



# DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENT REPORT

**MEETING DATE:** January 14, 2020

**PROPERTY OWNER:** R K Associates #5, Incorporated

**APPLICANT/AGENT:** Crush Law, P.A.

**PROJECT NAME:** RK Center Mixed-Use (Parcel I)

**CASE NUMBER:** PLN-SITE-19120001

**REQUEST:** Site Plan Level II Review: 819 Multi-Family Residential Units, 71,960 Square Feet of Retail and Office, 4,000 Square Foot Restaurant, and 4,000 Square Foot Food Hall in Downtown Regional Activity Center

**LOCATION:** 901 N. Federal Highway

**ZONING:** Regional Activity Center - Urban Village (RAC-UV)

**LAND USE:** Downtown Regional Activity Center (D-RAC)

**CASE PLANNER:** Randall Robinson



Case Number: PLN-SITE-19120001

**CASE COMMENTS:**

Please provide a response to the following:

1. Specify uses and occupancy classification
2. Provide building construction type designation
3. Provide occupancy loads with compliant life safety egress design
4. Specify height and area compliance per Chapter 5 of the FBC
5. Provide Life Safety plan including life safety components along all paths of egress
6. Indicate code compliant sprinkler system per FBC
7. Show provisions for either open or closed interior parking per FBC 406.5 or 406.6
8. Designate Fair Housing Provisions FBC Accessibility.
9. Detail required fire rated walls
10. Specify building separations correlating to FBC Table 601 and FBC Table 602.
11. Elevators hoistways and elevator lobbies shall comply with FBC Chapter 30

**GENERAL COMMENTS**

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. The Florida Building Code shall apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures.
2. All projects must consider safeguards during the construction process. Florida Building Code Chapter 33 delineates various safeguards that may apply during the construction phase. All structures associated with the protection of pedestrians will require a separate permit. A licensed professional must sign and seal the plans and specifications.
3. The City of Fort Lauderdale is a participating municipality in the National Flood Insurance Program (NFIP). The requirements specific to the City of Fort Lauderdale can be found in

**Chapter 14 - FLOODPLAIN MANAGEMENT of the Code of Ordinances** and accessed at;

a. [https://www.municode.com/library/fl/fort\\_lauderdale/codes/code\\_of\\_ordinances?nodeId=COOR\\_CH14FLMA](https://www.municode.com/library/fl/fort_lauderdale/codes/code_of_ordinances?nodeId=COOR_CH14FLMA)

**Please consider the following prior to submittal for Building Permit:**

1. On January 1<sup>st</sup>, 2018 the 6<sup>th</sup> Edition of the Florida Building Code was adopted. All work described in Section 101.2, of the Broward County Administrative portion of the Florida Building Code, will govern the administration and enforcement of the proposed work. Each building and or structure will require a separate permit. The following websites will assist in the design considerations:
  - a. <http://www.fortlauderdale.gov/departments/sustainable-development/building-services>
  - b. [https://floridabuilding.org/bc/bc\\_default.aspx](https://floridabuilding.org/bc/bc_default.aspx)
  - c. <http://www.broward.org/codeappeals/pages/default.aspx>

**General Guidelines Checklist is available upon request.**



Case Number: PLN-SITE-19120001

**DEDICATION OF RIGHTS-OF-WAY:** Per ULDR Section 47-25.2.M.5, property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards:

- a. Provide 10' Right-of-Way dedication or permanent Right-of-Way Easement along South side of State Road 838 / Sunrise Boulevard (coordinate with FDOT), to complete half of 120' Right-of-Way section per the most current Broward County Trafficways Plan; show / label delineation in the plans. Clarify with FDOT if Right-of-Way dedication (which may affect building setbacks) or Right-of-Way Easement (which doesn't affect building setbacks) will be required.
- b. Provide 25' corner chord Right-of-Way dedication or permanent Right-of-Way Easement on northwest corner of Federal Highway and NE 9<sup>th</sup> Street intersection (coordinate with FDOT) per ULDR Section 47-24.5.D.p; show / label delineation in the plans. Clarify with FDOT if Right-of-Way dedication or Right-of-Way Easement will be required.
- c. Provide permanent Sidewalk Easement as appropriate along west side of Federal Highway and the south side of Sunrise Blvd. to accommodate portion of pedestrian clear path (coordinate required width with FDOT and TAM) that may be located beyond public Right-of-Way; show / label delineation in the plans.
- d. Provide permanent Sidewalk Easement as appropriate along West side of Federal Highway to accommodate portion of pedestrian clear path (coordinate required width with TAM) that may be located beyond public Right-of-Way and/or Right-of-Way Easement dedication (per City's Downtown or Northwest RAC Master Plan guidelines as appropriate); show / label delineation in the plans.
- e. Provide 10' x 15' (min.) permanent Utility Easement for any 4 Inch or larger water meter and/or the first private sanitary sewer manhole located within the proposed development (for City Maintenance access); show / label delineation in the plans as appropriate.

**CASE COMMENTS:**

**Prior to Final DRC sign-off, please provide updated plans and written response to the following review comments:**

1. Meet the City's Adequacy requirements to services provided to the public (fire service, water, wastewater, stormwater, transportation, etc.), per ULDR Section 47-25.2 of the City's Code of Ordinances. Assess potential demands and impacts on City services and prepare a design for each that utilizes existing water, wastewater, stormwater, and transportation infrastructure to adequately serve this project. If the adequate infrastructure is not available, prepare a design that extends/expands the connection to the nearest City system to adequately serve this development.
  - a. Prepare service demand calculations for water & wastewater services and obtain a letter of service availability from the City's Public Works – Engineering Department. Submit water and wastewater capacity availability request form and documents/ plans at <https://www.fortlauderdale.gov/departments/sustainable-development/building-services/engineering-forms-and-info/development-review-committee-service-demand-calculations-for-water-sewer-request-form>
2. Provide a current signed and sealed boundary and topographic survey based on a Standard Title Commitment issued by a title insurer licensed to do business in Florida or an Opinion of Title issued by an attorney admitted to the Florida Bar. The title commitment or Opinion of Title must have an effective date no more than thirty days prior to the date of submittal of the survey and must be certified to the City of Fort Lauderdale. If any encumbrances are found in the property, provide a



copy of the recorded documents accordingly (i.e. easements, dedications, agreements, vacations, etc.).

3. Provide disposition of existing utilities on-site and within the adjacent right of way that may be impacted by the proposed development. Label information on plans (i.e. utility to remain/ be relocated/ removed). Provide correspondence from utility owner (as applicable) and depict any additional requirements they may have on plan (i.e. easements). Utilities include but are not limited to above and underground water, sewer, drainage, electrical, communications, light/power poles, down guys, fire hydrants, manholes, etc.
4. Proposed required on-site improvements (i.e. building terrace, building foundation, building overhang, etc.) shall not be constructed within existing or proposed right of way/ dedications/ easements. If encroachments are proposed, provide correspondence from FDOT indicating the same is allowed
5. Depict/ label existing/ proposed stop sign/ bar on right of way adjacent to the site and on driveway connections to right of way as applicable.
6. Discuss disposition of existing monitoring wells and status of any ongoing environmental mitigation of previously existing Underground Storage Tanks (UST's) on the property to be developed, as required by the Broward County Environmental Protection Department (EPD) and/or Florida Department of Environmental Protection (FDEP).
7. Provide disposition of existing light poles, fire hydrants, and any other utilities within the adjacent right of way that maybe impacted by the proposed development.
8. Per ULDR Section 47-2.2.Q, show and label sight triangles as appropriate for safe and adequate access of drivers and pedestrians, on the Site Plan, Landscape Plans, and Civil Plans: intersections of driveways with streets and alleys (10' measured from intersection point of pavement edges), alleys with alleys (15' measured from intersection point of extended property lines), alleys with streets (15' measured from intersection point of extended property lines), and streets with streets (25' measured from intersection point of extended property lines). The request for reduction of sight triangle dimensions is subject to review by the City Engineer on a case-by-case basis. Per ULDR Section 47-19.1.E, no accessory use or structure shall be permitted within a sight triangle except as provided in [ULDR Section 47-35](#). Ensure sight triangles are also depicted on adjacent driveways that would be impacted by proposed improvements on this project. Sight triangles located at the intersection of a local street or driveway with a right-of-way under County, State or Federal jurisdictions, are subject to the sight visibility requirements of those jurisdictions.
9. Provide and label FDOT sight triangle (per the most current FDOT Design Standards) on the Site Plan, Landscape Plan, and Civil Plans.
10. More prominently show on all plan sheets and typical roadway sections the existing Right-of-Way boundaries adjacent to the proposed development; also show proposed Right-of-Way, Right-of-Way Easement, Sidewalk Easement, and existing boundaries as applicable for this project. Existing and proposed Right-of-Way and/or Easement boundaries must be clearly depicted on site plan, proposed development plans (especially civil) and sections/ elevations.

