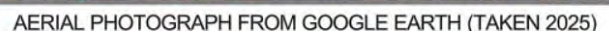
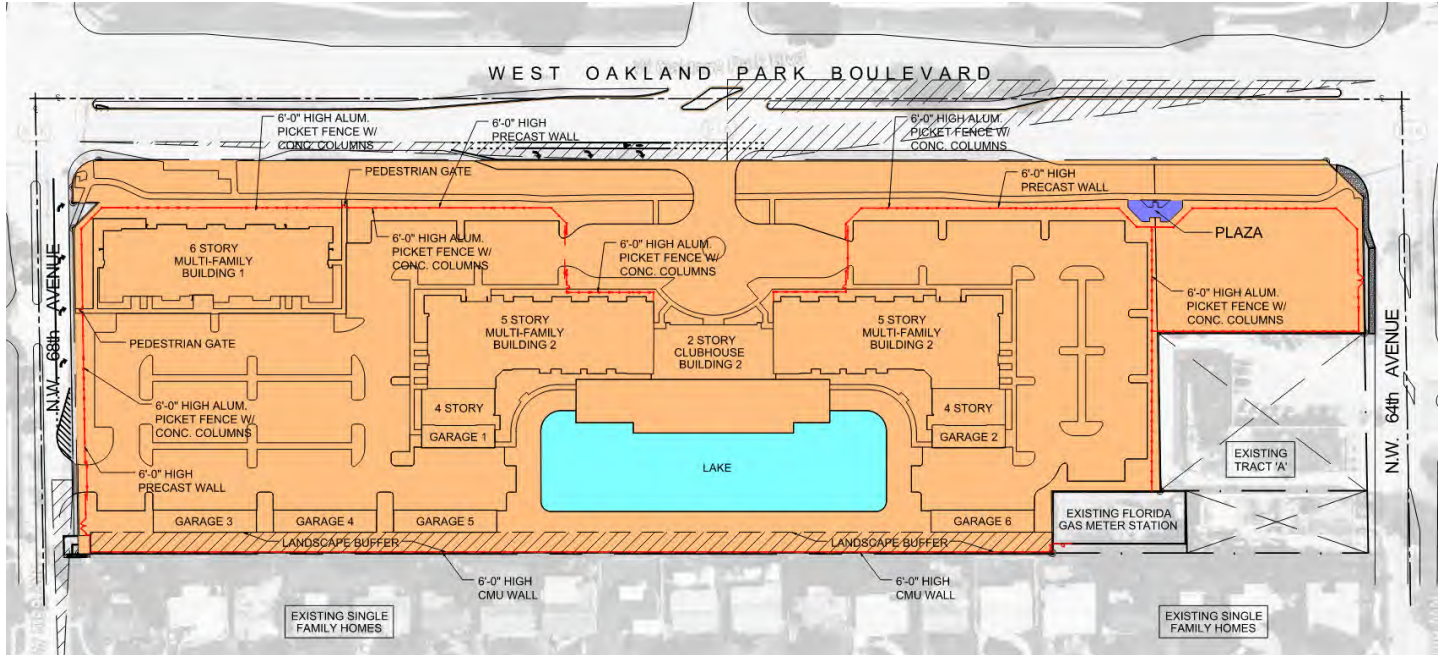
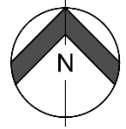


EXHIBIT 3

CONCEPTUAL SITE PLAN

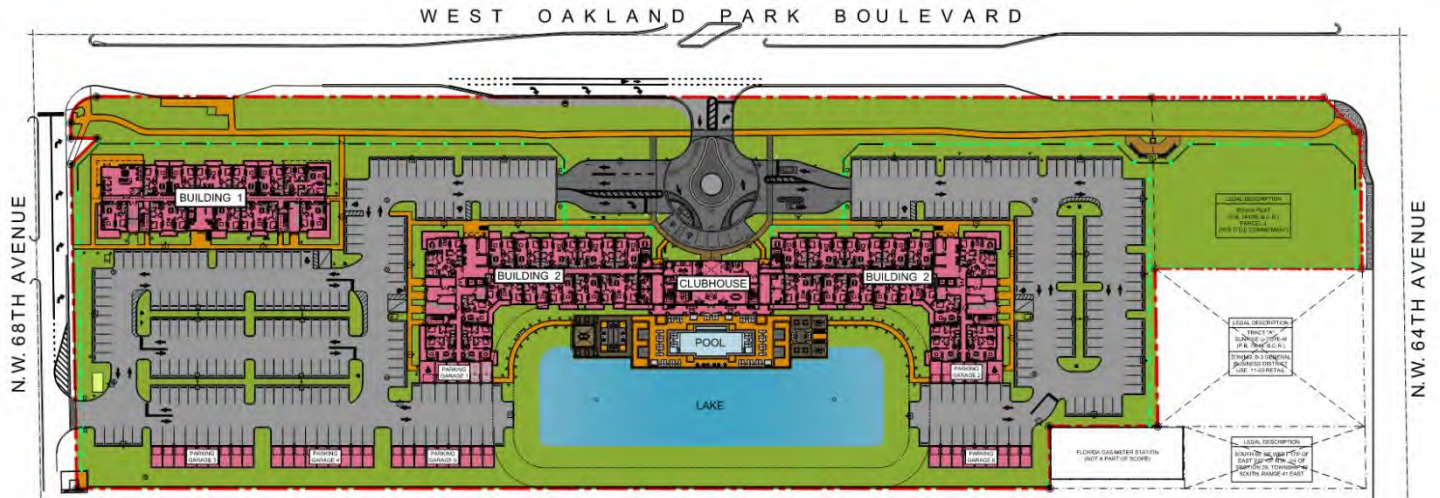
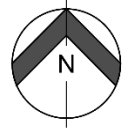


GROSS CONCEPTUAL SITE PLAN DESIGNATION

COLOR TAG	NAME	NET SQ. FOOTAGE	ACRES
	MULTI-FAMILY DEVELOPMENT	419,333 S.F.	9.62
	PUBLIC PLAZA	886 S.F.	0.02
TOTAL SITE AREA		420,219 S.F.	9.64

EXHIBIT 4

OPEN SPACE AND CIRCULATION PLAN

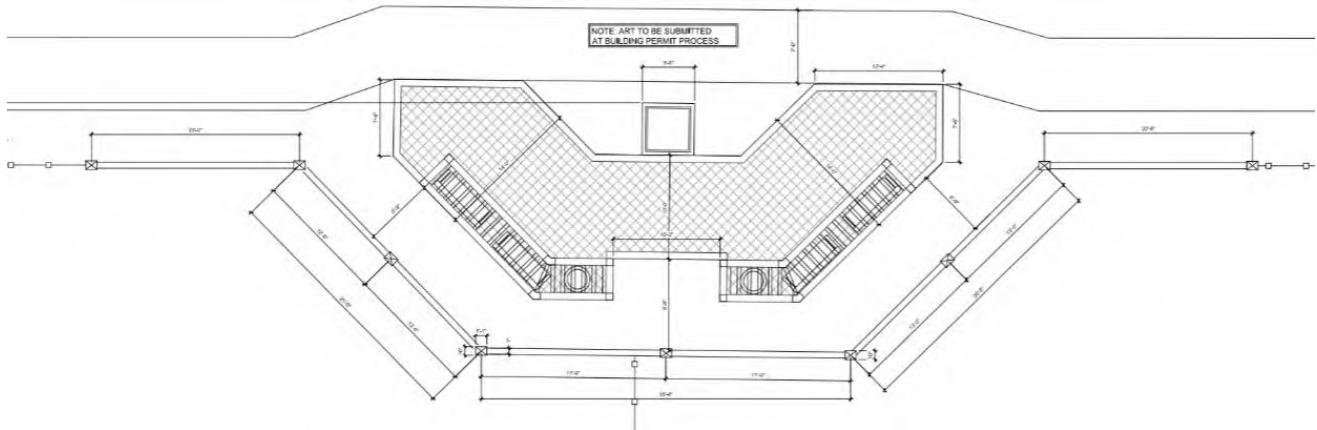
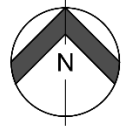


AREA BREAKDOWN TABULATION			
COLOR TAG	AREA NAME	SQ. FT.	%
	BUILDINGS & PARKING GARAGE	71,027 S.F.	16.90
	WALKWAYS & POOL DECK	30,978 S.F.	7.37
	UTILITY	306 S.F.	0.07
	DRIVEWAY & PARKING	133,311 S.F.	31.73
	LAKE	27,843 S.F.	6.63
	SWIMMING POOL	1,870 S.F.	0.45
	LANDSCAPE	154,884 S.F.	36.85
SUB TOTAL (NET AREA)		420,219 S.F. (9.64 ACRE)	100
ROW AREAS		100,064 S.F.	
TOTAL GROSS AREA (NET + ROW)		520,283 S.F. (11.94 ACRE)	

OPEN SPACE TABULATION			
COLOR TAG	AREA NAME	SQ. FT.	%
	WALKWAYS & POOL DECK	30,978 S.F.	5.95
	LAKE (MAX 25% OF REQ.)	27,843 S.F.	5.35
	LANDSCAPE	154,884 S.F.	29.77
TOTAL (PROVIDED)		213,705 S.F. (4.9 ACRES)	41.07

EXHIBIT 5

CONCEPTUAL PUBLIC PLAZA



02 - TRELLIS
REPRESENTATIVE IMAGE

SCALE: N.T.S.

EXHIBIT 6

CONCEPTUAL NEIGHBORHOOD ENTRANCE FEATURES



68th Avenue - North Monuments
Concept

Streetview



68th Avenue - South Monuments
Concept

Streetview

EXHIBIT 7

CODE DEVIATIONS TABLE			
DEVIATIONS FROM P.U.D. CODE (SECTION 16-101)			
ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD	JUSTIFICATION
1.	16-101.(d)(6) Min. 30' building setback from perimeter edge	30' at all sides except for the following: WEST: 23.5' setback at (6) story Building 1 EAST: 16'-6" setback from City owned gas property to garage #6. SOUTH: 20' along south property line adjacent to single family residence lots	The PUD includes a site wall along the southern property line adjacent to the single-family residential lots. The wall provides a buffer along the south allowing for reduced setbacks. The garages on the southern portion of the property are located 20' from the property line and are a maximum height of 14 feet. The vehicles enclosed in the garages create less noise than a surface parking condition and the proposed 20' will provide sufficient width to be able to create an adequate buffer from the single-family neighborhood. (It is important to note that over 50% of the single-family homes to the south directly abut the proposed lake and have a significant buffer from closest building. Additionally, a landscape buffer has been placed along NW 68th Ave which creates a natural break in that location, in addition a private common area is being provided at Building 1 at the northwest corner further breaking the façade.
2.	16-101.(e) (8) 1 space in a parking garage for every 2 units or $452/2=226$ garage spaces	48 garage parking spaces are provided	6 single story parking garages are being provided with a total of 48 private spaces. In addition, each of these garaged spaces will have a second tandem parking space in front of it. The ratio of garage parking spaces to units is 1:5 and is in line with other recently approved multifamily developments in the City. The reduced 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 and making these truly private provides for a much better condition for residents.
3.	16-101.(e)(6) Decorative brick or concrete pavers at all driveways and walkways	Concrete pavers are being provided at the main project entrance rotunda on Oakland Park Boulevard and adjacent parking spaces as well as	Due to the size of the development and the extensive circulation system, providing pavers in all the required areas is not economically feasible. Concrete pavers are provided at the entry rotunda and at the pool deck, both of which are central areas of high use and traffic. Pavers are also

		the secondary access point along NW 68 th Avenue. Decorative pavers or tiles are provided at the pool deck. All parking areas are to be asphalt and all sidewalks are concrete.	provided along the entrance driveway on NW 68 th Avenue.
4.	16-101.(e) (11) All mechanical equipment on the roof or ground shall be screened.	Landscape hedges will screen any mechanical equipment on ground <u>except</u> EV chargers.	All mechanical equipment is located on roofs where they will be screened by the building parapets. All other utilities will be screened with landscaping with the exception of the EV charging stations and any other items that the Authority Having Jurisdiction does not permit to be screened. Charging stations must be in the parking area and screening would interfere with the use of the charger. Landscape or other Architectural screening shall be used to ensure that no ground floor equipment shall be visible from the public right-of-way. A landscape screen will also be provided for the proposed lift station.

DEVIATIONS FROM PARKING CODE (ARTICLE VII)

ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD	JUSTIFICATION
5.	16-142(b)(1) Size of parking spaces - 10' x 20'	9' x 18'	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.
6.	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) and the revised depth of 18" aligns with the requested deviation for the regular parking spaces.
7.	16-142(b)(12). Wheelstops shall be required for all parking spaces	None for tandem parking spaces or garages	Tandem parking spaces need to be able to provide vehicular access to the adjacent garage. Garages will not provide wheelstops as they are proposed to be 22' deep and 10'4"

			wide, thereby complying with the intent of section 16-142(b)(12)(b)
8.	16-142(b)(13) <i>Head to head parking:</i> When 2 rows of parking face 1 another, an eight-foot curbed grass strip, measured from back of curb to back of curb, shall separate the parking spaces. For office buildings with 100,000 sq ft, or more, of floor area the curbed grass strip may be reduced to 6 feet in width. This grass area may be counted as part of the landscaped area and shall have 1 tree every 25 feet. See also subsection 16-169(c)	6'-2" landscape median separating head to head parking spaces.	Curbs and island are being reduced to provide as much parking as possible while still allowing for sufficient landscape area to plant trees and hedges. To compensate for this diminished landscaped area, a large green area around the lake on the south of building 2 is being provided as well as additional plantings along the entrance and around the lake to enhance the aesthetics of the overall project. (20% more trees and 35% more shrubs than required by code)
9.	16-142(b)(1) Figure VII-1, Minimum drive isle width is 24 feet for two way traffic and 15 feet for one way traffic.	22 feet for two way traffic	The reduction in the driveway width from 24' to 22' is being requested to maximize the landscape areas around the buildings and to accommodate the 6'2" landscape median in the head-to-head parking conditions. The reduced width still provides for sufficient vehicular circulation and emergency vehicle access throughout the site.
10.	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 * 116br = 203 2.0 spaces * 92 2BR = 184 2.50 spaces * 21 3BR = 52.5 + 10% / guests = 44 Total Required=484	1.703 spaces per residential unit.	The number of spaces/unit is in accordance with traffic study and Parking Supply Documentation submitted by applicant which includes 48 tandem spaces which are intended to be allocated to residents who lease a garage. 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 1.703 spaces per unit is consistent with other parking reductions approved in the City and is adequate for the proposed unit mix.

