



DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENT REPORT

MEETING DATE: September 26, 2023

**PROPERTY OWNER /
APPLICANT:** Kushner Realty Acquisition, LLC.

AGENT: Stephanie J. Toothaker, Esq.

PROJECT NAME: 400 N. Andrews Avenue Development

CASE NUMBER: UDP-S23048

REQUEST: Site Plan Level II Review: Mixed-Use Development with 852 Multifamily Residential Units and 5,481 Square Feet of Commercial Use in Downtown Regional Activity Center

LOCATION: 400 N. Andrews Avenue

ZONING: Regional Activity Center – City Center (RAC-CC)

LAND USE: Downtown Regional Activity Center

CASE PLANNER: Trisha Logan



Case Number: UDP-S23048

CASE COMMENTS:

Please provide a response to the following:

1. Specify uses and occupancy classification per Chapter 3 of the 2020 FBC.
2. Show allowable height, allowable number of stories, and allowable area compliance per Chapter 5 of the 2020 FBC.
3. Provide building construction type designation per Chapter 6 of the 2020 FBC.
4. Specify fire-resistance rating requirements based on building separation per Table 601 and 602 of the 2020 FBC.
5. Indicate code compliant sprinkler system per Section 903 of the 2020 FBC.
6. Designate Fair Housing Provisions per FBC Accessibility volume.
7. Dimension accessibility requirements to site per FBC Accessibility Code.
8. Parking facilities that provide valet parking services shall provide at least one passenger loading zone complying with FBC Accessibility Section 503.
9. Provide accessible parking spaces in accordance with the Fair Housing ACT and the 2020 FBC Accessibility Volume.
10. Provide accessible route at the ground floor connecting handicap parking spaces on to accessible building entrances per FBC Accessibility volume.
11. Reference the Florida Building Code 7th edition on plan for the proposed development [FBC 2020-101.2]
12. Clarify how interior stairways one and four transition from level 8 to level 9 since they do not align between levels.

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. FBC 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://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodeId=COOR_CH14FLMA

Please consider the following prior to submittal for Building Permit:

1. On December 31st, 2020 the 7th 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:
 - b. <https://www.fortlauderdale.gov/government/departments-a-h/development-services/building-services>
 - c. https://floridabuilding.org/bc/bc_default.aspx
 - d. <http://www.broward.org/codeappeals/pages/default.aspx>

General Guidelines Checklist is available upon request.



Case Number: UDP-S23048

CASE COMMENTS:

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

1. Provide 9' Right-of-Way dedication or permanent Right-of-Way Easement along east side of N Andrews Avenue (coordinate with BCHCED), to complete half of 88' Right-of-Way section per the most current Broward County Trafficways Plan; show / label delineation in the plans. Clarify with BCHCED if Right-of-Way dedication (which may affect building setbacks) or Right-of-Way Easement (which doesn't affect building setbacks) will be required.
2. Provide permanent Sidewalk Easement as appropriate along east side of N Andrews Avenue to accommodate portion of pedestrian clear path (coordinate required width with BCHCED and TAM) that may be located beyond public Right-of-Way; show / label delineation in the plans.
3. Provide permanent Sidewalk Easement as appropriate along north side of NE 4th Street 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; show / label delineation in the plans.
4. Provide permanent Sidewalk Easement as appropriate along south side of NE 5th Street 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; show / label delineation in the plans.
5. Provide 10' x 17' (min.) permanent water Easement for any 4 Inch or larger water meter located within the proposed development (for City Maintenance access); show / label delineation in the plans as appropriate.
 - a. Water meter shall be located outside of right of way easements/dedications.
6. Water
 - a. For the 8" water meters; center the easement on the meter, it is to be a min. of 10' x 17' in the parallel configuration.
7. 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 through the city website.
8. The corresponding Right of Way Easement Vacation (UDP-EV23007), shall be approved by City Commission prior to Final DRC Sign-off.