Building Elevations: Show and label existing Right-of-Way, proposed Right-of-Way and/or Easement boundaries, existing/ proposed utility easements and horizontal building clearances on all building elevation / section details, as appropriate.



11. Discuss dumpster enclosure/ trash pick-up access requirements with case planner and waste management. Clearly depict trash enclosure on site plan. Show truck turning movements in and out the proposed dumpster enclosure/ building as applicable. Ensure sufficient height clearance is provided within garage for truck access. Per ULDR Section 47-19.4.D.6, all dumpster enclosures and adjacent service access drive shall be placed on poured concrete, solid or perforated interlocking concrete block paving (ICB), or any existing hardened paving system. Per ULDR Section 47-19.4.D.7, dumpsters serving restaurants require grease traps, oil / sand separators, and drains connecting to sanitary sewer.
12. Show and label existing Right-of-Way, proposed Right-of-Way and/or Easement boundaries, and horizontal building clearances on all building elevation / section details, as appropriate. Label vertical clearance above public access sidewalks, if any building overhang is proposed.
13. Provide and label typical roadway cross-sections for the proposed development at driveway access points, at on-street parallel parking lanes, and at landscape swale areas (i.e. between travel lane and sidewalk) as appropriate.
14. Existing public sidewalks adjacent to proposed development (to remain) must be inspected by Engineer of Record to ensure existing sidewalks meet ADA standards and are in good condition. A signed and sealed assessment must be provided indicating sidewalks were inspected and any sidewalk replacement requirements. Plans shall reflect extent of sidewalk replacement accordingly.
15. Continue concrete sidewalk across and delineate with FDOT's 'Curbed Roadway – Flared Turnouts' standard detail (Index 515 – Sheet No. 2 of 7) for proposed Federal Highway driveway access points (coordinate with FDOT).
16. Continue concrete sidewalks across driveway access points; design driveway tie-in per the City's Driveway Plan Detail Sheets (Right-of-Way), available online at <http://www.fortlauderdale.gov/home/showdocument?id=1524> via the City's website, and design driveway tie-ins per the appropriate FDOT Design Standard.
17. Label on Site Plan Data Table the required and proposed type of loading zone(s) required, per ULDR Section 47-20.2 Table 2 and Section 47-20.6; also label location of ADA van-accessible parking stalls. If applicable, show truck turning template circulation (label typical minimum centerline turning radius) entering and exiting the site as required for the proposed development. Turning geometries and loading zone design shall be in accordance with ULDR Section 47-20.6.
18. For all levels in the parking garage:
  - a. Show and label total number of parking stalls.
  - b. Clarify ramp transition from first floor to second floor at tower 3.
  - c. Per ULDR Section 47-20.9.A, parking garage sloping floor grades shall not exceed 5% and 4%, adjacent to 90-degree and 60-degree angle parking stalls, respectively; angle parking on sloping floors shall be minimum 60 degrees. Ramp grades shall have 12% maximum slope where not adjacent to parking stalls.
  - d. Dimension proposed lane width on both sides of raised island for parking garage gate, which should be 12' (min.) per ULDR Section 47-20.5.C.3.b.i.
19. Show and label dimensions for dead-end parking spaces as appropriate for vehicular turnaround. Per ULDR Section 47-20.5.C.4, dead-end parking areas shall be prohibited, except where the number of parking spaces in the dead end area is less than 21 and a turnaround area is provided which will accommodate a 2-point turn around by a standard passenger car (AASHTO "P" Design Vehicle) or where the number of parking spaces in the dead end is 10 or less.



20. Depict proposed building doors and provide sufficient grades/details on conceptual paving, grading and drainage plans to verify ADA accessibility design for the site, especially ground floor access to the new building, as well as crossing proposed driveways and connecting to existing sidewalks (at intersections and with adjacent property) as appropriate; coordinate proposed site grading and 1<sup>st</sup> Level Finished Floor Elevations to meet ADA accessibility requirements.
21. Proposed trees shall be installed a min. 4 feet behind proposed curbs when adjacent to travel lanes and a min. 6 feet away from adjacent travel lanes when no curb is present.
22. Within adjacent City Right-of-Way, staging/storage will not be allowed, construction fence shall not encroach within intersection corner sight triangles, construction fence gates shall not swing into the public Right-of-Way, and any loaded Jib Crane radius shall not extend beyond private property boundaries. Any City Right-of-Way closure over 72 hours requires a Revocable License Agreement, processed by Property Right-Of-Way Committee (DRC) and approved by the City's Commission, prior to Right-of-Way permit issuance by the Department of Sustainable Development for Maintenance of Traffic.

Prior to submitting Administrative Review (i.e. DRC Level I) application to request Revocable License Agreement, please contact Dennis Girisgen at 954-828-5123 or [dgirisgen@fortlauderdale.gov](mailto:dgirisgen@fortlauderdale.gov) to discuss proposed scope of closure within City Right-of-Way.

23. Discuss if pedestrian lighting is proposed; if not, discuss the possibility of the addition of pedestrian lighting along City Right-of-Way, which requires perpetual maintenance by the Applicant via a Maintenance Agreement executed with the City. Please contact the Case Planner for details to match the area.
24. Provide Maintenance Agreement Area Exhibit, which provides a visual representation of the area within the adjacent public Right-of-Way (adjacent to the proposed development) to be maintained in perpetuity by the developer. Label whether the adjacent Right-of-Way is FDOT, BCHCED, or City jurisdiction, as well as label all proposed improvements, including asphalt and other specialty paving, specialty sidewalks, landscaping, irrigation, lighting, curb and gutter etc. that will be maintained by the Applicant throughout the life of the improvements. Perpetual maintenance of newly constructed exfiltration trenches, inlets, etc. within adjacent City Right-of-Way will typically revert back to the City, upon successful inspection/acceptance by Public Works after 1-year warranty period.
25. Please email [CRBARRETT@FORTLAUDERDALE.GOV](mailto:CRBARRETT@FORTLAUDERDALE.GOV) to obtain copies of the City utility maps as applicable to the project location and show existing City utilities and easements (water, sewer, forcemain, and stormwater utilities) in proposed engineering plans (utility demolition, stormwater pollution prevention plan (SWPPP), and civil plans).
26. Label proposed water service connections and sewer lateral sizes and material on conceptual Water and Sewer Plan. Private on-site lift station should discharge into a private manhole on-site prior to discharging to City gravity mains.
27. Conceptual Paving, Grading, and Drainage:
  - a. Provide sufficient existing and proposed grades and information on conceptual Paving, Grading, and Drainage Plan and details to demonstrate how stormwater runoff will remain onsite (include typical cross-sections along all property lines as appropriate, typical lot grading for the proposed single family homes within the development, and depict how the new stormwater system will connect to the existing on-site drainage system), and how the proposed project improvements (i.e. on-street parking, sidewalks, etc.) will not adversely



impact the adjacent Right-of-Way, properties and waterways. Show location of building roof drains, and their proposed connection(s) to the on-site drainage system. Label existing City storm manholes/inlets using the labels provided in the figure at the end of these notes.