DEVIATIONS FROM LANDSCAPING (ARTICLE VIII)

ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD	JUSTIFICATION
11.	Section 16-169 (a) (1) (a) A bermed landscaped strip at least 15' in width is required abutting a street right-of-way, except that when abutting a trafficway, a bermed landscaped strip at least 20' in width is required.	No berms provided along the public roads adjacent to the property. Instead, a perimeter decorative picket fence with columns spread out no further than 20' apart and some solid wall sections will be installed along the roadways and trafficways. A 6' masonry perimeter wall is included around the southern perimeter. The wall/fence setback varies based on certain conditions but it does encroach into the 10' buffer depending on location.	In general, a berm adjacent to public rights-of-way is a suburban design feature and this PUD has urban characteristics. The public plaza being proposed (with seating areas, shade structure, landscaping and public art) located along West Oakland Park Boulevard also makes it impractical to have a 25' berm in the landscape area there. 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 proposed perimeter fence with columns is intended to be 6' tall and it would have landscaping located on both sides (fence condition) and on the outside (wall condition), thereby creating a more desirable urban condition than an elevated berm. The PUD Code requires a wall only adjacent to single family uses, and the development meets this requirement.
12.	Section 16-169 (a) (1) (c) <i>Berm design specifications:</i> The required landscaped berm shall be constructed so that the average height of the berm plus hedge or shrub line shall be at least 4'. The berm must be a minimum 24" inches in height and may be continuous or rolling.	No berms provided along the public roads adjacent to the property. Instead, a perimeter decorative picket fence with columns spread out no further than 20' apart and some solid wall sections will be installed along the roadways and trafficways.	In general, a berm adjacent to public rights-of-way is a suburban design feature and this PUD has urban characteristics. The public plaza located along West Oakland Park Boulevard also makes it impractical to have a 25' berm in the landscape area there. 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 proposed perimeter fence with columns is intended to be 6' tall and it would have landscaping located on both sides of the fence, thereby creating a more desirable urban condition than an elevated berm. The PUD Code requires a wall only adjacent to single family uses and the development meets this requirement.
13.	Section 16-169 (a) (1) (d) Where residential developments abut a	No berms provided along the public roads adjacent to the property. Instead, a	In general, a berm adjacent to public rights-of-way is a suburban design feature and this PUD has urban characteristics. The public plaza

	street right-of-way or designated open space abutting such rights-of-way, a bermed landscaped strip at least 20 feet in width is required. Where residential developments about a trafficway or designated open space abutting a trafficway, a bermed landscaped strip at least 25 feet in width is required. Such landscaped strips shall contain a combination of berm and masonry or concrete wall at least 6 feet in height where abutting a street right-of-way and at least 8 feet in height where abutting a trafficway. The wall shall be set back 10 feet from the sidewalk. Low, mid, and upper level landscaping and 1 tree per 25 feet shall be planted on the exterior side of the wall. Walls required under this section shall conform to section 16-192. No portion of any wall required by this section shall encroach into any landscape buffer unless said buffer is greater than 10 feet in width.	perimeter decorative picket fence with columns spread out no further than 20' apart and some solid wall sections will be installed along the roadways and trafficways.	located along West Oakland Park Boulevard also makes it impractical to have a 25' berm in the landscape area there. 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 proposed perimeter fence with columns is intended to be 6' tall and it would have landscaping located on both sides of the fence, thereby creating a more desirable urban condition than an elevated berm. The proposed fence is proposed to sit 5' off the property line.
14.	16-169(c)(2) Parking area landscape islands: No grouping of parking spaces shall exceed 8 in a row and a tree shall be planted every 25 feet.	Maximum 10 parking spaces in a row.	This request is in combination with a reduction of the parking stall width from 10' to 9'. The result is 18' additional width between islands. Allows for as much parking as possible to be provided while still allowing for sufficient landscape area to plant trees and hedges. To compensate for this diminished landscaped area, a large green area around the lake on the south of building 2 is being provided.
15.	16-169(c)(2)(a)	18'-0" long (to match 18' parking spaces)	18' long landscape islands are provided to match the proposed 18' parking spaces.

	Parking area exterior landscape islands 20'-0" long		
16.	16-169(d)(1) <i>Pedestrian zone (PZ)</i>. In no case shall the required PZ have a foundation planting area less than 8 feet in width; nor shall more than 5 feet of the width of the required PZ be paved except for necessary access perpendicular to building entries. The width of the PZ used to satisfy these requirements shall be no less than 10 feet. The min. average width of PZs shall be as follows ... Up to and including 60 feet: 50% of height, or 10 feet, whichever is greatest	Required pedestrian zones shall have a foundation planting area of no less than 5'-10" feet in width (one location in Building #1) The width of the pedestrian zones used to satisfy requirements shall be no less than an average of 10 feet in width for the length of the pedestrian zone. Up to and Including 60': Shall be no less than 10-foot average for the length of the pedestrian zone.	Building height for the six (6) story apartment building is 68'. 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 close to the parking areas 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 which, combined with the multiple layers of landscaping provided, more than makes up for the deviations requested. This deviation does not result in a reduction in the number of trees provided.
17.	Sec.16-165. (h) Lawn Grass. All grass areas shall be sodded using St. Augustine Floratam only. Excessively large turf areas, such as play fields, or retention areas may be seeded or sodded with alternative grass species with approval of the department.	Bahia sod shall be permitted for the area of the lake bank and the lake maintenance area.	Based on slope of this area and the potential fluctuation of the lakes water level, bahia sod will perform better in this location.
18.	16-169(d)(2). Plant Materials. ... Foundation landscaping in these pedestrian zones shall include ... and shall cover not less than 8 feet or	Foundation landscaping in these pedestrian zones shall include ... and shall cover not less than five feet nine inches (5'-10")	Based on current site constraints with location of proposed buildings and vicinity of the adjacent parking for the residential units. <u>Pedestrian Zone Widths</u> Building #1 – 5'-10" from back of Sidewalk to Patio; 12'-0" from back of Sidewalk to face of Building. Building #2 – 6'-0" from back of Sidewalk to Patio; 9'-0" from back of Sidewalk to face of Building.

			Building #3 - 6'-0" from back of Sidewalk to Patio; 8'-2" from back of Sidewalk to face of Building.
19.	16-169(d)(3) Tree dimensions. Façade Height: 36' and greater: Evergreen Tree Height: 18-20' Tree Spread: 9' Palm Height: 24-30'	Façade Height: 36' and greater: Evergreen Tree Height: 18' Tree Spread: 8' Palm Height: 24'	Deviation is requested for tree spread (not height) due to the available nursery stock.

DEVIATIONS FROM WALLS, FENCES, AND BUFFERS CODE (ARTICLE X)

ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD	JUSTIFICATION
20.	16-192(d). Wall design. A required wall shall be a masonry or solid concrete block and stucco (CBS) steel-reinforced wall, with a continuous footing. The wall shall be a uniform type and design and be compatible with similar structures in the surrounding area. Said wall shall be set back a minimum of 10 feet from sidewalks to allow room for trees, low, mid and upper level landscaping on the exterior side of the wall. All walls shall, in addition to the above, incorporate the following design features.	A solid precast concrete wall with columns spread out no further than every 20' shall be erected along the southern property line abutting single family residential lots. A 6' decorative aluminum picket fence with columns spread every 20' on center and intermittent sections of solid concrete block and stucco (CBS) (at corners, entrance and public plaza) shall be erected at the north, east, and west property lines abutting the right of way. The fence shall be set back up to 5 feet from the property line to allow for a landscape buffer between the right of way and the property. In case of the wall along the south, the wall is proposed with 0' setback to eliminate the "dead area" between the wall and the adjacent single family homes' fences.	Space is limited and as much open landscaped areas is being provided for the residents as possible. The fences will be set back with enough space to still provide a landscape belt, but with reduced encroachment into the residents' common areas. The southern condition is preferred to eliminate a 10' alley that is difficult to maintain and creates security issues. Finally, the request to change from a block wall with continuous footing to a precast wall with panels in order to minimize the foundation impact on adjacent properties and the proposed gas facilities to remain.

DEVIATIONS FROM RM-25 (Section 16-73 of LDC) Excluding those requirements superseded by PUD regulations			
ITEM NO.	CODE SECTION AND REQUIREMENT	PROPOSED ALTERNATIVE STANDARD	JUSTIFICATION
21.	16-73(k)(4) At least 75% of all units shall have private balconies or patios. The minimum usable area of each balcony shall be 80 square feet	Minimum balcony area @ 60sf	Code requires only 75% of units to have balconies. The size of the balconies is reduced in order to provide this amenity for all units in the development.
22.	16-73(j)(7) Circulation Between building and parking area 20 feet	17' around buildings	Requesting 17' to accommodate as much parking as possible. This provides a 5' sidewalk and a 12' landscape area that, because all of the mechanical equipment has been pushed to the roof, can be solely utilized for enhanced landscape and properly shield the parking from the building face.

EXHIBIT 8
PARKING STUDY



August 12, 2025

Karl Peterson, P.E.
City of Sunrise Traffic Consultant
Community Development Department Planning Division
1601 NW 136 Avenue, Building A
Sunrise, Florida 33323

**Re: 6500 W Oakland Park Boulevard
Parking Supply Documentation
Sunrise, Florida**

Dear Mr. Peterson:

Kimley-Horn and Associates, Inc. has prepared this parking supply analysis to support the proposed parking ratio for the 6500 W Oakland Park Boulevard project located in Sunrise, Florida. The development consists of a total of 229 mid-rise multifamily residential dwelling units. Currently, the site proposed for development is vacant. A location map and conceptual site plan is provided in Attachment A. The proposed residential development consists of 229 dwelling units with the following mix of unit types:

- 116 one (1) bedroom units
- 92 two (2) bedroom units
- 21 three (3) bedroom units

Methodology correspondence detailing the parking supply analysis is included in Attachment B. A summary of the code-required parking for the site and parking ratio justification based on parking data from the Institute of Transportation Engineers (ITE) *Parking Generation*, 6th Edition, parking data from several recent projects within the City of Sunrise, and previously approved parking rates are provided in the following sections.

CODE PARKING REQUIREMENTS

The development is proposing 229 multi-family dwelling units with 363 bedrooms in total, with the bedroom mix defined above. Article VII- Section 16-144 of the City of Sunrise Land Development Code defines the parking requirements for multi-family developments in the City of Sunrise. Based upon these requirements, the site parking requirements were calculated as summarized in Table 1, below. Application of the City's code parking requirements identified a code-required parking supply of 484 parking spaces or a 2.11 spaces/unit parking ratio. The current site plan proposes a total of 390 parking spaces on-site or 1.70 spaces/unit and 1.07 spaces/bedroom parking ratio. Note, 48 of the total proposed parking spaces will be tandem parking spaces. Tandem parking spaces will only be assigned to units with two (2) vehicles. Therefore, the 48 tandem parking spaces will be assigned to the 113 units with two (2) to three (3) bedrooms. Given the current trends in parking demand for multi-family residential developments, the proposed parking supply is anticipated to adequately meet the actual demand. The following data has been prepared as a justification to support the request for variance in the parking supply provided.

Table 1: City of Sunrise Required Parking			
Land Use	Intensity	Code Parking Rate	Required Parking
One (1) Bedroom	116 Units	1.75 Spaces / 1 BR Unit	203
Two (2) Bedroom	92 Units	2 Spaces / 2 BR Unit	184
Three (3) Bedroom	21 Units	2.5 Spaces / 3 BR Unit	53
Required Parking for Units			440
Guest Parking		10 Percent of Required Spaces for Units	44
Total Code-Required Parking			484

MULTI-MODAL AVAILABILITY

The site proposed for development has convenient access to transit service within a quarter of a mile of the proposed residential site. Convenient transit access tends to reduce the need for multiple vehicles for the same apartment unit. A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the project is located. The US Census data indicated that there was a 3.5 percent (3.5%) multimodal factor for the area to account for the urban environment in which the project site is located. It is expected that a portion of residents and visitors may choose to walk, bike or use public transit to and from the proposed development. There is currently one (1) bus route that is accessible within a quarter-mile of the site and one (1) planned route.

Existing Broward County Bus Transit Service

- Broward County Transit (BCT) Route 72 operates on Oakland Park Boulevard linking Sawgrass Mills Mall and Galt Mile. This route serves Galt Mile, Oakland Park Boulevard and NW 18th Avenue, Oakland Park Boulevard and US-441, Oakland Park Boulevard and University Drive, and Sawgrass Mills Mall. Route 72 operates with approximately 15-minute headways during the P.M. peak hour.

Planned Mass Transit Routes

- Broward County Bus Rapid Transit (BRT) is planned to operate on Oakland Park Boulevard within the vicinity of the project.

Transit route information can be found below and in Attachment C.

Additionally, the development will promote the use of bicycles as a mode of travel by providing greater bicycle parking than required.

The City's Subpart B Land Development Code Subsection 16-101(d)(10)e requires bicycle parking accommodating a cumulative minimum equal to 5 percent (5%) of the required vehicle parking. The code requirement is 25 bicycle parking spaces. The project proposes to provide a total of 28 bicycle parking spaces or a surplus of 3 bicycle parking spaces.

DATA EVALUATION OF MULTI-FAMILY PARKING RATIOS

Kimley-Horn has reviewed and evaluated three (3) sources of data to determine the anticipated parking requirements for multi-family uses in comparison to the requirements defined in the City of Sunrise Code. Three (3) separate evaluations have been undertaken using data obtained from the following sources:

- ITE's *Parking Generation*, 6th Edition. This resource contains data and information based upon national studies based upon the nationally recognized professional organization that represents

the Transportation Engineering profession. The parking demand will be prepared for weekday and weekend (Saturday) demand. Additionally, a 10 percent (10.0%) buffer will be included in the analysis.

