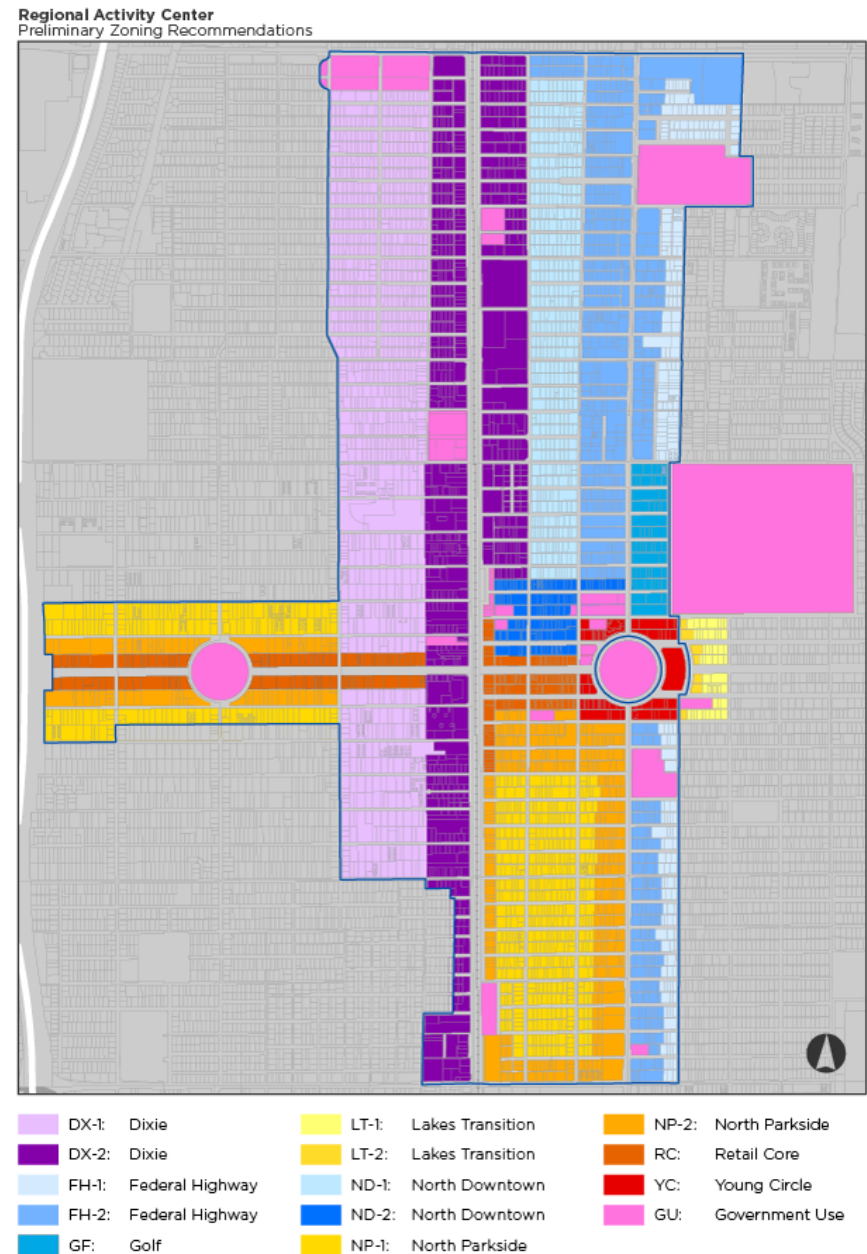


EXTENDING BEYOND THE DOWNTOWN MASTER PLAN

City of Hollywood website

Although the boundary of the Downtown Master Plan was limited, the benefit of the RAC Land Use allowed the Master Plan to look at the Downtown area from a much broader perspective. These recommendations were created not only anticipating the growth of Downtown, but also with the intent that they could extend beyond the scope of the Downtown Master Plan, potentially to the boundaries of the RAC. Because of the opportunities and advantages the RAC Land Use category presents, as we move forward we will be evaluating rezoning the entire RAC based on these recommendations, as illustrated by this preliminary diagram.

The subject property as per the FH-2 designation





Character District	Dixie Highway	Federal Highway	North Downtown	Parkside	Core	Dixie Highway	Lakes Transition	Core	North Downtown	Parkside	Core	Core	Pembroke Road	Sheridan Street	Dixie Highway	Federal Highway	North Downtown	Parkside	Young Circle	
Zoning District	DH-1	FH-1	ND-1	PS-1	MC-1	DH-2	LT	TC-1	ND-2	PS-2	RC-2	RC-1	PR	SS	DH-3	FH-2	ND-3	PS-3	YC	
Allowable Uses	Residential Single Family, Multi-Family					Transitional Primarily Single Family, Multi-Family and including some Light-Office and Light-Commercial Uses (Intensities of non-residential uses are limited by district)					Mixed-Use Residential and General Commercial Uses (Intensities of non-residential uses are limited by district)									
Typology	Residential Core Single Family, Duplex, Townhomes, Low Scale Multi-Family					Transition Zone Single Family, Duplex, Townhomes, Low-Medium Scale Multi-Family, Adaptive Re-Use of Existing Structures, Low-Scale Light Commercial Uses in specific areas.					Main Street Low-Scale Commercial Uses, Mid-rise Mixed Use	Commercial Corridor Multi-Family, Mid-Large Scale Commercial Uses, Mixed Use	Urban Corridor Multi-Family, Low to Med-High Commercial and Mixed Use	Urban Core Multi-Family, Low to Med-High Commercial and Mixed Use						
Maximum FAR	1.25	1.25	1.25	1.25	1.50	1.75	1.25	1.50	2.00	2.00	2.50	2.75	3.00	3.00	3.00	3.00	3.00	3.00	4.50	
Height	Existing Heights Remain											Increased Heights								
Maximum Height (Feet)	35	45	45	45	45	45	35	50	55	55	55	75	140	140	140	140/190	140	140	230	
Maximum Height (Stories)	3	4	4	4	4	4	3	4	5	5	5	7	10	10	10	10/18	10	10	-	
												Maximum Height proposed against corridors. Scale transitions required when adjacent to lower scale districts.								