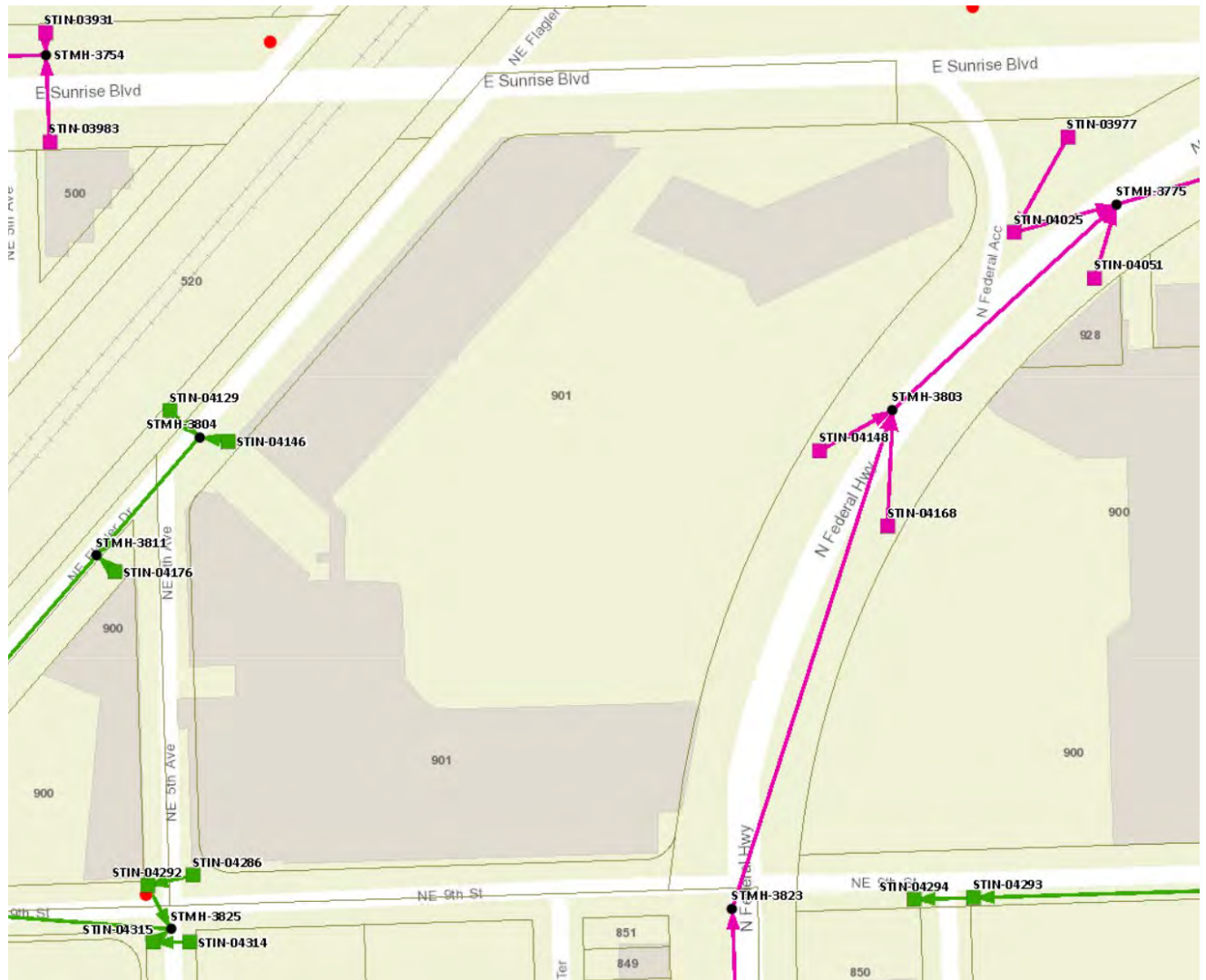
- b. Drainage mitigation shall be required for any impacts within the adjacent City Right-of-Way such as increased runoff or reduction of existing storage/treatment due to proposed improvements, in accordance with the City of Fort Lauderdale Comprehensive Plan (Ordinance C-15-08), Objective 4.1 under Infrastructure Elements. Engineer of Record (EOR) shall evaluate the adjacent City roadway system capacity and demonstrate that the proposed improvements will not negatively impact the City's existing drainage system and provide recommendations in compliance with the City's Comprehensive Plan (i.e. meets or exceeds the 10-year/1-day storm event drainage criteria). Applicant shall be responsible for maintenance of these proposed storm drain infrastructure improvements located within City Right-of-Way during a 1-year warranty period, until accepted by the City's Public Works Department. (coordinate as appropriate with the respective FDOT and BCHCED agencies for mitigation of additional runoff within those jurisdictions).
- c. Please note that private stormwater infrastructure (drainage pipes, wells, or basins,), Trees, or Permanent Structures (fences, walls, etc) are not permitted in City Right of Way or City drainage easements. Please remove any proposed stormwater systems, trees, or permanent structures that are not in compliance with this requirement or provide appropriate documentation of City Rights-of-Way or easement vacated to allow the construction of private underground utilities. **The proposed on-site drainage system appears to encroach within the proposed ROW Easement.**

28. Provide storm runoff calculations, signed and sealed by a Florida registered professional engineer, which demonstrate how minimum criteria regarding adjacent street crown, water quality and finished floor elevations are met, as well as how the 25-year, 3-day storm event is maintained on site with zero discharge to Right-of-Way and adjacent properties. Please also comply with the City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18), Objective 4.1 under Infrastructure Elements, and be advised that effective 7/1/2017, all projects must comply with the Broward County 'Future Conditions Average Wet Season Groundwater Level' map.
29. If dewatering activities are anticipated, a notarized City dewatering affidavit shall be filed at City's building department when submitting a demolition or foundation permit along with any applicable dewatering permit form regulatory agencies such as the South Florida Water Management District or Broward County Department of Environmental Protection.
30. Show and label all existing and proposed utilities (utility type, material and size) on civil and landscaping plans for potential conflict. A min. 5 feet and 10 feet horizontal clearance horizontal separation is required between city utilities infrastructure and proposed small and large trees, respectively (including proposed water and sewer services to the development). Any new trees (located within or adjacent to City Right-of-Way) should be placed with sufficient horizontal and vertical distances (per City, County, and State guidelines) to / from City's public infrastructure, including stormwater assets, to allow for continued Public Works maintenance without obstruction. If this cannot be accommodated due to field conditions, then the developer shall relocate the existing City's public infrastructure to resolve the conflict(s) and to comply with City's, County's & State's engineering standards/permits/policies. Ensure separation is provided and include a note regarding horizontal clearance requirement on the landscape plans.
31. Discuss how surface runoff from the proposed development (between building and Right-of-Way boundaries) will be mitigated such that it won't be conveyed into the adjacent existing public storm drain infrastructure or waterways, and whether additional infrastructure will be required within City Right-of-Way (coordinate as appropriate with the respective FDOT and BCHCED agencies for mitigation of additional runoff within those jurisdictions). Show location of building roof drains, and their proposed connection(s) to the on-site drainage system.



32. Evaluate the possibility of utilizing a sustainable stormwater approach with the possibility of low impact (cisterns, pervious pavers, bioswales, raingardens, etc.) uses for landscaping along the streetscape.
33. For Engineering General Advisory DRC Information, please visit our website at <https://www.fortlauderdale.gov/home/showdocument?id=30249>
34. Additional comments may be forthcoming at the DRC meeting and once additional/ revised information is provided on plans.