- *Previously collected parking occupancy data from the following sources:*
 - o *Pine Plaza Apartments Parking Analysis*, conducted by McMahon Associates, Inc. This study evaluated actual parking occupancy at three (3) existing multi-family developments within the City of Sunrise for one (1) weekday (Tuesday, Wednesday, or Thursday) from 5:00 to 7:00 A.M. and 8:00 P.M. to 12:30 A.M. collecting data in 30-minute intervals. The following sites were used for Pine Plaza parking study and parking demand will be gathered from that study:
 - Horizons Apartments (4108 North Pine Island Road, Sunrise, FL 33351)
 - The Oasis at Springtree (3551 NW 85th Way, Sunrise, FL 33351)
 - Water's Edge Apartments (10901 SW 40th Street, Sunrise, FL 33351)
 - o *The Frusciante Property Rezoning Parking Analysis*, conducted by Kimley-Horn and Associates. This study reviewed and evaluated different sources of data to determine the anticipated parking requirements for multi-family use in comparison to the requirements in the City of Sunrise Code. This study includes parking occupancy data collected at 10X Sawgrass (2903 NW 130th Avenue, Sunrise, FL 33323) as well as additional parking occupancy counts collected at the Horizons Apartments, the Oasis at Springtree, and at Water's Edge Apartments. Parking occupancy data was collected at 10X Sawgrass in 30-minute intervals for one (1) weekday (Tuesday, Wednesday, or Thursday) from 5:00 to 7:00 A.M. and 6:00 P.M. to 12:00 A.M. and one (1) weekend (Sunday) from 5:00 to 7:00 A.M. and 6 P.M. to 12:00 A.M. All of the individual one-story private parking garage buildings were assumed full for parking occupancy. Supplementary parking occupancy data was collected at the Horizons Apartments, the Oasis Springtree, and at Water's Edge Apartments in 30-minute intervals for one (1) weekend (Sunday) from 5:00 to 7:00 A.M. and 6:00 P.M. to 12:00 A.M.
- *A review of previously approved parking rates*

Evaluation 1: Parking Supply Rates Based Upon Parking Generation, 6th Edition (ITE) data

A calculation of anticipated parking demand was undertaken using data published by ITE in *Parking Generation*, 6th Edition. For each land use defined in this publication, empirical parking demand data that has been collected on sites throughout the country is compiled to develop rates and/or equations that represent the typical parking demand expected for that type of land use. The parking demand data published for ITE Land Use Code (LUC) 221 (Multifamily Housing [Mid-Rise]) for a suburban setting is included in Attachment D for reference. As shown in the data, the 95th percent confidence interval for anticipated parking demand for Mid-Rise Apartments on a weekday was within a range of 1.15 spaces/unit to 1.31 spaces/unit.

The data published by ITE represents parking demand. Using the upper range of the rates published by ITE, the base parking demand for the site was calculated to be 300 spaces. An additional 10 percent buffer was applied to the parking demand to provide parking supply and allow additional spaces to be available on site, resulting in a recommended parking supply of 330 spaces or a 1.44 spaces/unit parking ratio. This rate includes the total parking supply requirement for the site, resident and guest parking. Table 2 provides a summary of these calculations.

Table 2: Parking Supply Calculations – ITE Rates			
Land Use	Intensity	Code Parking Rate	Required Parking (spaces)
Multifamily Housing [Mid-Rise]	229 Units	1.31 Spaces/Unit	300
Buffer		10 Percent	30
Total ITE Parking			330
ITE Parking Ratio			1.44 spaces/unit

Evaluation 2: Parking Supply Rates Derived from Local Data

A second evaluation of parking requirements was conducted by evaluating data that had been collected by McMahon Associates, Inc. at three (3) existing multi-family communities in Sunrise, Florida. The study is included in Attachment E for reference. Following is a summary of the data presented in that analysis.

Data Collection

Typical weekday and weekend parking demand data was gathered from a previous study or recently collected at similar sites within the City of Sunrise. Parking occupancy counts were collected during the late evening hours and early morning hours for each of the sites. Weekday parking occupancy counts collected on Tuesday, May 9, 2017, were gathered from the *Pine Plaza Apartments Parking Analysis* for the following sites:

- Horizons Apartments/Courtyards at Sunrise (4108 North Pine Island Road, Sunrise, FL 33351)
- The Oasis at Springtree (3551 NW 85th Way, Sunrise, FL 33351)
- Water's Edge Apartments (10901 SW 40th Street, Sunrise, FL 33351)

Weekday parking occupancy counts were also collected on Thursday, October 27, 2022, at 10X Sawgrass (2903 NW 130th Avenue, Sunrise, FL 33323). Weekend parking occupancy counts were collected on Sunday, October 30, 2022, at all four (4) sites. Table 3 summarizes the unit count and unit occupancy for the sites. Additionally, the required parking spaces for each of the sites was calculated based on current City of Sunrise Land Development Code requirements and compared to actual provided parking spaces.

Table 3: Unit Count and Occupancy									
Comparable Sites		Horizon Apartments		The Oasis at Springtree		Water's Edge Apartments		10X Sawgrass	
Unit Type		Intensity (Units)	Required ⁽¹⁾ (Spaces)	Intensity (Units)	Required ⁽¹⁾ (Spaces)	Intensity (Units)	Required ⁽¹⁾ (Spaces)	Intensity (Units)	Required ⁽¹⁾ (Spaces)
One (1) Bedroom		48	84	16	28	128	224	174	305
Two (2) Bedroom		80	160	229	458	156	312	306	612
Three (3) Bedroom		-	-	30	75	36	90	21	53
Guest Parking		-	24	-	56	-	63	-	97
Total	Units	128	268	275	617	320	689	501	1,067
	Bedrooms	208		564		548		849	
Provided Parking		203 Spaces		670 Spaces		623 Spaces		869 Spaces	
% Variance From Requirement		24%		-9%		10%		19%	
Percent Occupancy		100.0		98.2		97.5		95.8	
Provided Parking Rate	Per Unit	1.59		2.44		1.95		1.73	
	Per Bedroom	0.98		1.19		1.14		1.02	

Note: ⁽¹⁾ Calculated based on current City of Sunrise Land Development Code requirements.

As shown in Table 3, one (1) of the comparable sites, Horizon Apartments was calculated to have greater variance from required parking than the proposed 6500 W Oakland Park Boulevard development of 19.4 percent (19.4%). A provided parking rate was calculated based on the provided parking spaces and the number of units and bedrooms at the count sites. As shown in Table 3, Horizon Apartments has a provided parking rate per unit and per bedroom less than the proposed rate of 1.70 spaces/unit and 1.07 spaces/bedroom for the proposed 6500 W Oakland Park Boulevard development.

Parking Demand Determination

Parking demand rate was then calculated based on the observed demand at the count sites. Table 4 summarizes the demand observations for the four (4) sites. As shown, the average weekday demand ratio from the four (4) study sites is 1.51 spaces/dwelling unit and 0.86 spaces/bedroom. The average weekend demand ratio from the four (4) study sites is 1.63 spaces/dwelling unit and 0.92 spaces/bedroom.

Table 4: Local Parking Demand Rate						
Site			Horizon Apartments	The Oasis at Springtree	Water's Edge Apartments	10X Sawgrass
Total	Units		128	275	320	501
	Bedrooms		208	564	548	849
Observed Parking Demand (Spaces)	Weekday		194	455	457	727
	Weekend		186	545	528	722
Parking Demand Rate	Per Unit	Weekday	1.52	1.65	1.43	1.45
		Weekend	1.45	1.98	1.65	1.44
	Per Bedroom	Weekday	0.93	0.81	0.83	0.86
		Weekend	0.89	0.97	0.96	0.85
Average Parking Demand	Per Unit	Weekday	1.51			
		Weekend	1.63			
	Per Bedroom	Weekday	0.86			
		Weekend	0.92			

Evaluation 3: Review of Approved Parking Rates

A third evaluation of parking requirements was conducted by comparing previously approved parking rates at three (3) existing multi-family developments in Sunrise, Florida. The developments' densities, provided parking, and resulting parking rates were collected at the following sites:

- Caroline at Sunrise by Morgan Group (3301 NW 90th Terrace, Sunrise, FL 33351)
- Vista Verde at Sunrise by Rilea Group (8894 NW 44th Street, Sunrise, FL 33351)
- Pinnacle at Avery Glen (3871 N Pine Island Road, Sunrise, FL 33351)

Table 5: Approved Parking Rates at Multi-Family Developments in Sunrise, Florida				
Site		Caroline at Sunrise	Vista Verde at Sunrise	Pinnacle at Avery Glen
Total	Bedrooms	821	528	364
	Provided Parking Spaces	816	548	380
	Percent Tandem	4%	15%	12%
Approved Parking Rate (spaces/bedroom)		0.99	1.03	1.04

Based on the collected data, the average approved parking rate at these developments ranges from 0.99 to 1.04 spaces/bedroom. The proposed development's parking rate of 1.07 spaces/bedroom exceeds the existing approved rates by a margin of +0.03 to +0.08 spaces/bedroom.

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CONCLUSION

The comprehensive parking demand analysis determined that a reduced parking requirement is appropriate for this site based on i.) rates published by ITE in *Parking Generation*, 6th Edition, ii.) parking supply rates derived from local data, and iii.) previously approved parking rates from City of Sunrise multifamily developments. The three (3) evaluations demonstrate that the actual parking supply required for this site will be adequately met under the proposed site plan.

These evaluations demonstrate that the proposed parking supply will adequately meet the actual demand anticipated for the site. The maximum average parking ratio derived from local data resulted in 1.63 spaces per unit and 0.92 spaces per bedroom, while the minimum average found using ITE data was 1.44 spaces per unit. Therefore, the proposed parking ratio of 1.70 spaces per unit (390 parking spaces for 229 units) and 1.07 spaces per bedroom (390 parking spaces for 363 bedrooms) exceeds these parking ratios, ensuring there will be sufficient parking availability. Additionally, the proposed parking ratio exceeds the previously approved parking rates from the Caroline at Sunrise, Vista Verde at Sunrise, and Pinnacle at Avery Glen developments.

Furthermore, the proposed bicycle parking greatly surpasses the City's requirement by providing 28 spaces instead of the mandated 25, supporting alternative transportation methods.

In summary, the analyses confirm that the proposed parking supply will effectively accommodate the demand for this development.

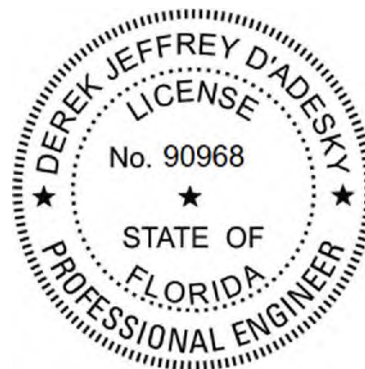
Should you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Derek J. d'Adesky, P.E.



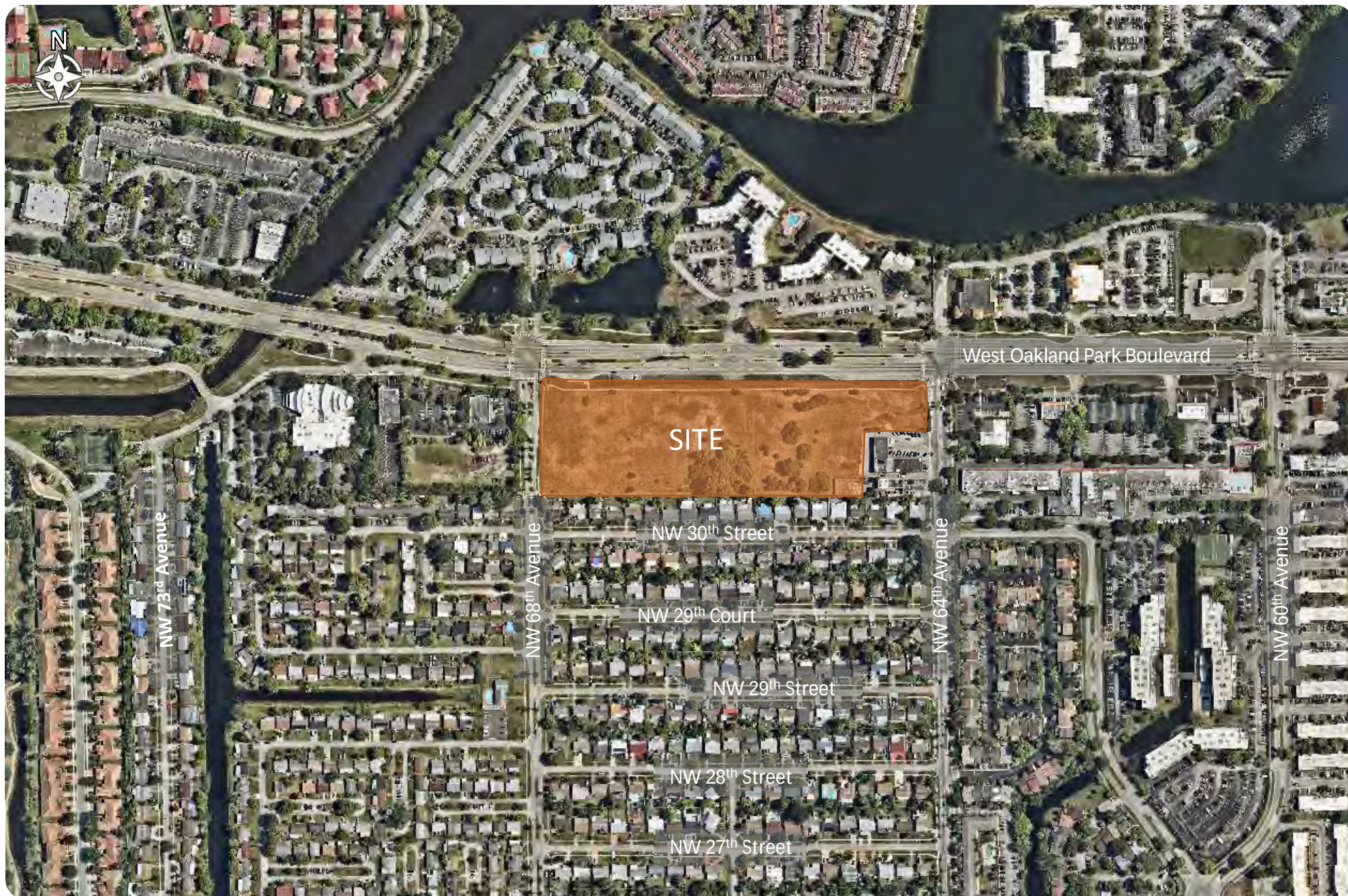
This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on 8/12/2025.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Derek Jeffrey d'Adesky, P.E.
Florida Registration Number 90968
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324

Attachment A

Location Map and Conceptual Site Plan



Attachment B
Methodology Correspondence

MEMORANDUM

To: Shannon Ley, P.E.
Karl Peterson, P.E.
Community Development Department Planning Division
City of Sunrise

From: Derek d'Adesky, P.E. *DD*
Adrian K. Dabkowski, P.E., PTOE *AK*

Date: June 4, 2025

**Subject: 6500 W Oakland Park Boulevard
Parking Study Methodology**

The purpose of this memorandum is to summarize the parking study methodology for the proposed development located at 6500 W Oakland Park Boulevard in Sunrise, Florida. The proposed development consists of a total of 229 mid-rise multifamily residential dwelling units, including 115 one-bedroom, 93 two-bedroom, and 21 three-bedroom dwelling units. Currently, the site proposed for development is vacant. A conceptual site plan is included in Attachment A. The following sections summarize our proposed parking study methodology.