9. Clearly indicate on plans the limits of construction and how the proposed improvements will transition into the existing (on-site and off-site) as applicable.
 - a. Depict existing sidewalk/curb ramps adjacent to the development along N Andrews Avenue. NE 4th Street and NE 5th Street and how proposed sidewalk/ pedestrian path will transition into existing sidewalk.
10. 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.
 - a. Depict existing signage for the alleyway.
11. Proposed exterior building doors, loading zone doors, dumpster doors, etc. shall not open into the public Right-of-Way and/or permanently dedicated Right-of-Way Easements and Sidewalk Easements, adjacent sidewalk, ADA accessible path, or drive aisle areas; instead, consider recessing into building to enhance pedestrian safety.
12. Clearly depict trash enclosure on site plan.
 - a. Show truck turning movements in and out the proposed dumpster enclosure/ building as applicable.
 - b. Ensure sufficient height clearance is provided within the garage for truck access.
13. Show truck turning movements in and out the proposed development along the 15' alley way.
14. Sheets A-2.0.01 – A-3.0.02 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 along N Andrews Ave, NE 4th Street and NE 5th Street, if any building overhang is proposed; public access sidewalk located along adjacent right of way should match corresponding Site Plan, with respect to Right-of-Way boundaries.
15. Provide and label typical roadway cross-sections for the proposed development side of N Andrews Ave, NE 4th Street and NE 5th Street at driveway access points , and at landscape swale areas (i.e. between travel lane and sidewalk) as appropriate. Cross-sections should show existing right of way and proposed right of way and/or easement boundaries.
 - a. Provide a cross section at the driveway access points along NE 5th Street and NE 4th Street.
 - b. Provided sidewalk elevations along N Andrews Ave are being raised approximately 22" to 24" +/-.
 - c. Provide corresponding elevations on the cross sections on sheet C2.
16. Clarify whether the proposed parking is 100% valet or not. Depict information on site plan data table/ plans accordingly.
 - a. Discuss whether the proposed double-stacked parking stalls will be operated by valet parking attendants.
17. For all levels in the parking garage:
 - a. A min. 12 feet wide lane must be provided on both sides of the proposed column for the parking garage ramp per ULDR Section 47-20.5.C.3.b.i. Depict on plans whether a raised separator or striping will be utilized to separate the lanes.



18. Sheet A-1.3.03: 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.
19. Drainage mitigation is required for any impacts within adjacent City of Fort Lauderdale Right-of-Way, such as increased runoff, additional impervious areas, and reduction of existing storage or treatment (i.e. swale areas). 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 5-year/1-day storm event drainage criteria).
20. Please provide reasonable assurances that the drainage system will be able to be effectively operated and maintained. Response shall include the following at a minimum:
 - a. Detailed information regarding the structural design of the building and provide a certified geotechnical and structural engineering analysis to demonstrate that the proposed drainage system will not undermine the structural components of the building.
 - b. Provide plans demonstrating how will the drainage structures will be accessible by equipment required to maintain the system and or replaced the system in the event of failure.
21. Show and label all existing and proposed utilities (utility type, material and size) on civil and landscaping plans for potential conflict, (per City Utility Atlas Maps). 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.
22. 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.
23. 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.

For Engineering General Advisory DRC Information, please visit our website at <https://www.fortlauderdale.gov/home/showdocument?id=30249>

Additional comments may be forthcoming at the DRC meeting and once additional/ revised information is provided on plans.



Case Number: UDP-PDD23002

CASE COMMENTS:

Please provide a response to the following:

1. Building needs to conform to section 403 for high rise.
2. Fire hydrant location must be within 100 feet of FDC.
3. The south tower and south hotel need the fire command rooms on an outside wall/street. Not under the bldg. or covered drive.

GENERAL COMMENTS

The following comments are for informational purposes before final DRC sign-off.

Florida Fire Prevention Code (FFPC) - NFPA 1 Chapter 15 Fire Department Service Delivery Concurrency Evaluation

15.1 Application.

15.1.1 The AHJ shall be permitted to require a proposed development in the jurisdiction undergo a fire department service delivery concurrency evaluation.

15.1.1.1 Proposed developments that would increase the fire department's service population by less than 1 percent or increase the fire department's total protected building square footage by less than 1 percent shall not be subject to a fire department service delivery concurrency evaluation.

Minimum thresholds that require an evaluation are as follows:

Larger than 1% increase of the City's service population equals any new building with a human capacity of 1856 persons or greater.

Larger than 1% increase in Fire Dept. protected building square footage that equals or is greater than more than 1,132,903 sq. ft.

Note: It only requires one requirement to be a mandatory and must be submitted before a building permit is applied for.



Case Number: UDP-S23048

CASE COMMENTS:

Please provide a response to the following: mixed use development at 400 N Andrew Ave, prior to Final DRC sign off and update plans and provide a narrative with a written response for each comment.