**Existing Stormwater Asset Map possibly affected by the Proposed Development**





Case Number: PLN-SITE- 19120001

**CASE COMMENTS:**

Please provide a response to the following:

1. The City has adopted Florida Friendly Landscaping requirements into our ULDR Section 47-21. This basically means that plant material must be grouped together based on watering needs (hydro zone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Plant material species must be minimum 50% Florida Friendly Landscaping. Planting areas are to be irrigated on a separate zone than the turf areas so that once the plants are established, that particular zone can be shut off based on the season. The overall goal is to decrease water use through irrigation. Illustrate hydro zones on planting plan and include calculations in table.
2. The use of structural soil is required in paved sites to provide adequate soil volumes for tree roots under pavements, as per ULDR Section 47-21.13. Structural soil details and specifications can be obtained at <http://www.hort.cornell.edu/uhi/outreach/index.htm#soil> This is to be provided at a minimum of 8' radii of tree trunks, and is to be consistently illustrated and noted on landscape, site and civil plans.

The structural soil drain is required when percolation rates are less than 4" vertical clearance per hour. Provide documentation of report used to prove this calculation. The drain and connections are to be illustrated on civil plans.

- a. Demonstrate hashing on landscape, site and civil plans as to the extent of use of the Structural Soil.
- b. Provide Structural Soil Detail and composition.

There is a product that the Landscape Department will approve the use of in place of Structural soil. With the Structural soil repositioning of the underground utilities is required. A suspension modular paving system product will provide the required root development area for a healthy and vibrant tree, along with their use it will allow the utilities to be in place and not affect their location in conjunction with the tree's root system. Please look into the use of the Green Blue Urban soil cell, Silva cell or like product for this and all future site developments.

As with the use of Structural soil a detail of the product and indication of the extent of use to be provided of the soil cell pavement support systems product.

3. Within the Downtown RAC district and as per Chapter 4 of the Downtown Master Plan Design Guidelines newly planted shade tree street trees are suggested to be a minimum of 20-22 feet tall; 10-12 feet spread with 6 feet canopy clearance and provided on 30 feet centers within the curb.
  - a. Please propose additional street trees for along NE 9<sup>th</sup> ST. Please see comment number 7 in relation to street trees and palm trees at the corner.
4. Within the RAC districts, and as per Chapter 4 of the Downtown Master Plan Design Guidelines, at intersections where street with shade trees converge, it is encouraged to have tall palms at the immediate corners to provide a visual marker. This also helps to frame the street from the perspective of the automobile in creating a sense of space. Provide tall palms species at the corner of the street intersection in addition to the canopy street trees.



- a. Please look into proposing three (staggered height) individual signal cane palms (minimum 16 feet OA) installed as a cluster with each palm a maximum 5 feet apart at their base to frame the corner at N. Flagler and NE 9<sup>th</sup> ST.
5. All detached freestanding signs shall be landscaped underneath the sign with a continuous planting and irrigation system, as per ULDR 47-22.E.3.
  - a. This area is to be minimum 3 feet deep and extend at least the same length as the longest side of the sign.
  - b. Continuous planting is to be mulched and can be hedges and shrubs 2 feet tall planted 2 feet apart. Groundcover may be 6 inches tall planted 6 inches apart.
  - c. Irrigation shall be from a permanent water source.
  - d. Please clearly note and illustrate all of the above on plan.
  - e. This request is only for verification of sign location and landscape proposal.
6. A minimum separation of 6 feet is required between the tree trunk and travel lane when curb and gutter DO NOT exist, and a minimum separation of 4 feet is required between the tree trunk and travel lane when curb and gutter DO exist. Illustrate this clearance.
7. Utilities and site amenities such as walkways, flagpoles, transformers, fire hydrants, sewer and water supply lines, trash enclosures, and similar items located on the site shall not be placed adjacent to, in, or under required tree planting areas, as per ULDR Section 47-21.12. Confirm with civil, site and life safety plans that utilities and site amenities are not causing conflicts with proposed landscaping. Where conflicts exist, shift the utility and/or site amenities.
  - a. At the corner of N. Flagler DR and NE 5<sup>th</sup> AVE plans show a water main, please verify if this is the same as the abandon water main as indicated to the east. If this is an active water main, please shift the line to allow the placement of street trees and palm trees at the corners. Trees and palm trees may be located within a sight triangle providing they have a canopy clearance of 8 feet when installed.
  - b. Landscape plan show overhead utilities, as to the RAC design guide lines overhead utilities are to be placed underground.
  - c. NE 5<sup>th</sup> AVE south of NE 9<sup>th</sup> ST intersection east and west sides of NE 5<sup>th</sup> AVE. on the east side there appears to be a horizontal clearance conflict with a proposed water service line coming from the existing 8" water main and the street tree. on the west side there is an existing storm drain under the proposed the street trees. Please reconfigure the utilities out of conflict with the required street trees.

8. In regard to proper horizontal distance from TREES to existing or proposed STORM pipes and exfiltration trenches, PW STW OPS standard review note states as follows:

"The edge of any City's existing storm-water assets (pipes, exfiltration trenches, structures, or other) shall be located at 5' minimum (7' preferred) horizontal clearance from any proposed tree's root system and with appropriate root barriers per City's landscaping regulations. "

The 5' min, 7' preferred hor. requirement should be measured from the outer edge of the storm pipe or exfiltration trench to the radius of the tree root system—not from the center of a tree to the center of a pipe or other

9. Illustrate and label the horizontal clearance from tree trunk to edge of utility on the landscape plan. Landscaping must provide a minimum horizontal clearance of 5 feet for small trees and



palms, and a minimum of 10 feet for large trees and palms from underground utilities. Provide a cross section detail to illustrate this clearance.

10. Sight triangles located at the intersection of a local street or driveway with a right-of-way under County, State or Federal jurisdiction, may be subject to the sight visibility requirements of those jurisdictions, as per ULDR 47-2.2.Q. Illustrate such sight triangles and provide documentation that application for approval has been made for planting in such right-of-way area.
  - a. Approval from jurisdiction for landscape installation in Right Of Way, preferred prior to final DRC sign off. If jurisdiction approval is obtained after DRC final sign off and the plans require any change, Administrative Review will be required prior to permit review.
11. Provide, in tabular format, all versus / provided landscape calculations.
12. Please illustrated the measured separation distance of street trees on Landscape plan.
13. Light fixtures with an overall height of more than ten feet shall be located a minimum of 15 feet aware from shade trees, as per ULDR Section 47-21.12. Please shift light poles to a accommodate the required street trees.
14. For the tree disposition sheet please provide the calculations for mitigation as to the city's download for tree and palm calculation sheet. Please provide calculations in equivalent value and equivalent replacement. <http://www.fortlauderdale.gov/home/showdocument?id=6378> .

### **GENERAL COMMENTS**

The following comments are for informational purposes.

1. For final DRC sign off please narrow down to a single species of the proposed trees / palm trees per symbol.

Please consider the following prior to submittal for Building Permit:

1. A separate sub-permit application for Tree Removal, Relocation, and General Landscaping for site is required at time of master permit submittal. These are Landscape and Tree permit application documents different than the Broward County standard applications. Please not at this time of DRC submittal.
2. Relocated trees will be moved by the applicant following the ANSI A 300 standards and guaranteed by the permit holder for one year for trees of less than six inches in caliper and for two years for trees greater than six inches in caliper, as per ULDR 47-21.15. A monetary guarantee of postal money order, certified check or cashier's check may be required to insure compliance with requirements. A tree protection barricade before during and after construction activities may be required to ensure protection of tree or trees. Prep work for relocation requires no permit and should start as soon as possible.
3. Proposed landscaping work in the City's right of way requires engineering permit and approval (GLandscape permit). This approval requires documents to be submitted for Engineering review. Note that Landscape will not approve permit review without these Engineering documents being submitted.



4. Provide separate Plumbing sub permit application for irrigation. Irrigation plans are required at time of Building permit submittal. Plans are to be in compliance with ULDR 47-21.6.A.11 and 47-21.10. Note that planting areas are to be irrigated on a separate zone than the turf areas so that once the plants are established, that particular zone can be shut off based on the season. The overall goal is to decrease water use through irrigation. Plant material must be grouped together based on watering needs (hydrozone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Illustrate hydro-zones on planting plan and include calculations in table.