CODE PARKING REQUIREMENTS

The development is proposing 229 multi-family dwelling units and 364 bedrooms with the bedroom mix defined above. Article VII- Section 16-144 of the City of Sunrise Land Development Code defines the parking requirements for multi-family developments in the City of Sunrise. Based upon these requirements, the site parking requirements were calculated as summarized in Table 1, below. Application of the City's parking requirements identified a code-required parking supply of 486 parking spaces or a 2.12 spaces/unit parking ratio. The current site plan proposes a total of 390 parking spaces on-site or a 1.70 spaces/unit parking ratio and a 1.07 spaces/bedroom parking ratio. Note, 48 of the total proposed parking spaces will be tandem parking spaces. Tandem parking spaces will only be assigned to units with two vehicles. Therefore, the 48 tandem parking spaces will be assigned to 114 units with 2-3 bedrooms. The following sections provide the analysis that will be used in the parking study to support the parking supply variance by the project.

Table 1: City of Sunrise Required Parking			
Land Use	Intensity	Code Parking Rate	Required Parking
One (1) Bedroom	115 Units	1.75 Spaces / 1 BR Unit	202
Two (2) Bedroom	93 Units	2 Spaces / 2 BR Unit	186
Three (3) Bedroom	21 Units	2.5 Spaces / 3 BR Unit	53
Required Parking for Units			441
Guest Parking		10 Percent of Required Spaces for Units	45
Total Code-Required Parking			486

The parking study analysis will adhere to Code Section 16-101(10)(d) of the City of Sunrise's Land Development Code which states the following:

- *The applicant may propose parking that does not meet minimum Code requirements, in which case the applicant shall submit a parking study, prepared by a registered traffic engineer. At a minimum, the parking study shall include the number of proposed parking spaces, public transit ridership statistics, and justification for any deviations from the requirements of Article VII of this Code for off-street parking and loading. The study shall be reviewed and approved by the director of community development or his/her designee.*

MULTI-MODAL AVAILABILITY

The site proposed for redevelopment has convenient access to transit service within a quarter of a mile of the proposed residential site. There is one (1) bus route that is accessible within the quarter-mile that includes Route 72. Convenient transit access tends to reduce the need for multiple vehicles for the same apartment unit. *US Census Means of Transportation to Work* data was also reviewed for the census tract in which the redevelopment is located. A multimodal (public transit, bicycle, and pedestrian) factor of 3.5 percent (3.5%) was determined for the proposed development. It is expected that a portion of residents and guests of the residential land use will choose to walk, bike, or use public transit to and from the proposed development. This will be documented in the parking study technical letter. Detailed census data is provided in Attachment B.

DATA EVALUATION OF MULTI-FAMILY PARKING RATIOS

Consistent with previous parking studies performed within the City of Sunrise, three (3) sources of data will be used to determine the anticipated parking requirements for multi-family land uses in comparison to the requirements defined in the City of Sunrise Code. Three (3) separate evaluations will be prepared:

- ITE's *Parking Generation*, 5th Edition. This resource contains data and information based upon national studies based upon the nationally recognized professional organization that represents the Transportation Engineering profession. The parking demand will be prepared for weekday and Saturday demand as Sunday data is limited to one (1) site. Additionally, a 10 percent safety factor will be included in the analysis.
- *Pine Plaza Apartments Parking Analysis*, conducted by McMahon Associates, Inc. This study evaluated actual parking occupancy at three (3) existing multi-family developments within the City of Sunrise for one (1) weekday (Tuesday, Wednesday, or Thursday) from 5:00 to 7:00 A.M. and 8:00 P.M. to 12:30 A.M. collecting data in 30-minute intervals. The following sites were used for Pine Plaza parking study and parking demand will be gathered from that study for the following sites:
 - o Horizons Apartments (4108 North Pine Island Road, Sunrise, FL 33351)
 - o The Oasis at Springtree (3551 NW 85th Way, Sunrise, FL 33351)
 - o Water's Edge Apartments (10901 SW 40th Street, Sunrise, FL 33351)
- *The Frusciante Property Rezoning Parking Analysis*, conducted by Kimley-Horn and Associates. This study reviewed and evaluated different sources of data to determine the anticipated parking requirements for multi-family use in comparison to the requirements in the City of Sunrise Code. This study includes parking occupancy data collected at 10X Sawgrass

(2903 NW 130th Avenue, Sunrise, FL 33323) as well as additional parking occupancy counts collected at the Horizons Apartments, the Oasis at Springtree, and at Water's Edge Apartments. Parking occupancy data was collected at 10X Sawgrass in 30-minute intervals for one (1) weekday (Tuesday, Wednesday, or Thursday) from 5:00 to 7:00 A.M. and 6:00 P.M. to 12:00 A.M. and one (1) weekend (Sunday) from 5:00 to 7:00 A.M. and 6 P.M. to 12:00 A.M. All of the individual one-story private parking garage buildings were assumed full for parking occupancy. Parking occupancy data was collected at the Horizons Apartments, the Oasis Springtree, and at Water's Edge Apartments in 30-minute intervals for one (1) weekend (Sunday) from 5:00 to 7:00 A.M. and 6:00 P.M. to 12:00 A.M.

REVIEW OF APPROVED PARKING RATES

Additionally, the approved parking rates of the Caroline (Morgan), Sereno (Luxcom), and Vista Verde (Rilea) developments in the City of Sunrise will be reviewed and documented as part of the technical letter.

DOCUMENTATION

The results of the parking analysis will be summarized in a technical letter. The letter will include supporting documents including parking supply information, parking data collection, and parking ratio calculations. The letter will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_Civill\044 Jobs\044638006 Pinnacle 6500 W Oakland Pk Blvd\TPTO\ParkingMethodology\6500 W Oakland Park Blvd parking study methodology 2025 04 12.docx

Attachments removed to avoid duplication

Attachment C

US Census Data and Transit Data

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 602.08; Broward County; Florida

Label

$(101+8)/3,097=3.5\%$

Estimate

Margin of Error

▼ Total:	3,097	±454
▼ Car, truck, or van:	2,807	±455
Drove alone	2,424	±428
▼ Carpooled:	383	±294
In 2-person carpool	348	±276
In 3-person carpool	0	±21
In 4-person carpool	0	±21
In 5- or 6-person carpool	0	±21
In 7-or-more-person carpool	35	±55
▼ Public transportation (excluding taxicab):	101	±87
Bus	101	±87
Subway or elevated rail	0	±21
Long-distance train or commuter rail	0	±21
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±21
Ferryboat	0	±21
Taxicab	0	±21
Motorcycle	10	±16
Bicycle	0	±21
Walked	8	±14
Other means	91	±83
Worked from home	80	±80

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2022
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: [Change to Means of Transportation](#).

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
- N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
- (X)
The estimate or margin of error is not applicable or not available.
- median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
- median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
- **
The margin of error could not be computed because there were an insufficient number of sample observations.
- ***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.
- *****

For more details on our fares please
visit our web site at
Broward.org/BCT or
call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points.
Time points are shown with the symbol □.
3. The timetable lists major time points for bus route.
Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

**Not paying your fare is a crime per
Florida Statute 812.015.
Violation constitutes a misdemeanor,
punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in
alternative formats upon request.



This symbol is used on bus stop signs
to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 72 ALL WEEK SCHEDULE

Sawgrass Mills Mall to Galt Mile
via Oakland Park Boulevard

Effective 6/9/24



Safety Is Our Number One Priority



Mobile
Ticketing App

Now Your **Phone** Is Your
Ticket to ride BCT!
Download the App today.



Real Time Bus Information
MyRide.Broward.org



    
Broward.org/BCT
954-357-8400

MONDAY - FRIDAY

There are additional bus stops in between those listed.

EASTBOUND To Galt Mile

SAWGRASS MILLS MALL	OAKLAND PARK BLVD & HIATUS RD	OAKLAND PARK BLVD & UNIVERSITY DR	OAKLAND PARK BLVD & NW 56TH AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & POWERLINE RD	OAKLAND PARK B/NE 17 A	GALT MILE
1	2	3	4	6	8	10	12
		4:45a	4:54a	5:02a	5:14a	5:21a	5:28a
		5:05a	5:14a	5:22a	5:34a	5:42a	5:50a
		5:27a	5:36a	5:47a	6:01a	6:11a	6:22a
5:30a	5:38a	5:47a	5:56a	6:08a	6:24a	6:35a	6:47a
5:48a	5:56a	6:06a	6:15a	6:27a	6:45a	6:57a	7:09a
6:06a	6:14a	6:24a	6:34a	6:49a	7:07a	7:19a	7:31a
6:24a	6:32a	6:42a	6:53a	7:08a	7:26a	7:38a	7:50a
6:43a	6:51a	7:01a	7:12a	7:27a	7:47a	7:59a	8:12a
7:05a	7:13a	7:23a	7:34a	7:49a	8:09a	8:19a	8:32a
7:28a	7:37a	7:47a	7:58a	8:14a	8:33a	8:43a	8:56a
7:50a	7:59a	8:10a	8:21a	8:37a	8:56a	9:06a	9:19a
8:13a	8:22a	8:33a	8:44a	9:00a	9:19a	9:29a	9:42a
8:35a	8:44a	8:55a	9:06a	9:22a	9:40a	9:50a	10:03a
8:50a	8:59a	9:10a	9:21a	9:37a	9:55a	10:05a	10:18a
9:10a	9:18a	9:28a	9:39a	9:55a	10:13a	10:23a	10:36a
9:30a	9:38a	9:48a	9:59a	10:15a	10:33a	10:43a	10:56a
9:50a	9:58a	10:08a	10:19a	10:35a	10:53a	11:03a	11:16a
10:10a	10:18a	10:28a	10:39a	10:55a	11:13a	11:23a	11:36a
10:33a	10:41a	10:51a	11:02a	11:18a	11:36a	11:46a	11:59a
10:56a	11:04a	11:14a	11:25a	11:41a	11:59a	12:09p	12:22p
11:16a	11:24a	11:34a	11:45a	12:01p	12:19p	12:29p	12:42p
11:36a	11:44a	11:54a	12:05p	12:21p	12:39p	12:50p	1:03p
11:56a	12:04p	12:14p	12:25p	12:41p	12:58p	1:10p	1:23p
12:16p	12:24p	12:34p	12:45p	1:00p	1:17p	1:29p	1:42p
12:37p	12:45p	12:55p	1:07p	1:22p	1:39p	1:51p	2:04p
12:58p	1:06p	1:16p	1:28p	1:43p	2:00p	2:12p	2:25p
1:19p	1:27p	1:37p	1:49p	2:04p	2:24p	2:36p	2:49p
1:40p	1:48p	1:58p	2:10p	2:25p	2:45p	2:57p	3:10p
2:01p	2:10p	2:20p	2:31p	2:46p	3:06p	3:18p	3:31p
2:23p	2:33p	2:43p	2:54p	3:09p	3:29p	3:41p	3:54p
2:44p	2:54p	3:06p	3:17p	3:32p	3:52p	4:04p	4:17p
3:06p	3:16p	3:29p	3:40p	3:55p	4:15p	4:27p	4:40p
3:27p	3:37p	3:50p	4:01p	4:16p	4:36p	4:48p	5:01p
3:47p	3:57p	4:10p	4:21p	4:36p	4:56p	5:07p	5:19p
4:06p	4:16p	4:29p	4:40p	4:55p	5:14p	5:24p	5:36p
4:25p	4:35p	4:48p	4:59p	5:14p	5:33p	5:43p	5:55p
4:46p	4:56p	5:09p	5:21p	5:36p	5:54p	6:04p	6:15p
5:07p	5:17p	5:30p	5:42p	5:57p	6:15p	6:24p	6:34p
5:29p	5:39p	5:50p	6:02p	6:17p	6:34p	6:43p	6:53p
5:49p	5:59p	6:09p	6:20p	6:35p	6:52p	7:01p	7:11p
6:10p	6:20p	6:30p	6:41p	6:56p	7:13p	7:21p	7:30p
6:31p	6:41p	6:51p	7:02p	7:17p	7:32p	7:40p	7:49p
6:52p	7:02p	7:12p	7:22p	7:36p	7:50p	7:57p	8:06p
7:09p	7:19p	7:29p	7:39p	7:51p	8:05p	8:12p	8:21p
7:24p	7:33p	7:42p	7:51p	8:03p	8:17p	8:24p	8:33p
7:39p	7:48p	7:57p	8:06p	8:18p	8:32p	8:39p	8:48p
8:00p	8:09p	8:18p	8:27p	8:39p	8:53p	9:00p	9:08p
8:22p	8:31p	8:40p	8:49p	9:01p	9:13p	9:19p	9:27p
8:44p	8:53p	9:02p	9:10p	9:22p	9:34p	9:40p	9:48p
9:02p	9:11p	9:20p	9:28p	9:40p	9:52p	9:58p	10:06p G
9:25p	9:34p	9:43p	9:51p	10:03p	10:15p	10:21p	10:29p
9:45p	9:54p	10:03p	10:11p	10:23p	10:35p	10:41p	10:48p
10:13p	10:22p	10:31p	10:39p	10:49p	10:59p	11:05p	11:12p
10:42p	10:51p	11:00p	11:08p	11:17p	11:27p	11:33p	11:40p G
11:07p	11:15p	11:24p	11:32p	11:41p	11:51p	11:57p	12:04a G
11:31p	11:39p	11:48p	11:56p	12:05a	12:14a	12:20a	12:26a G
12:01a	12:09a	12:18a	12:26a	12:34a	12:42a	12:48a	12:54a G
12:36a	12:44a	12:53a	1:01a	1:09a	1:17a	1:23a	1:29a G