Notes: Refer to Maps for depictive representation; colors correspond to Legend on Maps.
 Higher height for FH-2 (18 Stories/190 Feet) is proposed on the two blocks north and south of the Young Circle District only when adjacent to Federal Highway, not along the entire corridor.

ZONING SUBJECT PROPERTY FH-2

Height
FH-2 - 18 Stories

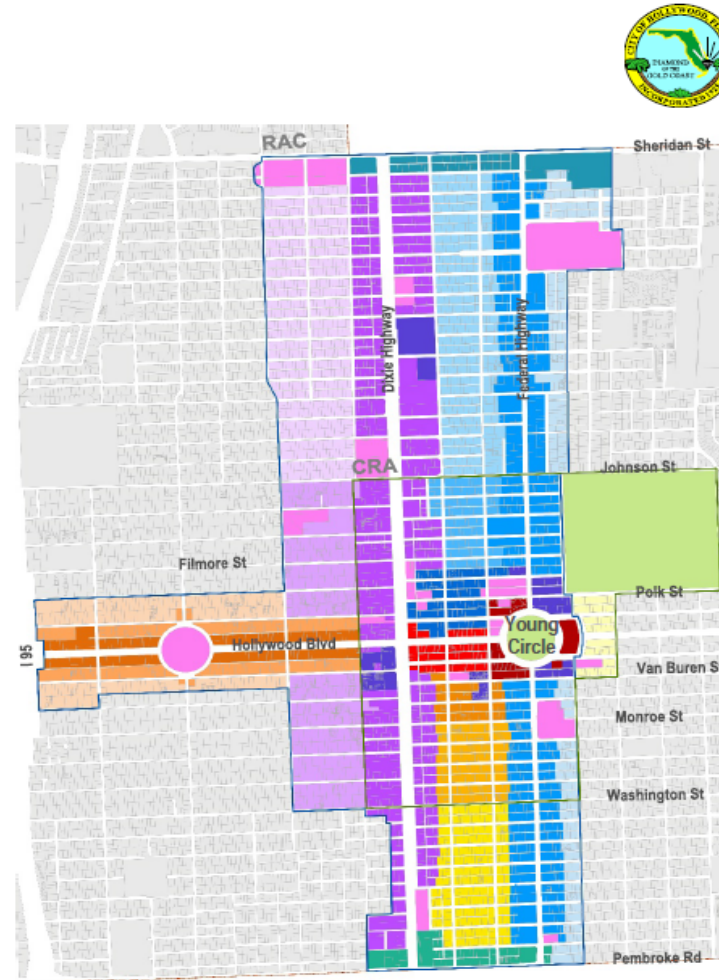
ZONING

SUBJECT PROPERTY FH-2

FEDERAL HIGHWAY MEDIUM HIGH INTENSITY DISTRICT (FH-2)

Establish Zoning Regulations

- MC-1 – Multi-Family Residential Core
- TC-1 – Transitional Core
- RC-1 – Retail Core
- RC-2 – Historic Retail Core
- DH-1 - Dixie Highway Low Intensity District
- DH-2- Dixie Highway Medium Intensity District
- DH-3 - Dixie Highway High Intensity District
- FH-1 – Federal Highway Low-Medium Intensity District
- FH-2 – Federal Highway Medium-High Intensity District
- LT - Lakes Transition District
- ND-1 – North Downtown Low Intensity District
- ND-2 – North Downtown Medium Intensity District
- ND-3 – North Downtown High Intensity District
- PS-1 – Parkside Low Intensity District
- PS-2 – Parkside Medium Intensity District
- PS-3 – Parkside High Intensity District
- PR – Pembroke Road
- SS – Sheridan Street
- YC – Young Circle
- GU – Government Use
- PD – Planned Development



ZONING SUBJECT PROPERTY FH-2 FEDERAL HIGHWAY MEDIUM HIGH INTENSITY DISTRICT (FH-2)

Height: 140 feet

FAR: 3.0

Height: 10 Stories

Uses:

General Commercial

Office

Hotel

Live/Work

Residential (walk up gardens required for ground floor residential uses)

This allows for the highest intensity and ground floor commercial uses to be oriented towards Federal Highway, creating the desired pedestrian environment.

Note Due to the fact that the subject property also encompasses RM-18 just to the south of the subject property on North 17 Ct. the proposed project would have to be scaled down to no greater than 3 stories