Case Number: PLN-SITE-1912001

**CASE COMMENTS:**

Please provide a response to the following:

1. Entry doors should be solid, impact resistant or metal and should be equipped with a 180 degree view peephole.
2. Residential unit entry doors should be equipped with a quality secondary deadbolt locking system and have a 180 degree peephole or view port for security.
3. Garage doors should be impact resistant.
4. Sliding glass windows should be equipped with burglary deterrent features such as track blocks, door pins, or similar devices.
5. All glazing should be impact resistant.
6. Units should be pre-wired for an alarm system.
7. Lighting and landscaping should follow CPTED guidelines.
8. Stairs should be egress-only at the ground level to avoid unauthorized intrusion.
9. Pool area should be equipped with a child proof access control feature to prevent unsupervised children access to the pool.
10. A CCTV system should be employed throughout the property with focus on entry/exit points, elevators, parking garage, hallways and common areas. It should be capable of retrieving an identifiable image of a person.
11. Emergency communication devices should be placed in the parking garage and common areas. These should be easily identifiable and accessible.
12. Light reflecting paint should be used in parking garage to increase visibility and safety.
13. All restricted areas and resident only areas should be access controlled and labelled as such.
14. Elevators should be access controlled and labelled as such, to indicate resident only access versus public access.
15. There should be a secured valet key management system for the vehicles on site.
16. Office and storefront doors and common area doors should be lockable from the inside to provide safe shelter in the case of an active threat such as an active killer event.

**GENERAL COMMENTS**

It is highly recommended that the managing company make arrangements for private security during construction.

Please submit responses in writing prior to DRC sign off.



Case Number: PLN-SITE-19120001

**CASE COMMENTS:**

Please provide a response to the following:

1. Garbage, Recycling and Bulk Trash shall be provided.
2. Recycling reduces the amount of trash your business creates and it is the best way to reduce monthly waste disposal costs and improve your company's bottom line.
3. Solid Waste Services shall be provided by a Private Contractor licensed by the City.
4. Service Days shall be: No restriction for Commercial collection. Service may not occur earlier than 7:00 am or later than 10:00 pm within 250 feet of residential.
5. Solid Waste Collection shall be on private property container shall not be placed, stored or block the public street to perform service (large multifamily and commercial parcels).
6. Containers: must comply with 47-19.4
7. Solid Waste transport to trash rooms or to primary waste container shall be performed inside building using interior service corridor (Retail, Office, Condo, Hotel).
8. Provide letter from chute company indicating make and model of proposed equipment and that it will meet the capacity needs of building.
9. Trash Room services will be handled by private collector, or Trash Room services will be done by on site personnel, or Trash Room services will be done by custodial staff.
10. Provide on the site plan a garbage truck turning radii for City review. Indicate how truck will circulate within property.
11. Submit a Solid Waste Management Plan on your letterhead containing name of project, address, DRC case number, number of units if applicable, and indicate whether it is Pre or Final DRC.
  - o This letter is to be approved and signed off by the Sustainability Division, and should be attached to your drawings. Please email an electronic copy to [smccutcheon@fortlauderdale.gov](mailto:smccutcheon@fortlauderdale.gov). Letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and container requirements to meet proposed capacity.
  - o Community Inspections will reference this Solid Waste Plan for sanitation compliance issues at this location.

**GENERAL COMMENTS**

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. None



Case Number: PLN-SITE-19120001

**CASE COMMENTS:**

1. Submit a traffic impact statement and coordinate with the Transportation and Mobility Department regarding traffic calming and a traffic impact study if needed. A traffic study is needed Pursuant to 47-25.2.M.4. Applicant must fund City's review by consultant and pay a \$4,000 deposit prior to scheduling a methodology meeting after which the study will be prepared, transmitted and reviewed by the City's consultant. Staff and consultant's review concerns shall be adequately resolved prior to gaining authorization for either the Planning & Zoning Board or City Commission hearings. Take into consideration that the review of this study, once submitted, will take about 4-6 weeks once all documents are received.
2. The configuration and geometry of most of the streets surrounding this site may change due to the results of the traffic study. It would be advantageous to submit the traffic study earlier than later to prevent delays in the review of this proposal.
3. As part of the traffic study in order to mitigate vehicular volumes on the roadway network a proposed 12 foot shared use path on both the North side and South side of NE 9th Street was discussed to connect bicyclists from Holiday Park to the Flagler green way.
4. An all way stop control condition may be warranted at the NE 5<sup>th</sup> Ave and NE 9<sup>th</sup> St intersection. This warrant analysis should be included in the Traffic study. If it is warranted because of future traffic volumes due to this development than the applicant will be required to furnish and install the all way stop control at this intersection.
5. Submit the FDOT pre app access management letter authorizing the access point on Federal Highway.
6. The application will need to apply for a parking reduction, the city's TOD guidelines can be used as justification for the parking reduction request.
7. Ensure sidewalk is a minimum of 10 feet wide on **E Sunrise Blvd**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 4 feet in width.
8. Ensure sidewalk is a minimum of 10 feet wide on **N Federal Highway**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 4 feet in width.
9. Ensure shared use pedestrian and bicycle path is a minimum of 12 feet wide on **NE 9<sup>th</sup> St**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 4 feet in width.
10. Ensure sidewalk is a minimum of 7 feet wide on **N Flagler Dr & NE 5<sup>th</sup> Ave**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 4 feet in width.



11. Back of sidewalk should begin on the ultimate right of way/easement dedication line.
12. Sidewalks must be straight and direct pedestrians to clear path ways, remove any structures, poles and landscaping from the sidewalks that are disrupting this clear path.
13. Remove all proposed structures, water features, steps from the public right of way or roadway easements and into the property lines.
14. Continue the concrete sidewalk through the driveway.
15. Provide a light pole detail for the pedestrian lighting being proposed.
16. The proposed driveway on Flagler drive must be designed to allow only right in and right out movements. Construct "porkchop" or some sort of vertical delineation that would prevent left turns from Flagler drive in to the driveway.
17. If NE 5<sup>th</sup> Ave is to be a one way street then it should be one lane feeding into Flagler Dr. The additional pavement of the roadway can be used as parallel on street parking. Alternatively if the traffic study determines two lanes are needed on NE 5<sup>th</sup> Ave then have the inside lane be a left turn only lane and have the outside lane be right turn only on to Flagler drive, extend the stop bar and add proper signage and needed.
18. The plans show a right turn lane on N Federal Highway replacing the transit stop. The Transit must remain and provide a Brasco Interlude Bus Shelter at its existing location. Coordinate with Broward County Transit on the treatment of the existing transit stop on N Federal Highway.
19. Review and correct the street labeling on the survey, and most of the sheets in the submitted plan set.
20. All loading and unloading must be contained on site including postal delivery services and rideshare pick up and drop off.
21. Show inbound and outbound stacking requirements from the property line to the first conflict point according to sec 47-20.5 General design of parking facilities for each driveway.
22. Per ULDR Section 47-2.2.Q, show and label sight triangles as appropriate for safe and adequate access of drivers and pedestrians, on the Site Plan, Landscape Plans, and Civil Plans: intersections of driveways with streets and alleys (10' measured from intersection point of pavement edges), alleys with alleys (15' measured from intersection point of extended property lines), alleys with streets (15' measured from intersection point of extended property lines), and streets with streets (25' measured from intersection point of extended property lines). The request for reduction of sight triangle dimensions is subject to review by the City Engineer on a case-by-case basis. Per ULDR Section 47-19.1.E, no accessory use or structure shall be permitted within a sight triangle except as provided in ULDR Section 47-35.
23. Bicycle parking is strongly encouraged. Consult the APBP Bicycle Parking Guidelines, city of Fort Lauderdale Parking Standards and Broward County End-of-Trip Bicycle Facilities Guide. Provide the minimum long term and short term bicycle parking based on requirements in the guide and include total counts on the site plan data sheet.