WESTBOUND To Sawgrass Mills Mall

GALT MILE	OAKLAND PARK BLVD & US 1	OAKLAND PARK BLVD & ANDREWS AVE	OAKLAND PARK BLVD & NW 18 AVE	OAKLAND PARK BLVD & US 441	OAKLAND PARK BLVD & INVERRARY BLVD	OAKLAND PARK BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
12	11	9	7	6	5	3	1
5:01a	5:09a	5:15a	5:20a	5:31a	5:39a	5:47a	6:03a
5:21a	5:29a	5:35a	5:40a	5:51a	5:59a	6:07a	6:23a
5:41a	5:49a	5:55a	6:00a	6:13a	6:21a	6:29a	6:47a
6:01a	6:09a	6:17a	6:22a	6:35a	6:43a	6:52a	7:11a
6:21a	6:29a	6:37a	6:43a	6:57a	7:06a	7:16a	7:36a
6:43a	6:54a	7:02a	7:08a	7:22a	7:32a	7:42a	8:00a
7:01a	7:12a	7:21a	7:27a	7:43a	7:53a	8:03a	8:21a
7:25a	7:38a	7:48a	7:54a	8:10a	8:20a	8:30a	8:48a
7:46a	7:59a	8:09a	8:15a	8:31a	8:41a	8:51a	9:09a
8:06a	8:19a	8:29a	8:35a	8:52a	9:02a	9:12a	9:30a
8:26a	8:40a	8:50a	8:57a	9:14a	9:24a	9:34a	9:52a
8:47a	9:01a	9:11a	9:18a	9:35a	9:45a	9:55a	10:13a
9:10a	9:24a	9:34a	9:41a	9:58a	10:08a	10:18a	10:36a
9:33a	9:47a	9:57a	10:04a	10:21a	10:31a	10:41a	10:59a
9:56a	10:10a	10:20a	10:27a	10:44a	10:54a	11:04a	11:22a
10:16a	10:30a	10:40a	10:47a	11:04a	11:14a	11:24a	11:42a
10:33a	10:47a	10:57a	11:04a	11:21a	11:31a	11:41a	11:59a
10:51a	11:07a	11:17a	11:24a	11:41a	11:51a	12:01p	12:19p
11:11a	11:27a	11:37a	11:44a	12:01p	12:11p	12:22p	12:40p
11:31a	11:47a	11:57a	12:04p	12:21p	12:32p	12:43p	1:01p
11:51a	12:07p	12:17p	12:25p	12:42p	12:53p	1:04p	1:22p
12:13p	12:28p	12:38p	12:46p	1:03p	1:14p	1:25p	1:43p
12:36p	12:51p	1:01p	1:09p	1:26p	1:37p	1:49p	2:07p
12:57p	1:12p	1:22p	1:30p	1:47p	1:59p	2:10p	2:29p
1:17p	1:32p	1:43p	1:51p	2:09p	2:20p	2:31p	2:50p
1:37p	1:52p	2:03p	2:12p	2:31p	2:42p	2:53p	3:12p
1:57p	2:12p	2:23p	2:33p	2:53p	3:04p	3:16p	3:35p
2:21p	2:38p	2:49p	2:59p	3:19p	3:31p	3:43p	4:02p
2:42p	3:00p	3:13p	3:24p	3:43p	3:55p	4:07p	4:26p
3:04p	3:23p	3:37p	3:48p	4:07p	4:19p	4:30p	4:48p
3:25p	3:45p	3:59p	4:10p	4:31p	4:43p	4:53p	5:11p
3:46p	4:06p	4:20p	4:32p	4:53p	5:06p	5:16p	5:33p
4:09p	4:30p	4:43p	4:54p	5:15p	5:28p	5:38p	5:55p
4:32p	4:53p	5:06p	5:17p	5:39p	5:50p	6:00p	6:17p
4:55p	5:18p	5:30p	5:41p	6:01p	6:12p	6:21p	6:38p
5:15p	5:35p	5:47p	5:57p	6:14p	6:25p	6:34p	6:51p
5:34p	5:57p	6:07p	6:15p	6:32p	6:42p	6:51p	7:07p
5:52p	6:14p	6:24p	6:32p	6:49p	6:59p	7:08p	7:24p
6:12p	6:32p	6:42p	6:50p	7:06p	7:15p	7:24p	7:40p
6:34p	6:53p	7:02p	7:10p	7:25p	7:34p	7:43p	7:59p
6:51p	7:07p	7:16p	7:24p	7:39p	7:48p	7:57p	8:13p G
7:08p	7:23p	7:32p	7:40p	7:55p	8:04p	8:13p	8:29p
7:26p	7:41p	7:50p	7:58p	8:13p	8:22p	8:31p	8:45p
7:44p	7:59p	8:08p	8:16p	8:30p	8:39p	8:48p	9:02p G
8:02p	8:17p	8:25p	8:31p	8:45p	8:53p	9:01p	9:15p
8:19p	8:34p	8:42p	8:47p	9:01p	9:09p	9:17p	9:31p
8:34p	8:49p	8:57p	9:02p	9:16p	9:24p	9:32p	9:46p G
8:47p	9:02p	9:10p	9:15p	9:28p	9:35p	9:43p	9:57p
9:02p	9:17p	9:25p	9:30p	9:42p	9:49p	9:57p	10:11p G
9:23p	9:36p	9:44p	9:49p	10:01p	10:08p	10:16p	10:30p
9:45p	9:58p	10:06p	10:11p	10:23p	10:30p	10:38p	10:52p
10:09p	10:22p	10:30p	10:35p	10:47p	10:53p	11:01p	11:14p
10:42p	10:55p	11:02p	11:07p	11:17p	11:23p	11:30p	11:43p
11:04p	11:17p	11:24p	11:29p	11:39p	11:44p	11:51p	12:04a G
11:27p	11:39p	11:46p	11:51p	12:01a	12:06a	12:13a	12:26a

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

Customer Service

Monday - Friday.....7AM - 7:45PM

Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324



**WHEN IT COMES TO OUR SAFETY,
WE CAN ALWAYS USE AN EXTRA PAIR OF
EYES AND EARS. BE ALERT.
CALL 954-357-LOOK (5665). TELL US.**

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

Attachment D

ITE Parking Generation 6th Edition Excerpts

Multifamily Housing - 2+ BR (Mid-Rise) Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

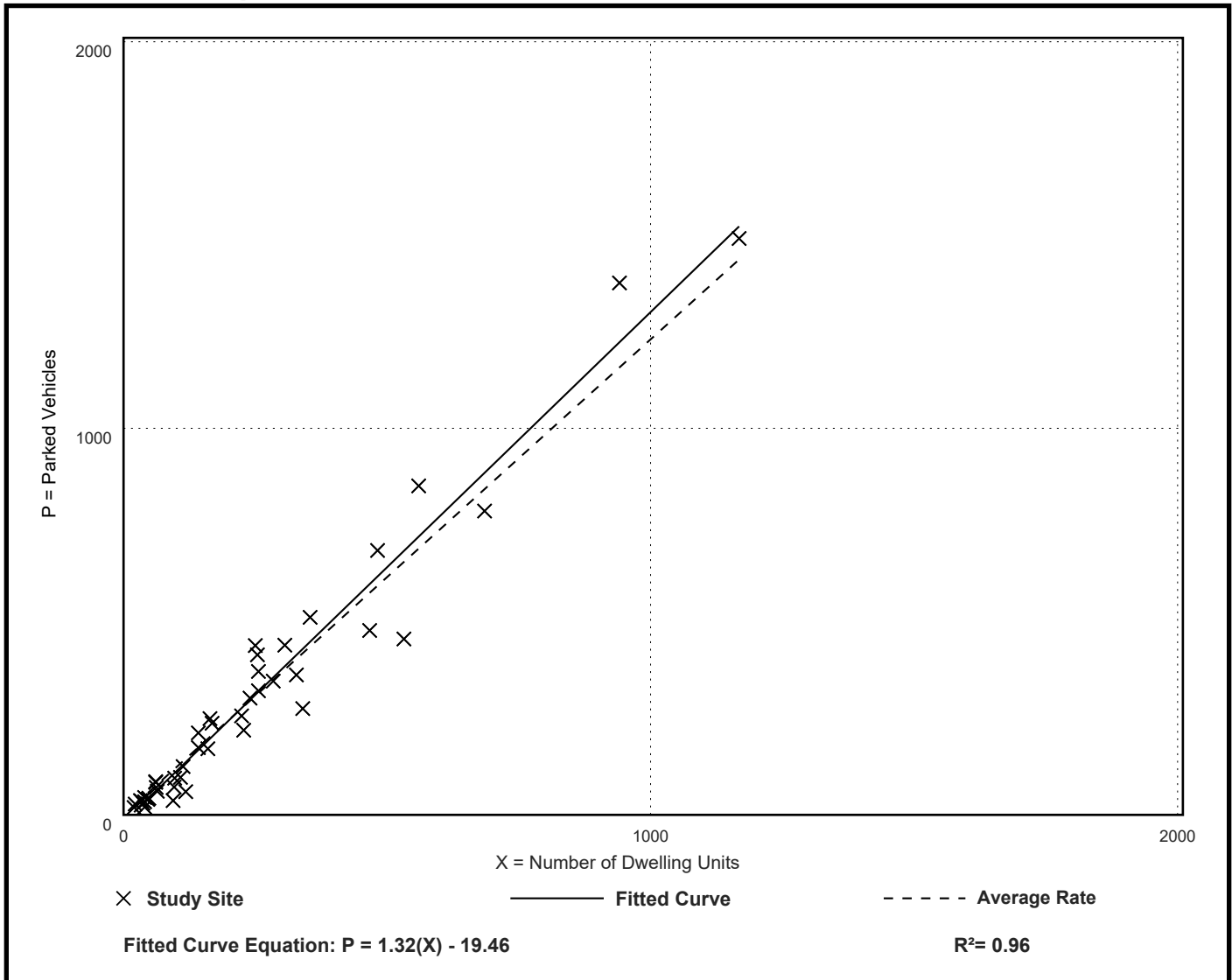
Number of Studies: 44

Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Attachment E

Parking Data

Collected Parking Data

SUMMARY OF PARKING ACCUMULATION DATA

Time Period	Horizon Apartments	Oasis Springtree	Waters Edge Apartments	10X Sawgrass	
	Weekend				Weekday
A.M.					
5:00 AM	185	527	520	699	727
5:30 AM	186	521	521	695	723
6:00 AM	183	520	519	695	705
6:30 AM	182	520	520	694	676
7:00 AM	177	517	514	687	651
P.M.					
6:00 PM	148	442	380	550	471
6:30 PM	149	436	387	572	498
7:00 PM	141	443	398	589	526
7:30 PM	137	458	420	597	563
8:00 PM	147	467	434	623	582
8:30 PM	158	474	441	642	602
9:00 PM	159	488	462	677	633
9:30 PM	161	505	474	688	654
10:00 PM	165	524	480	700	663
10:30 PM	172	531	496	701	681
11:00 PM	174	531	505	713	697
11:30 PM	178	538	521	722	704
12:00 AM	182	545	528	722	707

Prepared by National Data & Surveying Services

Sunrise Parking Study

Location: 2903 NW 130th Ave
City: Sunrise, FL

Date: 10/27/2022
Day: Thursday

SITE 4														
TIME	Regular	Garages	Handicap	Guest Parking	Future Residents	Mail Parking	Postal Services Parking	STRUCTURE						SITE 4 TOTAL
								Regular	Handicap	VISITORS				
										Regular	Handicap	Postal	Employees	
Spaces	428	68	19	31	4	2	2	280	7	20	1	1	6	869
5:00 AM														727
6:00 PM														471

Note: SITE 4: All 68 garages were closed and were considered as occupied for both 5AM and 6PM sweeps (Included in the occupancy counts).

Sunrise Parking Study

Project: 22-140472
City: Sunrise, FL

Date: 10/30/2022
Day: Sunday

TIME	SITE 1				SITE 2						SITE 3					SITE 4														
	Regular	Handicap	Future Resident	SITE 1 TOTAL	Reserved	Guest	Regular	Truck	Handicap	SITE 2 TOTAL	Regular	Handicap	Car Wash	Golf Cart	SITE 3 TOTAL	Regular	Garages	Handicap	Guest Parking	Future Residents	Mail Parking	Postal Services Parking	STRUCTURE				SITE 4 TOTAL			
																							Regular	Handicap	VISITORS					
																									Regular	Handicap	Regular	Handicap	Postal	Employees
Spaces	193	7	3	203	341	64	257	6	2	670	605	15	2	1	623	428	68	19	31	4	2	2	280	7	20	1	1	6	869	
5:00 AM				185						527					520															699
6:00 PM				148						442					380															550

Note: **SITE 3:** 21 spaces occupied by construction equipment and containers (included in the occupancy counts)

SITE 4: All 68 garages were closed and were considered as occupied for both 5AM and 6PM sweeps (Included in the occupancy counts).

In & Out

Location: N Pine Island Rd/NW 8th Ave & Courtyards at Sunrise - Apartment complex 4108 North Dwy

City: Sunrise

Date: 10/30/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	1	0
5:15 AM	0	1
5:30 AM	0	1
5:45 AM	3	4
6:00 AM	0	0
6:15 AM	2	1
6:30 AM	0	3
6:45 AM	1	1
6:00 PM	7	3
6:15 PM	7	4
6:30 PM	4	4
6:45 PM	4	6
7:00 PM	2	3
7:15 PM	4	2
7:30 PM	7	2
7:45 PM	11	3
8:00 PM	10	6
8:15 PM	6	1
8:30 PM	5	3
8:45 PM	3	2
9:00 PM	7	2
9:15 PM	8	8
9:30 PM	7	3
9:45 PM	2	1
10:00 PM	5	3
10:15 PM	7	3
10:30 PM	4	3
10:45 PM	2	1
11:00 PM	4	1
11:15 PM	2	1
11:30 PM	2	0
11:45 PM	1	1
Totals	128	77

In & Out

Location: N Pine Island Rd/NW 8th Ave & Courtyards at Sunrise - Apartment complex 4108 South Dwy

City: Sunrise

Date: 10/30/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	1	0
5:15 AM	0	0
5:30 AM	0	1
5:45 AM	0	0
6:00 AM	0	1
6:15 AM	0	1
6:30 AM	0	2
6:45 AM	1	1
6:00 PM	1	3
6:15 PM	1	5
6:30 PM	0	3
6:45 PM	3	6
7:00 PM	5	4
7:15 PM	0	6
7:30 PM	1	3
7:45 PM	1	2
8:00 PM	3	3
8:15 PM	3	1
8:30 PM	1	2
8:45 PM	0	1
9:00 PM	0	2
9:15 PM	2	3
9:30 PM	1	2
9:45 PM	3	3
10:00 PM	2	3
10:15 PM	2	0
10:30 PM	0	1
10:45 PM	1	0
11:00 PM	2	1
11:15 PM	0	1
11:30 PM	3	1
11:45 PM	0	0
Totals	37	62

In & Out

Location: 3551 NW 85th Ave & W Oakland Park Blvd/SR 816

City: Sunrise

Date: 11/6/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	1	3
5:15 AM	0	2
5:30 AM	0	2
5:45 AM	1	3
6:00 AM	0	1
6:15 AM	1	0
6:30 AM	0	2
6:45 AM	1	1
6:00 PM	6	12
6:15 PM	9	8
6:30 PM	13	6
6:45 PM	10	12
7:00 PM	7	7
7:15 PM	10	9
7:30 PM	8	5
7:45 PM	11	9
8:00 PM	7	10
8:15 PM	6	6
8:30 PM	10	9
8:45 PM	13	6
9:00 PM	5	7
9:15 PM	12	2
9:30 PM	13	3
9:45 PM	7	8
10:00 PM	5	5
10:15 PM	9	5
10:30 PM	7	8
10:45 PM	5	6
11:00 PM	3	1
11:15 PM	5	3
11:30 PM	5	2
11:45 PM	4	3
Totals	194	166