24. Ensure all access points, sidewalks, walkways, and curb cuts are unobstructed and ADA accessible with appropriate slopes and detectible warning devices and indicate on the site plan.
25. Additional comments may be provided upon further review.
26. Signature required.

**GENERAL COMMENTS:**

Please address comments below where applicable.

1. The City's Transportation & Mobility Department encourages the use of sustainable materials such as permeable pavement and electric car charge stations and installation of multimodal facilities such as bicycle pump stations and bike lockers.
2. Please note that any work within the City's right-of-way will require an MOT approved by Transportation and Mobility and Engineering for permitting. Any full closures of roadways, alleys, or sidewalks that are over 72 hours will require a Revocable License Agreement (RLA) with the City of Fort Lauderdale.



Case Number: PLN-SITE-19120001

**CASE COMMENTS:**

Please provide a response to the following:

**GENERAL COMMENTS**

1. The applicant is strongly encouraged to contact neighbors adjacent to, as well as condominium and neighborhood associations located within three hundred feet (300') of the development site, to advise of this proposal (a listing of officially-recognized associations is provided on the City's website: [www.fortlauderdale.gov/neighbors/civic-associations](http://www.fortlauderdale.gov/neighbors/civic-associations) and a map of neighborhood associations may be found at: <http://gis.fortlauderdale.gov>). Please provide acknowledgement and/or documentation of any public outreach.
2. The site is designated Downtown Regional Activity Center (D-RAC) on the City's Future Land Use Map. The proposed use is permitted in this designation. This is not a determination on consistency with Comprehensive Plan Goals, Objectives and Policies.
3. Verify that copy of plat is the most current recorded plat, including notes and amendments, for the proposed site. Provide documentation from the Broward County Planning Council verifying that the site does not require platting or replatting. If replatting or platting is not required, contact the Development Review Services Section of the Planning and Environmental Regulation Division of Broward County at (954) 357-6637 to ensure that proposed project is consistent with the latest recorded plat restriction.
4. Development applications requesting residential dwelling units in the D-RAC are subject to unit availability at the time of Development Review Committee (DRC) approval and remaining available units will be allocated at the time of site plan approval on a first come, first served basis. In the event RAC units are not available, an applicant may request flex units or in the event there are insufficient number of RAC units to allocate to an entire project, the unit allocation may be divided between D-RAC units and flex units. Staff will advise the applicant on the status of unit allocation during the DRC approval process.
5. As this application requests dwelling units in the D-RAC, the proposed project is subject to a 30-day request for review period by the City Commission. A separate submittal and application is required for City Commission 30-day request for review. Should the Commission call-up the application, the applicant is responsible for all public notice requirements (Section 47-27). Note: The City Clerk's office requires 48 hours' notice prior to a Commission meeting if a computer presentation is planned i.e. *Power Point*, to be provided on CD or flash drive and a copy submitted to the City Clerk, contact the project planner for more information (954-828-5265). Please note units will be allocated to pending projects based on order of project approval.
6. This project is subject to the requirements of an Interlocal Agreement for School Mitigation and School Concurrency. The applicant will notify the School Board Superintendent or designee of this proposal. Prior to final DRC approval, a School Capacity Availability Determination (SCAD) letter must be provided to the City that states if the project is exempt or vested from school concurrency, confirms capacity is available, or if capacity is not available, that mitigation requirements have been satisfied.
7. Provide the following changes on site plan:



- a. On all street frontages, provide at least one rectilinear, sidewalk clear path, except in the case of US 1 where clear path will parallel curve of roadway. Clear paths shall be a minimum of seven-feet-wide except on US 1 where a 12-foot-wide multi-use path is required. Pavement edges are not required to be rectilinear or parallel the roadway, but the direct clear path is required;
  - b. Follow Local Street Section of Downtown Master Plan (DMP) on 9<sup>th</sup> Street and 5<sup>th</sup> Avenue;
  - c. In order for the site to serve as a key gateway to the downtown pedestrian priority zone, a major part of the intent of the DMP, the curb cut and right-turn lanes on US 1 are strongly discouraged. To date there are no right-turn lanes at US 1 intersections in the downtown. This would set an unfortunate precedent;
  - d. Parcel appears to be over-programmed with a poor balance of open space to built space.
  - e. In keeping with the DMP's intent of re-balancing vehicular space with pedestrian space, to reduce the size of the parking garage, the building mass and cost of project though the reduction in the amount of structured parking spaces, applicant is encouraged to explore shared parking arrangements;
  - f. Further, the internal pedestrian way would maximize its potential for breaking down the mass of the pedestal and maximizing area connectivity by connecting the diametrically opposite intersections of US 1 and 9<sup>th</sup> Street with the Sunrise Boulevard and Flagler Drive intersection, another major project gateway point.
  - g. As currently designed, the pedestrian passage does not rise to the grandeur of its entry portals.
  - h. Similarly, in regard to the prominence of the northwest corner of the parcel, the presence of townhouses on Flagler Drive should rise in scale to the size of intersection of Sunrise Boulevard and the FEC railroad tracks.
  - i. The parking pedestal, while richly-appointed with articulation and ornamentation, appears as one amorphous mass with towers floating over it unconnected to the public realm. Greater expression of the masses of the towers down to the public realm would help to break down the mass of the parcel pedestal;
8. Provide the following changes on elevations:
- a. When viewed from due north and especially due south from the US 1 corridor, the over lapping towers of parcel one appear as one large mass. The language of cut-outs should be employed to breakdown this apparent mass;
  - b. To allow for maximum views of the architecture from street level and to allow for maximum views outward from the lower, east-facing units of tower one, an open/transparent corner element should be explored.
  - c. When directly-facing facing public right-of-ways, painted on, two-dimensional details may be welcome additions to a building's ornamental program but should be composed of more than paint on a flat surface. Relief work, colored tile and composite and other materials that stand the test of time should be employed.
9. Provide the following changes on perspectives:
- a. Accurately depict cladding materials; and,
  - b. Provide diversity of people and cars to depict a realistic urban environment.
10. Provide building sections.
11. It is recommended the following pedestrian and bicycle-related comments be addressed:



- a. Provide bicycle parking for visitors in visible, well-lit areas as close as possible to pedestrian entryways/doors. In addition, where possible, locate bicycle parking facilities in an area that is sheltered/covered;
  - b. Provide bicycle storage for residents, preferably in a room with natural light; and,
  - c. Consult the Association of Pedestrian and Bicycle Professionals ("APBP") for Bicycle Parking Guidelines and Broward County End-of-Trip Bicycle Facilities Guide at <http://www.apbp.org/>. For more information on bicycle parking standards, please email Ben Restrepo at [brestrepo@fortlauderdale.gov](mailto:brestrepo@fortlauderdale.gov).
  - d. Consider installation of a B-cycle bike-sharing station as an amenity for employees and patrons. Contact Jeff Torkelson, Executive Director, Broward B-cycle, 954-540-7609, [jtorkelson@browardbicycle.com](mailto:jtorkelson@browardbicycle.com). Broward B-cycle now also offers electric-powered bikes.
12. If project is proposed to be phased, provide a plan indicating such phasing and the associated site improvements with each phase.
  13. Provide detail drawing(s) with spot elevations of roof plan depicting adequate screening of roof mounted equipment. All rooftop mechanical equipment areas, stair and elevator towers should be designed as an integral part of the building volume. As there appears to be enclosed rooms on the roof, please describe in detail the proposed use of the roof and if access is intended now or in the future or if there is mechanical equipment located behind the clear glazed windows.
  14. The City's Vision is to support sustainable infrastructure. Consider employing green building practices throughout the project such as, but not limited to; charging stations, tank-less water heaters, rain collection systems, pervious pavement where appropriate, bio-swales, Florida Friendly™ plant materials, solar panels and green roofs. For instance, consider a green sustainable roof, as part of this site plan. Green roofs help to conserve energy, improve air quality and may provide an extra amenity space.
  15. Provide legible photometric plan for the entire site. Extend values on photometric plans to all property lines. Show values pursuant to ULDR Section 47-25.3.A.3.a and 47-20.14. Indicate pedestrian lighting poles on site plan and landscape plan, and provide detail with dimensions. Garage internal lighting fixtures and glare cannot be visible from neighboring properties.
  16. Discuss public access area easements and hours of operation for publicly-accessible areas on the property. Applicant shall provide a reasonable amount of daily access between such hours as 6:00 am and 1:00 am to any public access areas that are utilized as part of the public sidewalk, along a public right-of-way or any internal ways, passages and courtyards. Any required easements shall be vetted with Planning, Engineering and City Attorney's Office and provided to the City and/or appropriate government entities prior to obtaining a certificate of occupancy or certificate of completion, as applicable, from the City.
  17. Ensure the site plan package contains adequate amount of detail drawings, images, and cross sections. This includes streetscapes cross sections, garage screening material, green wall system, and other building design features.
  18. In regard to physical, communication, and radar obstructions, the FAA requires a review for interference by the proposed construction. Provide a letter from the FAA indicating that such review has been performed. FAA approval must be obtained prior to Final-DRC sign-off unless otherwise deemed unnecessary by the City Airport Manager or designee.



19. Please provide total park impact fee amount due. Park impact fees are assessed and collected at time of permit per each new hotel room and dwelling unit type. An impact fee calculator can be found at: <http://www.fortlauderdale.gov/departments/sustainable-development/building-services/permit-fees/park-impact-fee-calculator>

### **GENERAL COMMENTS**

The following comments are for informational purposes. Please consider the following prior to submittal for Final DRC sign-off.

20. Pursuant to State Statute, Section 166.033, development permits which require a quasi-judicial or public hearing decision, must be completed within 180 days, unless an extension of time is mutually agreed upon between the City and the applicant.
21. All construction activity must comply with Code of Ordinances, Section 24-11, Construction sites. Contact Frank Rabinowitz, Structural Plans Examiner (954-828-5237) to obtain his signature on the final DRC plans.
22. Additional follow-up coordination meeting may be required to review project changes necessitated by the DRC comments. Prior to routing your plans for Final DRC sign-off, please schedule an appointment with the project planner, Randall Robinson, at 954-828-5265 or via email at [robinson@fortlauderdale.gov](mailto:robinson@fortlauderdale.gov) to review project revisions and/or to obtain a signature routing stamp.
23. Additional comments may be forthcoming at the DRC meeting. Please provide a written response to all DRC comments.

Please consider the following prior to submittal for Building Permit:

24. If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on an additional site plan, to avoid additional review in the future. Ensure details and location receives approval from the Building Services Division's DRC Representative.

**CITY OF FORT LAUDERDALE**  
**DOWNTOWN MASTER PLAN DESIGN GUIDELINES**  
 Design Review Team (DRT) Comments

Case Number:	PLN-DRT-19120001	Zoning District:	RAC-UV
Project Name:	Searstown parcel 1	Character Area:	Near Downtown
Project Address:	901 N. Federal Highway	Date of Review:	1-2-20

PRINCIPLES OF STREET DESIGN		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
S1	Maintain fine-grained street grid: discourage vacations.	√			
S2	Utilize Traffic Calming rather than blocking streets.	√			
S3	Maximize on-street parking except on major arterials. <i>Indicate parallel parking spaces on site plans.</i>				√
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet). <i>Consult with Transportation and Mobility (TAM).</i>				√
S5	Maximize street trees on all Downtown Streets. <i>Indicate specific species on planting plan.</i>				√
S6	Encourage location of primary row of street trees between sidewalk and street.	√			
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees – 30 feet. <i>Per Downtown Master Plan (DMP) shade trees are to be planted 30' o.c. continuously between intersections with palm groupings at corners.</i>  <i>On planting plan, provide typical and unique tree spacing distance</i>				√
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet. <i>On planting plan, provide typical and unique horizontal tree spacing dimensions.</i>				√
S9	Encourage shade trees along streets, palm trees to mark intersections.	√			
S10	Eliminate County “corner chord” requirement not compatible with urban areas.			√	
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials. <i>Indicate street corner radii on site plan and/or landscape plan.</i>				√
S12	Discourage curb cuts on “primary” streets. <i>In order to meet the Downtown Master Plan (DMP) intent of creating a pedestrian-priority downtown, curb cut with right-turn lane on US 1 into project is discouraged as is right-turn lane from US 1 southbound NE 9<sup>th</sup> Street westbound.</i>		√		
S13	Encourage reduced lane widths on all streets. <i>Follow Local Street Section on 9<sup>th</sup> Street, 5<sup>th</sup> Avenue and 4<sup>th</sup> Avenue. Dimension component parts of section in a single string.</i>		√		
S14	Encourage reduced design speeds on all RAC streets (15 – 40 mph). <i>Follow DMP Street Sections. Dimension component parts of section in a single string.</i>		√		

S15	Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements). Note: Downtown local streets have varying ROW's and section design may need to be flexible to respond to the specific right-of-way conditions. <b>Follow Local Street Section on 9<sup>th</sup> Street, 5<sup>th</sup> Avenue and 4<sup>th</sup> Avenue.</b>		√		
S16	Bury all power lines in the Downtown Area. <b>Provide letters of no objection from utility companies. To avoid utility conflicts with DMP streetscape design, inform Planning staff of any conflicts or objections as soon as possible.</b>				√

PRINCIPLES OF BUILDING DESIGN		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
B1	Framing the street: building "streetwall" should generally meet setback line (within a percentage).	√			
B2	Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'. <b>Discuss open space opportunities through greater penetration of pedestrian way throughout parcel.</b>				√
B3	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).	√			
B4	Framing the street: encourage maximum building 'streetwall' length of 300 feet. <b>Provide length dimensions for all block/building faces on plan, as totals as well as subparts.</b>				√
B5	Preferred maximum 'floorplate' area for towers (see character area guidelines for specifics).	√			
B6	Where towers are located on Primary (>60 feet wide) and Secondary (< or = 60 feet wide) Streets, the towers are encouraged to orient towards the Primary Street.	√			
B7	Where towers are located on streets < or = 60 feet, increased stepbacks from the 'shoulder' are encouraged to reduce the impact on the street.	√			
B8	Surface parking: discourage frontage and access along 'primary' street.				√
B9	Parking garages: encourage access from secondary streets and alleys.		√		
	Encourage street level activities and minimize visual exposure of parking, with active space on the ground floor of a parking garage.	√			
	Upper floors of a parking garage should not be visible along primary streets, waterways, and parks. Active spaces on the upper floors are encouraged as a preferred design.	√	√ <b>Facing Sunrise Blvd.</b>		
B10	Encourage main pedestrian entrance to face street.	√			
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations.	√			

B12	Encourage pedestrian shading devices of various types.	√			
B13	Encourage balconies and bay windows to animate residential building facades.	√			
B14	In residential buildings encourage individual entrances to ground floor units (particularly in the Urban Neighborhood Character Area).			√	
B15	High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor.	√			
B16	Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.			√	
B17	Discourage development above right-of-way (air rights).			√	
B18	Mitigate light pollution. <i>Through effective screening and/or fixture shields, insure that garage lighting will not be visible public right-of-ways and dwelling units. Provide details.</i>				√
B19	Mitigate noise pollution. <i>Comply with Chapter 17 - Noise Control in the Code of Ordinances of the City of Fort Lauderdale, Florida regarding mechanical noise baffling requirements.</i>				√
B20	Vertical open space between towers on adjacent lots: Towers are encouraged to maintain vertical open space alongside and rear lot lines: minimum horizontal distance of 30 feet (abutting property owners can coordinate tower placement as long as maintain 60 feet clearance).	√			
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart.	√			
B22	Residential: Encourage minimum ground floor elevation of 2 feet above public sidewalk level for individual ground floor entrances to private units.			√	
B23	Avoid drive thrus in the wrong places.			√	
B24	The Fifth Façade: Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits). <i>Amenity deck design and how towers relate to it, is undeveloped.</i>				√