In & Out

Location: N Pine Island Rd & NW 35th Ct

City: Sunrise

Date: 11/6/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	0	1
5:15 AM	0	1
5:30 AM	1	0
5:45 AM	2	0
6:00 AM	0	1
6:15 AM	3	2
6:30 AM	1	0
6:45 AM	1	3
6:00 PM	5	8
6:15 PM	9	7
6:30 PM	12	9
6:45 PM	9	10
7:00 PM	14	6
7:15 PM	10	4
7:30 PM	11	7
7:45 PM	8	8
8:00 PM	7	5
8:15 PM	12	4
8:30 PM	9	6
8:45 PM	10	7
9:00 PM	12	7
9:15 PM	7	3
9:30 PM	6	3
9:45 PM	9	2
10:00 PM	5	5
10:15 PM	6	3
10:30 PM	5	4
10:45 PM	4	3
11:00 PM	4	2
11:15 PM	3	2
11:30 PM	5	3
11:45 PM	7	6
Totals	197	132

In & Out

Location: Hiatus Rd & NW 40th St

City: Sunrise

Date: 10/30/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	3	0
5:15 AM	1	3
5:30 AM	1	1
5:45 AM	0	2
6:00 AM	0	1
6:15 AM	2	0
6:30 AM	1	4
6:45 AM	4	7
6:00 PM	21	13
6:15 PM	13	14
6:30 PM	15	12
6:45 PM	16	8
7:00 PM	24	13
7:15 PM	27	16
7:30 PM	18	18
7:45 PM	22	8
8:00 PM	18	11
8:15 PM	14	14
8:30 PM	17	11
8:45 PM	18	3
9:00 PM	16	14
9:15 PM	13	3
9:30 PM	8	7
9:45 PM	10	5
10:00 PM	8	0
10:15 PM	12	4
10:30 PM	8	1
10:45 PM	7	5
11:00 PM	12	2
11:15 PM	11	5
11:30 PM	6	3
11:45 PM	5	1
Totals	351	209

In & Out

Location: 2903 NW 130th Ave/10X Sawgrass -Apartment building East Dwy & Pat Solermo Dr

City: Sunrise

Date: 10/27/2022

Day: Thursday

TIME		
	Inbound	Outbound
5:00 AM	1	5
5:15 AM	3	3
5:30 AM	2	6
5:45 AM	1	12
6:00 AM	1	11
6:15 AM	1	16
6:30 AM	2	11
6:45 AM	5	17
6:00 PM	26	22
6:15 PM	33	15
6:30 PM	33	20
6:45 PM	23	13
7:00 PM	30	15
7:15 PM	35	23
7:30 PM	22	17
7:45 PM	31	21
8:00 PM	17	10
8:15 PM	24	14
8:30 PM	26	11
8:45 PM	24	12
9:00 PM	17	9
9:15 PM	22	14
9:30 PM	10	5
9:45 PM	13	7
10:00 PM	16	10
10:15 PM	12	8
10:30 PM	7	3
10:45 PM	14	3
11:00 PM	6	4
11:15 PM	7	4
11:30 PM	6	4
11:45 PM	4	2
Totals	474	347

In & Out

Location: 2903 NW 130th Ave/10X Sawgrass -Apartment building East Dwy & Pat Solermo Dr

City: Sunrise

Date: 10/30/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	1	2
5:15 AM	2	4
5:30 AM	5	3
5:45 AM	0	1
6:00 AM	4	5
6:15 AM	3	0
6:30 AM	0	4
6:45 AM	2	3
6:00 PM	16	15
6:15 PM	28	10
6:30 PM	25	13
6:45 PM	14	15
7:00 PM	28	23
7:15 PM	22	17
7:30 PM	17	10
7:45 PM	30	21
8:00 PM	23	16
8:15 PM	23	13
8:30 PM	30	16
8:45 PM	26	7
9:00 PM	16	11
9:15 PM	13	13
9:30 PM	12	8
9:45 PM	12	5
10:00 PM	8	9
10:15 PM	10	8
10:30 PM	11	6
10:45 PM	10	3
11:00 PM	12	4
11:15 PM	3	1
11:30 PM	5	6
11:45 PM	2	1
Totals	413	273

In & Out

Location: 2903 NW 130th Ave/10X Sawgrass -Apartment building West Dwy & Pat Solermo Dr

City: Sunrise

Date: 10/27/2022

Day: Thursday

TIME		
	Inbound	Outbound
5:00 AM	0	1
5:15 AM	2	1
5:30 AM	1	2
5:45 AM	0	2
6:00 AM	0	0
6:15 AM	0	4
6:30 AM	0	1
6:45 AM	0	3
6:00 PM	8	4
6:15 PM	2	1
6:30 PM	6	3
6:45 PM	4	2
7:00 PM	2	0
7:15 PM	11	3
7:30 PM	7	2
7:45 PM	3	4
8:00 PM	3	2
8:15 PM	4	2
8:30 PM	3	2
8:45 PM	5	2
9:00 PM	3	3
9:15 PM	6	1
9:30 PM	1	3
9:45 PM	2	2
10:00 PM	6	0
10:15 PM	2	0
10:30 PM	4	3
10:45 PM	1	1
11:00 PM	1	0
11:15 PM	1	0
11:30 PM	1	1
11:45 PM	0	1
Totals	89	56

In & Out

Location: 2903 NW 130th Ave/10X Sawgrass -Apartment building West Dwy & Pat Solermo Dr

City: Sunrise

Date: 10/30/2022

Day: Sunday

TIME		
	Inbound	Outbound
5:00 AM	0	1
5:15 AM	0	0
5:30 AM	1	2
5:45 AM	1	1
6:00 AM	0	1
6:15 AM	0	2
6:30 AM	0	0
6:45 AM	0	2
6:00 PM	4	2
6:15 PM	1	0
6:30 PM	6	5
6:45 PM	6	1
7:00 PM	2	6
7:15 PM	7	5
7:30 PM	7	0
7:45 PM	6	3
8:00 PM	5	2
8:15 PM	3	4
8:30 PM	4	3
8:45 PM	4	3
9:00 PM	3	0
9:15 PM	5	2
9:30 PM	0	0
9:45 PM	1	0
10:00 PM	3	4
10:15 PM	1	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	1
11:15 PM	0	0
11:30 PM	1	1
11:45 PM	0	0
Totals	71	51

Unit Count Data

Unit Count Data

Horizons Apartments/Courtyards at Sunrise				
	Avg SF	# Units	Mix %	Units Available
1 Bed	1,018	48	37.5%	0
2 Beds	1,130	80	62.5%	0
Totals	1,088	128	100.0%	0

The Oasis at Springtree				
	Avg SF	# Units	Mix %	Units Available
1 Bed	950	16	5.8%	1
2 Beds	1,254	229	83.3%	3
3 Beds	1,422	30	10.9%	1
Totals	1,271	275	100.0%	5

Water's Edge				
	Avg SF	# Units	Mix %	Units Available
1 Bed	844	128	40.0%	8
2 Beds	1,030	156	48.8%	0
3 Beds	1,200	36	11.3%	0
Totals	1,003	320	100.0%	8

10X Sawgrass				
	Avg SF	# Units	Mix %	Units Available
1 Bed	732	174	34.7%	10
2 Beds	1,159	306	61.1%	9
3 Beds	1,379	21	4.2%	2
Totals	1,009	501	100.0%	21

Pine Plaza Apartments Parking Analysis



McMAHON ASSOCIATES, INC.
2090 Palm Beach Lakes Boulevard, Suite 400
West Palm Beach, FL 33409
p 561-840-8650 | f 561-840-8590

PRINCIPALS

Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES

John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE
Dean A. Carr, P.E.

May 11, 2017

VIA E-MAIL

Mr. Ashley Bosch, Director of Development
Sunrise Pine Island
c/o Rilea Group, Inc.
1200 Brickell Avenue, Suite 1200
Miami, FL 33131

**RE: Pine Plaza Apartments Parking Analysis
McMahon Project No. L16827.01**

Dear Mr. Bosch:

McMahon Associates, Inc. (McMahon) has completed a parking analysis for the proposed redevelopment of a site of land located on the southwest corner of Pine Island Road and NW 44th Street, in the City of Sunrise. The site is part of the Village Shoppes at Pine Plaza. The west part of the plaza, which includes 135,295 square feet of retail, will be demolished to construct 288 garden apartments, with an anticipated buildout year of 2020. The 288 proposed apartment units include 92 - one (1) bedroom units, 142 - two (2) bedroom units and 54 - three (3) bedroom units. The site is proposing less parking than required by City code; therefore, a parking analysis has been prepared for the site. **Figure 1** graphically depicts the site location.

Parking Requirement

Article VII – Section 16-144 of the City of Sunrise Land Development Code indicates the following parking requirements for residential multi-family dwelling units:

- ❖ One (1) bedroom: 1.75 spaces/du
- ❖ Two (2) bedroom: 2.00 spaces/du
- ❖ Three (3) bedroom: 2.5 spaces/du
- ❖ Visitor: 10 percent of required parking spaces
- ❖ Leasing Center: 1.00 spaces/250 square feet

The proposed development will require 645 parking spaces (including seven [7] parking spaces for the leasing office). This does not reflect actual parking needs for the proposed development based on the Applicant's experience at other locations for the same type of development.



Figure 1
Site Location
Pine Plaza Apartments Parking Analysis
Sunrise, Florida

Parking Accumulation

Parking accumulation data collection was performed at three (3) residential developments near the project site to determine the appropriate parking rate for the proposed Pine Trail apartments. The surveyed sites include the following: a) Horizon Apartments, b) The Oasis at Springtree, and c) Water's Edge Apartments. The number of units for each development was obtained from the YARDI Matrix real estate management software, excerpts of which are attached in **Appendix A**. Based on coordination with City staff, the parking accumulation data collection was conducted on Tuesday, May 9, 2017 between 5:00 AM and 7:00 AM and also between 8:00 PM and 12:00 AM. The parking data was recorded in 30-minute intervals.

Horizon Apartments

Horizon Apartments, which includes 128 dwelling units, is located at 4108 N. Pine Island Road, Sunrise, FL 33351, as shown on **Figure 2**. The site provides 276 available parking spaces. Results of the parking data collection indicate that the highest accumulation of parked vehicles was 194 and occurred from 12:00-12:30 AM. This equates to a parking ratio of 1.52 spaces/du.

The Oasis at Springtree

The Oasis at Springtree, which includes 275 dwelling units, is located at 3551 NW 85th Way, Sunrise, FL 33351, as shown on **Figure 3**. The site provides 600 available parking spaces. Results of the parking data collection indicate that the highest accumulation of parked vehicles was 455 and occurred from 5:00-5:30 AM. This equates to a parking ratio of 1.65 spaces/du.

Water's Edge Apartments

Water's Edge Apartments, which includes 320 dwelling units, is located at 10901 NW 40th Street, Sunrise, FL 33351, as shown on **Figure 4**. The site provides 610 available parking spaces. Results of the parking data collection indicate that the highest accumulation of parked vehicles was 457 and occurred from 12:00-12:30 AM. This equates to a parking ratio of 1.43 spaces/du.

The parking data collection is summarized in **Table 1**.



Figure 2
Horizon Apartments Site
Pine Plaza Apartments Parking Analysis
Sunrise, Florida



Figure 3
The Oasis At Springtree Site
Pine Plaza Apartments Parking Analysis
Sunrise, Florida

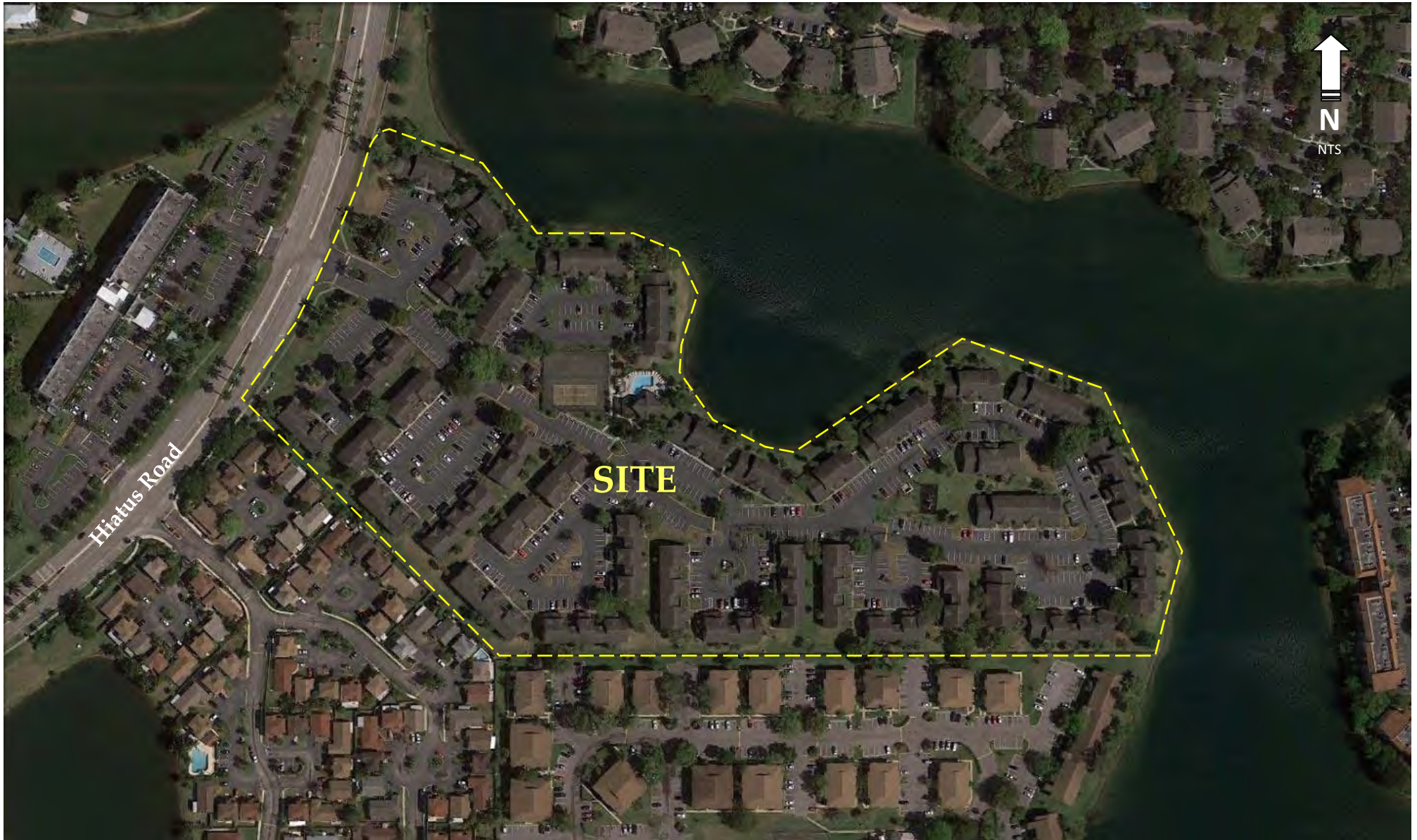


Figure 4
Water's Edge Apartments Site
Pine Plaza Apartments Parking Analysis
Sunrise, Florida

TABLE 1
SUMMARY OF PARKING ACCUMULATION DATA
PINE PLAZA APARTMENTS PARKING ANALYSIS

TIME PERIOD	HORIZON APARTMENTS	OASIS AT SPRINGTREE	WATERS EDGE APARTMENTS
AM Peak Period			
5:00-5:30 AM	190	455	456
5:30-6:00 AM	186	425	402
6:00-6:30 AM	183	395	349
6:30-7:00 AM	181	382	322
PM Peak Period			
8:00-8:30 PM	163	306	297
8:30-9:00 PM	168	338	331
9:00-9:30 PM	172	356	392
9:30-10:00 PM	177	364	443
10:00-10:30 PM	181	373	439
10:30-11:00 PM	185	376	446
11:00-11:30 PM	187	379	449
11:30-12:00 PM	192	383	451
12:00-12:30 AM	194	386	457



Highest accumulation of parked vehicles



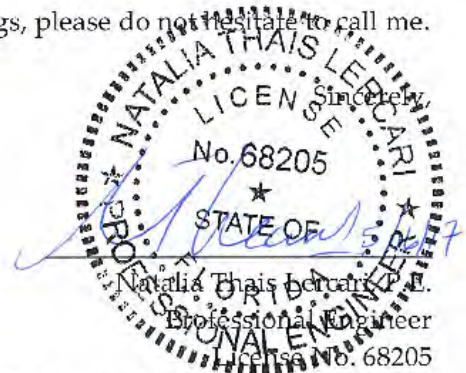
Parking Rate Analysis

The parking accumulation indicates parking ratios for the surveyed sites ranging from 1.43 to 1.65, with an average parking ratio of 1.53, as summarized in **Table 2**. The proposed parking rate of 1.90 is higher than the current parking ratios at any of the surveyed sites.

Table 2: Parking Analysis Summary

LOCATION	UNITS		PEAK PARKING DEMAND	PARKING RATE
Horizon Apartments	128	DU	194	1.52 spaces/du
The Oasis At Springtree	275	DU	455	1.65 spaces/du
Water's Edge Apartments	320	DU	457	1.43 spaces/du
Average:				1.53 spaces/du

Should you have any questions or comments regarding these findings, please do not hesitate to call me.



State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

NTL/amp
Enclosure

APPENDIX A

APARTMENT INFORMATION



HORIZONS

HORIZONS

4108 North Pine Island Road
Sunrise, FL 33351
(954) 741-4435



Number of Units	128
Completion Date	1/1/1976
Improvements Rating	B+
Location Rating	B-
Occupancy	99.2%
Prior Names	No previous names on record

Owner Ruth Held

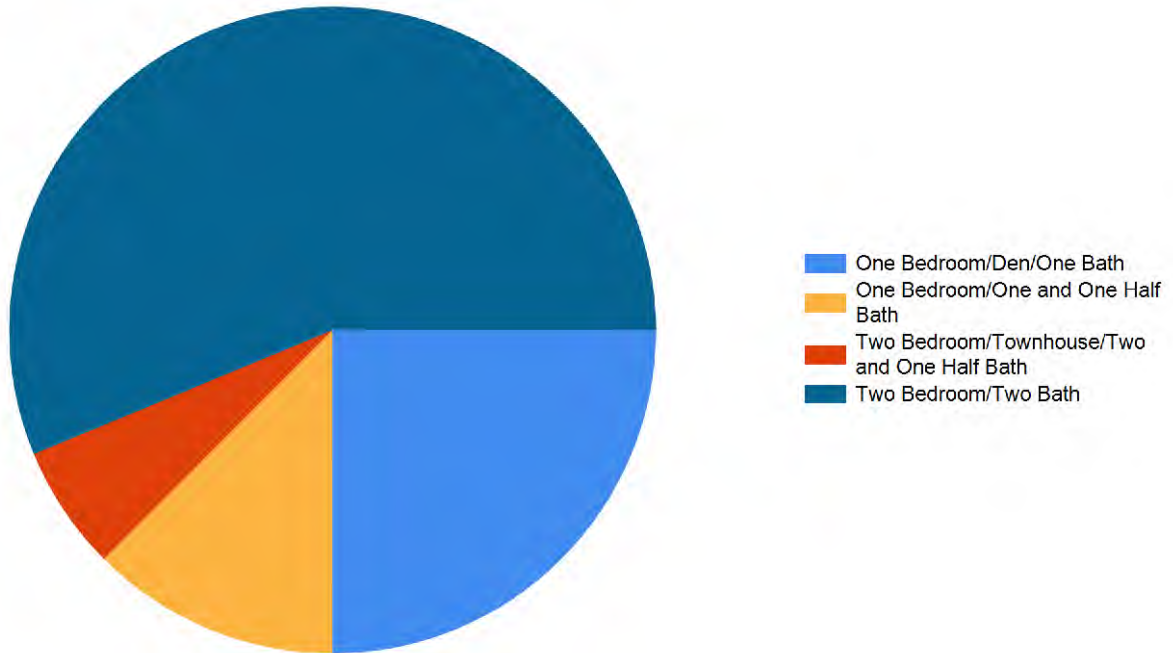
3100 North Ocean Blvd #1007
Fort Lauderdale, FL 33308
(948) 698-0098

Manager Bridge Real Estate Group

Cathy Cabell
7284 West Palmetto Park Road #201
Boca Raton, FL 33433
(561) 826-3917

PROPERTY COMPOSITION

Unit Type	Unit Count	% of Total	Size (SqFt)		Actual Rate	
			Unit	Total	Total	SqFt
One Bedroom/One and One Half Bath	16	12.50%	900	14,400	\$1,119	\$1.24
One Bedroom/Den/One Bath	32	25.00%	1,100	35,200	\$1,304	\$1.19
Two Bedroom/Two Bath	72	56.25%	1,150	82,800	\$1,355	\$1.18
Two Bedroom/Townhouse/Two and One Half Bath	8	6.25%	1,400	11,200	\$1,476	\$1.05
Total/Average	128	100%	1,122	143,600	\$1,320	\$1.18





OASIS AT SPRINGTREE, THE

OASIS AT SPRINGTREE, THE

3551 NW 85th Way
Sunrise, FL 33351
(954) 572-8822



CMBS Loan

Number of Units	275
Completion Date	1/1/1994
Improvements Rating	B+
Location Rating	A-
Occupancy	99.6%
Prior Names	No previous names on record

Owner

Rosemount Management

Joseph Kodsi
5098 Egret Point Circle
Boca Raton, FL 33431
(561) 368-9545

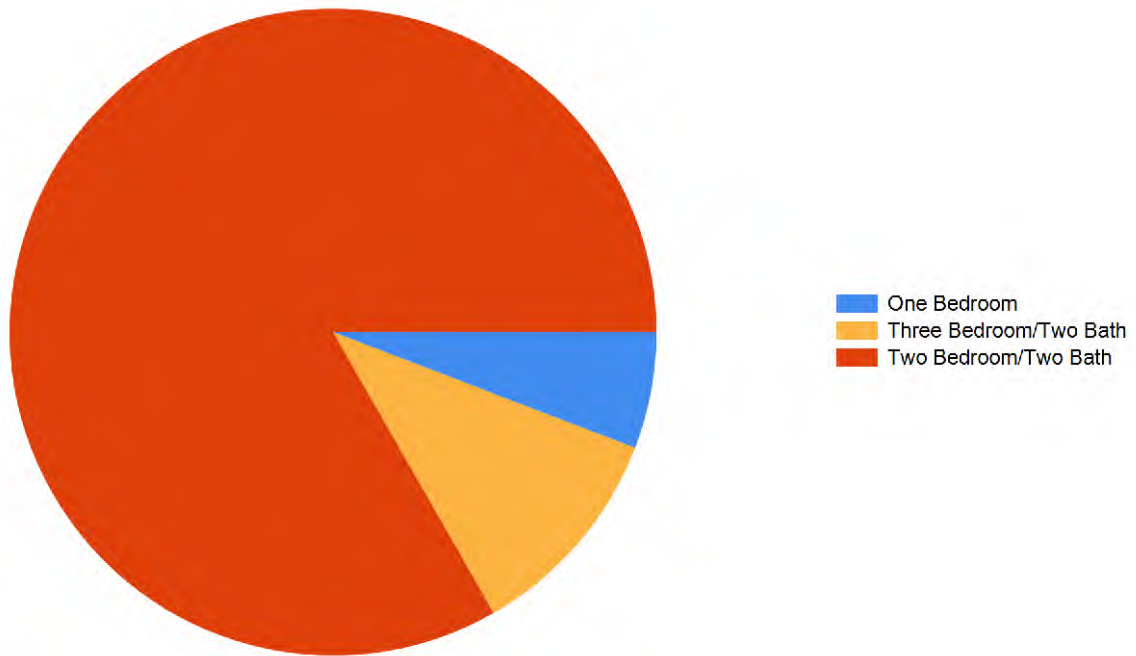
Manager

Rosemount Management

Joseph Kodsi
5098 Egret Point Circle
Boca Raton, FL 33431
(561) 368-9545

PROPERTY COMPOSITION

Unit Type	Phase	Unit Count	% of Total	Size (SqFt)		Actual Rate	
				Unit	Total	Total	SqFt
One Bedroom	I	3	1.09%	950	2,850	\$1,237	\$1.30
One Bedroom	II	13	4.73%	950	12,350	\$1,237	\$1.30
Two Bedroom/Two Bath	I	30	10.91%	1,162	34,860	\$1,415	\$1.22
Two Bedroom/Two Bath	I	44	16.00%	1,225	53,900	\$1,490	\$1.22
Two Bedroom/Two Bath	I	31	11.27%	1,300	40,300	\$1,516	\$1.17
Two Bedroom/Two Bath	II	36	13.09%	1,162	41,832	\$1,415	\$1.22
Two Bedroom/Two Bath	II	49	17.82%	1,225	60,025	\$1,440	\$1.18
Two Bedroom/Two Bath	II	39	14.18%	1,300	50,700	\$1,541	\$1.19
Three Bedroom/Two Bath	II	26	9.45%	1,410	36,660	\$1,642	\$1.16
Three Bedroom/Two Bath	II	4	1.45%	1,543	6,172	\$1,668	\$1.08
Total/Average		275	100%	1,235	339,649	\$1,475	\$1.19





WATERS EDGE

WATERS EDGE

10901 NW 40th Street
Sunrise, FL 33351
(954) 749-0405



CMBS Loan

Number of Units	320
Completion Date	1/1/1986
Improvements Rating	B+
Location Rating	B
Occupancy	98.8%
Prior Names	Waters Edge At Welleby

Owner

Fairfield Residential

Richard Boynton
5510 Morehouse Drive #200
San Diego, CA 92121
(858) 457-2123

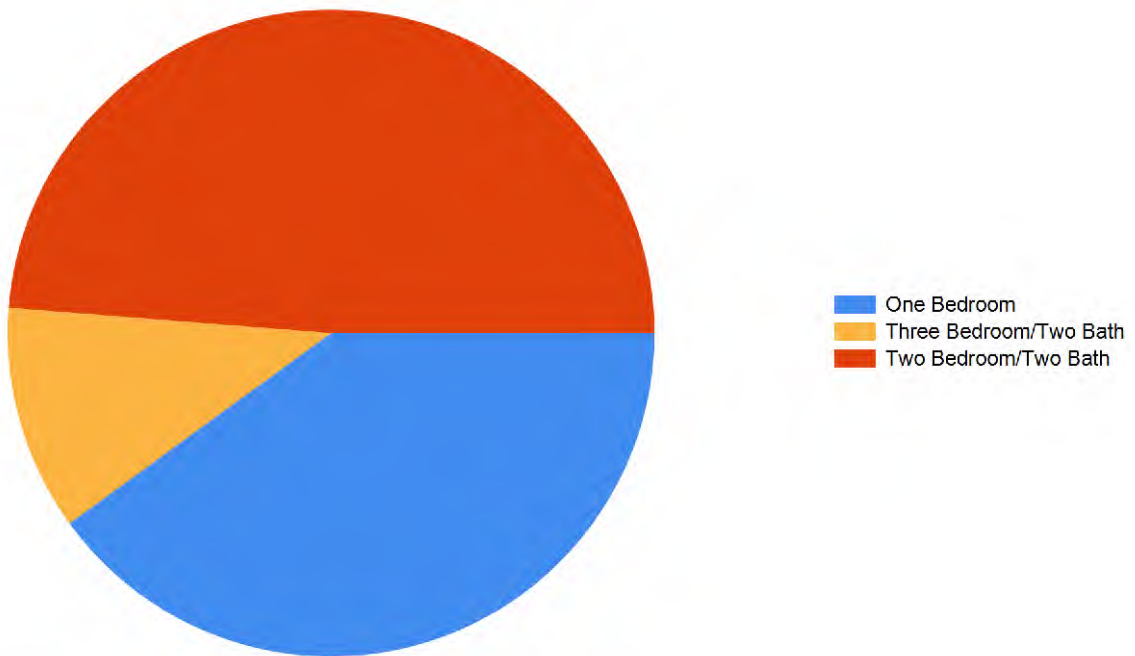
Manager

Fairfield Residential

Benjamin Bennett
7301 North State Highway 161 #260
Irving, TX 75039
(214) 574-1500

PROPERTY COMPOSITION

Unit Type	Unit Count	% of Total	Size (SqFt)		Actual Rate	
			Unit	Total	Total	SqFt
One Bedroom	64	20.00%	771	49,344	\$1,204	\$1.56
One Bedroom	64	20.00%	862	55,168	\$1,299	\$1.51
Two Bedroom/Two Bath	42	13.13%	950	39,900	\$1,304	\$1.37
Two Bedroom/Two Bath	36	11.25%	997	35,892	\$1,451	\$1.46
Two Bedroom/Two Bath	68	21.25%	1,029	69,972	\$1,506	\$1.46
Two Bedroom/Two Bath	10	3.13%	1,111	11,110	\$1,516	\$1.36
Three Bedroom/Two Bath	36	11.25%	1,200	43,200	\$1,616	\$1.35
Total/Average	320	100%	952	304,586	\$1,384	\$1.45



Attachment F

Sunrise Garden – Alternate Parking Supply Determination Excerpt



October 2, 2018
Revised February 25, 2019

Mr. Oscar Barbara
Luxcom Builders, LLC
1560 South Dixie Highway, Suite 211
Coral Gables, FL 33146

**RE: Sunrise Garden – Alternate Parking Supply Determination
Sunrise, Florida
Kimley-Horn # 140432000**

Dear Mr. Barbara:

Kimley-Horn and Associates, Inc. has undertaken the following review and analysis to evaluate anticipated parking requirements for the Sunrise Garden project. The subject site is a proposed multifamily residential development to be located in the southwest quadrant of Oakland Park Boulevard & University Drive in Sunrise, Florida. Plans for the site include 235 residential units with the following mix of unit types:

- 89 one-bedroom units
- 119 two-bedroom units
- 27 three-bedroom units

Below is a summary of the code-required parking for the site and data from several different sources demonstrating that actual parking requirements for multi-family sites are lower than the rates defined in the City of Sunrise Land Development Code.