QUALITY OF ARCHITECTURE		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
Q1	Skyline Drama: Encourage towers to contribute to the overall skyline composition.	√			
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.	√			
Q3	Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors.				√



	<b>For all publicly-facing building facades, provide elevation details indicating cladding materials of first two floors and photographic images of materials in same context.</b>				
Q4	Respect for Historic Buildings.	√			
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored. <b>Provide fully-developed section, elevation and method of attachment details for parking garage screenings and all types of screening.</b>		√		
Q6	Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment (solar orientation, wind direction, rain). Examples: Open breezeway corridors oriented toward prevailing winds; energy efficient glazing; above ground stormwater capture and re-use through bio-swales and rain gardens; solar roof panes/awnings. <b>Provide building sustainability program narrative.</b>				√
Q7	Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level.	√			
Q8	Original, Self-Confident Design: Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary.	√			

<b>Near Downtown</b>					
2A	Frame the street with appropriate streetwall heights: Shoulder: 3-7 floors, Non-tower option: 9 floors max with min 15ft stepback on portion over 7 floors. No max floorplate up to 9 floors. <b>Provide tower stepbacks on all elevations.</b>				√
2B	Encourage maximum building height of 30 floors.	√			
2C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below.	√			
	Tower guidelines: Non-residential: preferred 32,000GSF floorplate max. Residential: Buildings up to 15 floors: preferred 18,000GSF floorplate max. Residential: Buildings up to 30 floors: preferred 12,500GSF floorplate max.	√			

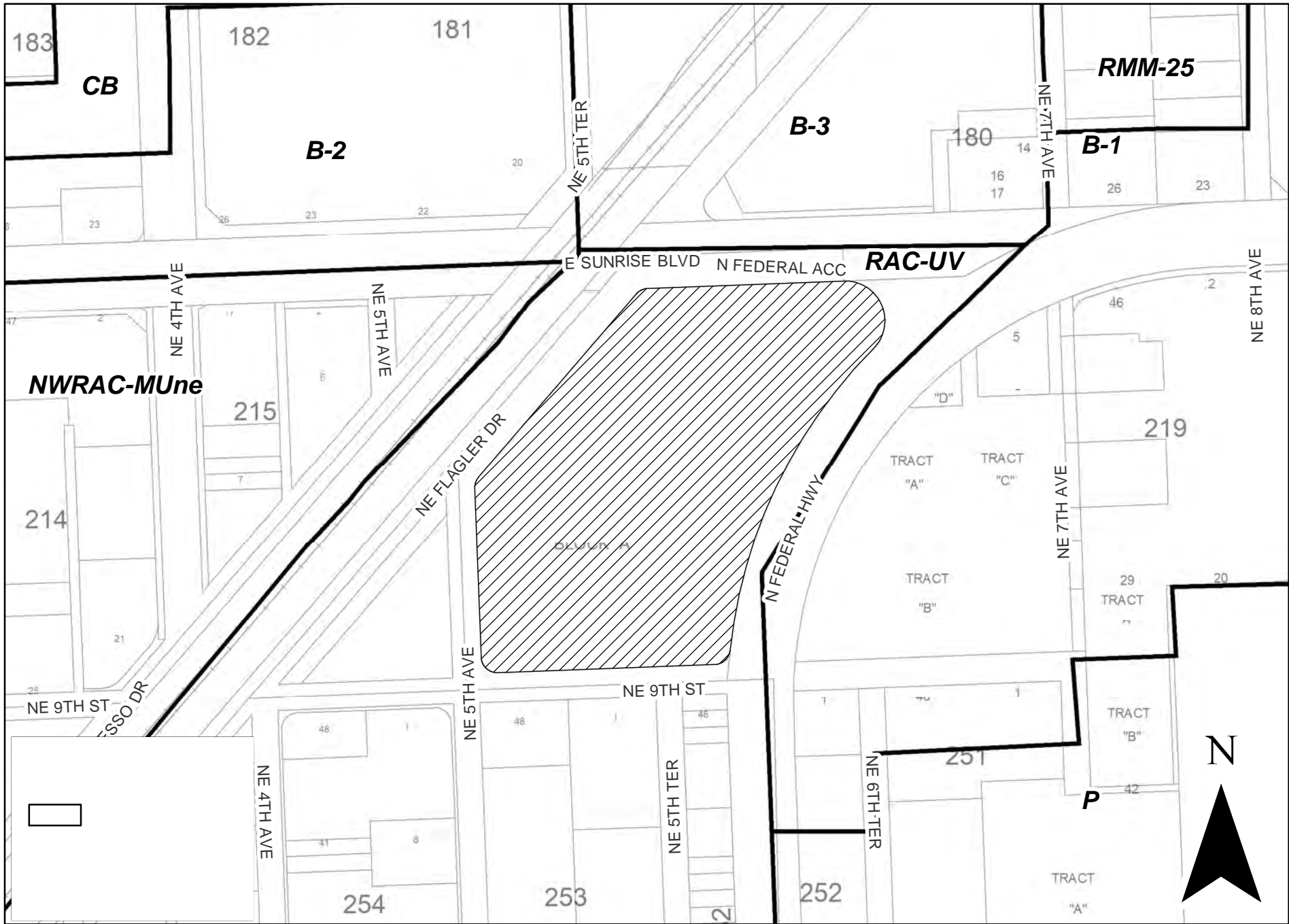
<b>STORE FRONTS</b>		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
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SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations.	√			
SF2	Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.	√			
SF3	Encourage durable materials for ground floor retail and cultural uses. <b>For all building facades, provide elevation details indicating cladding materials of first two floors` and photographic images of materials in same context.</b>				√
SF4	Encourage 15 foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk. <b>Provide dimensioned sections indicating floor-to-ceiling heights of ground level commercial and residential spaces and relation of finished floor to sidewalk.</b>		√		

SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating. <b>Ensure that ground floor glass is clearest possible permitted by FBC.</b>	✓			
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth).	✓			
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls. <b>Consider multi-level display on US 1, 9<sup>th</sup> Street, 5<sup>th</sup> Avenue and Sunrise Blvd. Project would seem to provide multiple opportunities for such.</b>				✓
SF8	Encourage well-designed night lighting solutions.				✓

<b>TOD Guidelines</b> ( T1 Refers to Applicability to Regional Activity Center.)		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
T2	Discourage land uses that are incompatible with transit and walkability. (Refer to ULDR Section. 47-13, Land Development Regulations.)	✓			
T3	Encourage pedestrian connections to transit stops and bike parking. <b>Consult with Transportation and Mobility (TAM).</b>				✓
T4	Encourage bike connections to transit stops and bike parking. <b>Consult with Transportation and Mobility (TAM).</b>				✓
T5	Parking consistent with TOD Principles.			✓	
	Encourage structured parking with screening or liner building if parking provided.		✓		
	Surface parking should be configured into smaller lots rather than one large lot.			✓	
	Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station.			✓	
	Parking should not face onto plaza or park space of any transit station.			✓	
	Include parking for mopeds, scooters, motorcycles, and other similar vehicles. <b>Provide sufficient bike storage as well as bike parking and label each as such.</b>				✓
T6	Incorporate Transportation Demand Management (TDM).			✓	
	Encourage carpooling or vanpooling.			✓	
	Encourage car or bike sharing. <b>Consider installation of a B-cycle bike share station as an amenity for residents, visitors, guests and patrons.</b>				✓
	Offer flexible hours.				✓
	Provide shared parking. <b>Applicant is encouraged to consider shared parking arrangements to reduce bulk of building and reduce project cost.</b>		✓		

T7 Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area. (Refer to Section 47-20, Land Development Regulations.)		√		
T8 Encourage green buildings, green site design and green infrastructure. <i>Provide building sustainability program narrative.</i>				√
T9 Create attractive, active and safe multimodal systems.			√	
<b>COMMENTS</b>				
1				



# PLN-SITE-19120001