Code Parking Requirements

The development is proposed to contain 235 multi-family dwelling units with the bedroom mix defined above. Article VII- Section 16-144 of the City of Sunrise Land Development Code defines the parking requirements for multi-family developments in the City of Sunrise. Based upon these requirements, the site parking requirements were calculated as summarized in *Table 1*.

Table 1: City of Sunrise Required Parking

Land Use	Intensity	Code Parking Rate	Required Parking
1 BR	89 Units	1.75 Spaces / 1 BR Unit	156
2 BR	119 Units	2 Spaces / 2 BR Unit	238
3 BR	27 Units	2.5 Spaces / 3 BR Unit	68
Required Parking for Units			462
Guest Parking		10% of Required Spaces for Units	46
Total Code-Required Parking			508

Application of the City's code parking requirements identified a code-required parking supply of 508 parking spaces. The current site plan proposes a total of 423 parking spaces within the site. Based upon the characteristics of modern parking demand requirements for multi-family residential sites, the proposed supply is anticipated to adequately accommodate actual needs. The following data and analysis has been prepared as justification to support of the request for variance in the parking supply provided.

Surrounding Development Context and Multi-Modal Availability

This site has convenient access bus stops within a quarter of a mile of the proposed residential site. There are three bus routes that are accessible within the quarter-mile that includes Route 2, Route 72, and Route 102- University Breeze. These bus routes may reduce the need for multiple vehicles for the same apartment unit. Attached is a figure showing the bus stops near the proposed residential housing.

Data Evaluation of Multi-Family Parking Ratios

Kimley-Horn has undertaken a review and evaluation of multiple sources of data to evaluate the anticipated parking requirements for multi-family uses in comparison to the requirements defined in the City of Sunrise Code. Two separate evaluations have been undertaken using data obtained from the following sources:

- *Parking Generation, 4th Edition*, published by the Institute of Transportation Engineers (ITE). This resource contains data and information based upon national studies based upon the nationally-recognized professional organization that represents the Transportation Engineering profession.
- *Pine Plaza Apartments Parking Analysis*, conducted by McMahon Associates, Inc. This study evaluated actual parking occupancy at three existing multi-family developments within the City of Sunrise.

Evaluation 1: Parking Supply Rates Based Upon Parking Generation, 4th Edition (ITE) data

A calculation of anticipated parking demand was undertaken using data published by The Institute of Transportation Engineers (ITE) in *Parking Generation, 4th Edition*. For each land use defined in this publication, empirical parking demand data that has been collected on sites throughout the country is compiled to develop rates and/or equations that represent the typical parking demand expected for that type of land use. The parking demand data published for ITE Land Use 221 (Low/Mid-Rise Apartment) for a suburban setting is attached to this letter for reference. As shown in the data, the 95th percentile confidence interval for anticipated parking demand for Low/Mid-Rise Apartments was within a range of 1.10 spaces per unit to 1.37 spaces per unit.

The data published by ITE represents parking demand, not supply. Using the upper end of the rates published by ITE, the base parking demand for the site was calculated to be 354 spaces. Therefore, for the purposes of determining a supply requirement, a buffer of 10% was applied to ensure that additional spaces will be available on site, resulting in a recommended parking supply of 389 spaces. This rate includes the total parking supply requirement for the site, resident parking, guest parking and leasing office parking. *Table 2* provides a summary of this calculation.

Table 2: Parking Supply Calculation - ITE Rates

Land Use	Intensity	ITE Rate	Required Parking
Mid-Rise Apt	235 Units	1.37 Spaces / Unit	322
Guest Parking		10% of Required Spaces for Units	32
Total ITE-Recommended Parking			354
ITE Parking + 10% Buffer			389

Evaluation 2: Parking Supply Rates Derived from Local Data

A second evaluation of parking requirements was conducted by evaluating data that had been collected by McMahon Associates, Inc. at three existing multi-family communities in Sunrise, Florida. Following is a summary of the data presented in that analysis.

Data Collection

In the *Pine Plaza Apartments Parking Analysis*, weekday parking occupancy counts were collected during the late evening hours and early morning hours on Tuesday, May 9, 2017 at three sites in the City of Sunrise. The following sites were chosen for the data collection:

- Horizons Apartments (4108 North Pine Island Road, Sunrise, FL 33351)
- The Oasis at Springtree (3551 NW 85th Way, Sunrise, FL 33351)
- Water's Edge Apartments (10901 SW 40th Street, Sunrise, FL 33351)

Table 3 summarizes the unit count and unit occupancy for the sites.

Table 3: Unit Count and Occupancy

	Horizons	Oasis	Water's Edge
1 bdrm / 1 bdrm + den units	48	16	128
2 bdrm units	80	229	156
3 bdrm units	-	30	36
Total	128	275	320
Percent Occupancy	99.2%	99.6%	98.8%

Parking Demand Determination

A parking demand rate was then calculated based on the observed demand as reported in the McMahon Associates, Inc. report at the count sites. Table 4 summarizes the demand observations for the three sites. As shown, the average demand ratio from the three study sites is 1.53 spaces/dwelling unit. For the purposes of determining a supply requirement, a buffer of 10% was applied to ensure that additional spaces will be available on site, resulting in a recommended parking supply of 396 spaces. The proposed parking supply for on site is 423 spaces. Table 5 shows the calculation of the recommended minimum parking supply based upon local observations.

Table 4: Local Parking Demand Rate

	Horizons	Oasis	Water's Edge
Total Units	128	275	320
Observed Parking Demand (spaces)	194	455	457
Parking Demand Rate (spaces/du)	1.52	1.65	1.43
Average Parking Demand (spaces/du)	1.53		

Table 5: Recommended Parking per Highest Localized Rate

Intensity	Local Parking Demand Rate (Peak)	Required Parking
235 Units	1.53 Spaces / Unit	360
	Parking + 10% Buffer	396

Conclusion

Therefore, as demonstrated in this summary, a reduced parking requirement is appropriate for application at this site. The documentation contained herein demonstrates that it is appropriate to implement a variance from City code parking requirements based upon site-specific unique conditions. Furthermore, two alternate sources of multi-family parking rates were used to calculate actual supply requirements for this site: rates published by ITE in *Parking Generation, 4th Edition* and a parking study conducted by McMahon Associates, Inc. at three multi-family sites in Sunrise (*Pine Plaza Apartments Parking Analysis*). The two evaluations demonstrate that the actual parking supply required for this site will be adequately met under the proposed site plan. Based upon the maximum parking ratio determined from these alternate analyses (396 spaces / 235 units, based upon Evaluation 2), **the minimum required parking supply ratio is 1.69 spaces per unit. The supply shown on the proposed site plan is 1.8 spaces per unit (423 spaces / 235 units).**

Therefore, the proposed supply ratio of 1.8 spaces per unit (total supply of 423 spaces) will adequately accommodate the parking requirements for this site. Should you have any questions, please contact me via e-mail at chris.heggen@kimley-horn.com or via phone at (561) 840-0248.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636
Certificate of Authorization
Number 696

Attachments

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LEGEND

-  Project Site
-  Bike Lane
-  Bus Stops
-  Pedestrian Sidewalk

MODES OF TRANSPORTATION
SUNRISE GARDEN
KHA #140432000

Kimley»Horn

Land Use: 221

Low/Mid-Rise Apartment

Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadraplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

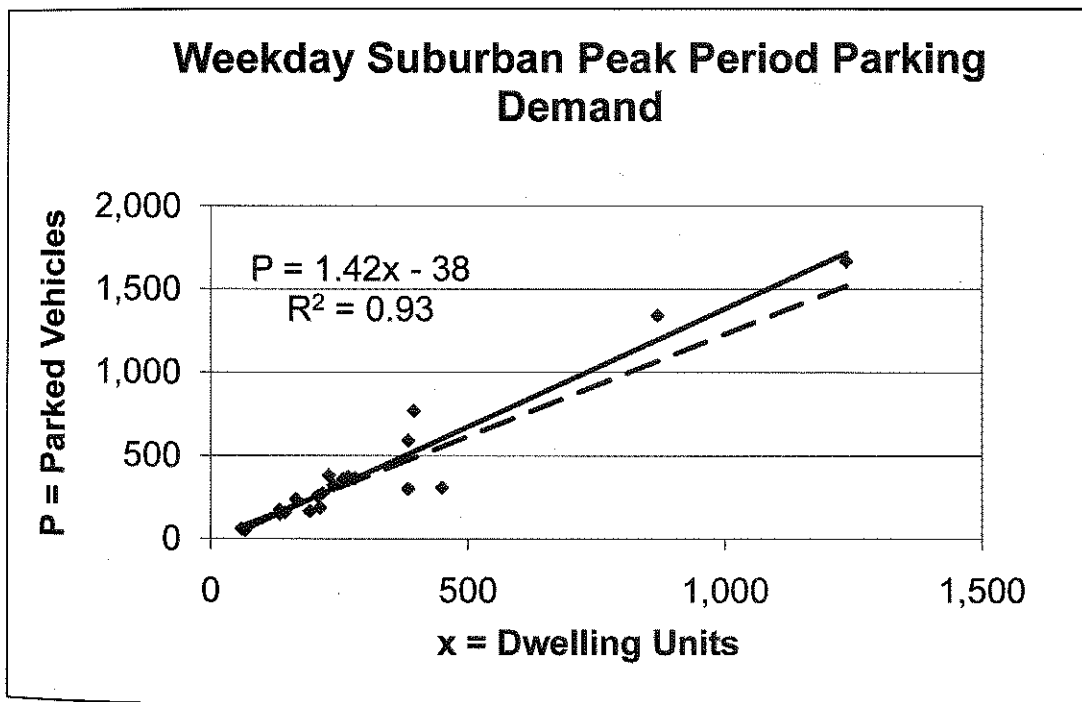
For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Land Use: 221

Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	21
Average Size of Study Sites	311 dwelling units
Average Peak Period Parking Demand	1.23 vehicles per dwelling unit
Standard Deviation	0.32
Coefficient of Variation	21%
95% Confidence Interval	1.10–1.37 vehicles per dwelling unit
Range	0.59–1.94 vehicles per dwelling unit
85th Percentile	1.94 vehicles per dwelling unit
33rd Percentile	0.68 vehicles per dwelling unit



◆ Actual Data Points

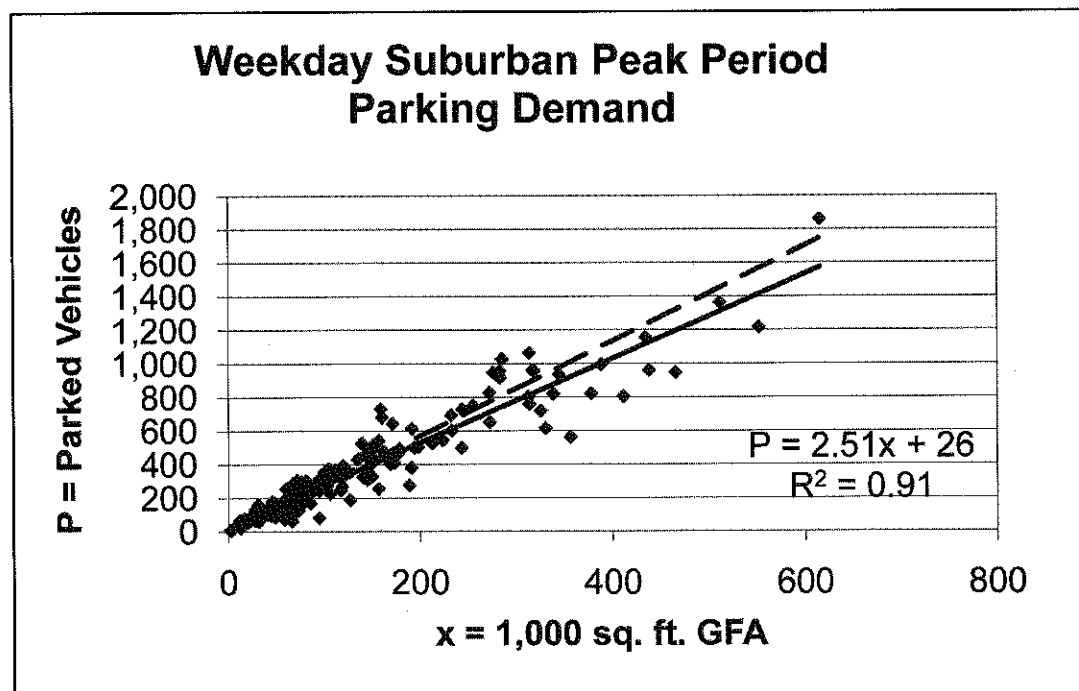
— Fitted Curve

--- Average Rate

Land Use: 701 Office Building

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	9:00 a.m.—4:00 p.m.
Number of Study Sites	176
Average Size of Study Sites	136,000 sq. ft. GFA
Average Peak Period Parking Demand	2.84 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.73
Coefficient of Variation	26%
95% Confidence Interval	2.73–2.94 vehicles per 1,000 sq. ft. GFA
Range	0.86–5.58 vehicles per 1,000 sq. ft. GFA
85th Percentile	3.45 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.56 vehicles per 1,000 sq. ft. GFA



◆ Actual Data Points — Fitted Curve - - - Average Rate

Ashley Bosch
May 11, 2017
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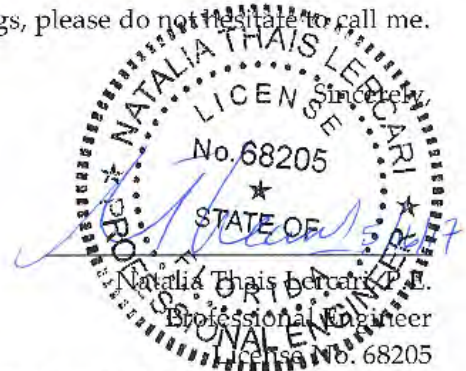
Parking Rate Analysis

The parking accumulation indicates parking ratios for the surveyed sites ranging from 1.43 to 1.65, with an average parking ratio of 1.53, as summarized in **Table 2**. The proposed parking rate of 1.90 is higher than the current parking ratios at any of the surveyed sites.

Table 2: Parking Analysis Summary

LOCATION	UNITS		PEAK PARKING DEMAND	PARKING RATE
Horizon Apartments	128	DU	194	1.52 spaces/du
The Oasis At Springtree	275	DU	455	1.65 spaces/du
Water's Edge Apartments	320	DU	457	1.43 spaces/du
Average:				1.53 spaces/du

Should you have any questions or comments regarding these findings, please do not hesitate to call me.



State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

NTL/amp
Enclosure