1. Flood zone (2014 FIRM Flood Insurance Rate Maps) 12011C0369H, X500.

The preliminary map is attached below and shows a BFE of 6 ft. NAVD (flood zone "AE"). See attachment of the Preliminary Flood Map



2. (Sheet A 1.2.01), (ground floor level), show the finish floor elevation of the following enclosed room, (generator, FPL Vault, switch gear, storage, mail room, F. pump, package room, office, restaurant). (Example FFE 7'feet NAVD 88, cloud this correction on plans)
3. Elevation requirements. (Elevated to (BFE) Base Flood Elevation + 1 'Freeboard). please show that the Finish floor elevation will meet the BFE of 6 ft. + 1 ft.=7' NAVD 88 once the preliminary maps go into use.
4. Provide the finish floor elevation in feet using the NAVD 88 Datum and any flood levels below on 7'NAVD 88.
5. Flood proofing is required for areas below BFE + 1' = FFE NAVD 88 (equipment and generator will need to meet BFE +1' (Reference the floodproofing that will be done in these areas below 7' NAVD 88.



REFERENCES

(Code of Ordinances, Chapter 14),

https://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodetid=COOR_CH14FLMA

FEMA Elevator Installation (see link to FEMA technical Bulletin 4) see link below:

- A) Elevate all equipment above (BFE + 1')
- B) Cloud on plans that a (float switch) will be installed.
- C) Link provided.

https://www.fema.gov/sites/default/files/2020-07/fema_tb4_elevator_installation.pdf

Florida Building Code (7th edition) Flood Resistant Provision

https://portal.floridadisaster.org/mitigation/SFMP/External/Community%20Resources/Florida%20Building%20Code%20Resources/7th%20Ed_FBC_FloodProvisions_Nov2020r.pdf

City of Fort Lauderdale Flood Ordinance

https://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodetid=COOR_CH14FLMA

Highlights of ASCE 24-14 Flood Resistant Design and Construction (FEMA) (Section 2.7 enclosures below design flood elevation), (section 6.0 floodproofing). Section 7.0 utilities & equipment, (section 7.5 elevators)

<https://portal.floridadisaster.org/mitigation/SFMP/External/Community%20Resources/Florida%20Building%20Code%20Resources/highlights-of-asce-24-14-flood-resistant-design-and-construction.pdf?Web=1>

Per FEMA Elevator Installation (NFIP Technical Bulletin 4/ June 2019)

https://www.fema.gov/sites/default/files/2020-07/fema_tb4_elevator_installation.pdf

Case Number: UDP-S23048

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 (hydrozone) 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 hydrozones on planting plan and include calculations in table.
2. It appears to the Landscape Department that measurements for along North Andrews AVE have been done under current conditions. Staff discussion mentioned that the travel lanes are under size and most likely need to be widen. With the widening of the lanes as to the development to the north currently is, the landscape area would appear to be impacted. Landscape area is to consist of (when no on-street parking) the parking stall width (measurement may include the curb and gutter), and the minimum five feet width planting strip. The minimum ten feet clear path of the sidewalk follows thereafter. Please verify with the county as to lane width changes and show on plans. If no lane width changes required from the county, please provide documentation from the county as to such. Please provide landscape area and streetscape as to Downtown Design Guidelines.
3. Section 47-13.20. H. RAC Streetscape Design. All streetscape cross sections shall comply with Chapter 4 of the Design Guidelines of Fort Lauderdale for those streets under City of Fort Lauderdale jurisdiction. Streets not under Fort Lauderdale jurisdiction shall comply with the Downtown Master Plan Chapter 4 Design Guidelines to the greatest extent possible. Alternative streetscape designs may be considered if conflicts with existing utilities prevent placement of street trees and result in the building being placed more than seven (7) feet away from the build to line as prescribed by the street cross sections of the Design Guidelines. There appears to be existing utilities along North Andrews AVE that may cause conflict in proper placement of the streetscape. Please provide adequate room of the landscape area to place the shade tree street trees. Plans indicate fiberoptic line in landscape area along Andrews AVE, the Department has no off-set for a fiberoptic line, yet the depth of the line may be a conflict with the rootball of the tree. The Department would suggest that test holes be dug to determine if the lines present a conflict to the streetscape and please present the findings.
4. 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. Proposed utilities along Andrews AVE appear to be in conflict with street trees.
5. 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. Proposed utilities along Andrews AVE appear to be in conflict with street trees.
6. Please provide the Green Buttonwood shade tree street tree at a minimum sixteen feet height with a minimum seven feet canopy height clearance. Section 47-21.13.20.H.2.a.iii.



7. Of the street trees along NE 4th and NE 5th Street that are within and or the canopy is encroaching upon the sight triangle, please provide with a minimum eight feet canopy height clearance for visibility of oncoming traffic. Please provide the trees with a 60% canopy to 40% trunk ratio preferred – 50% to 50% canopy to trunk ratio acceptable.
8. This site is over 1.5 acres therefor up to 50% of right of way landscape improvements may be calculated towards site requirements. Please correct sheet X4 Landscape area of percentage use of the right of way landscape improvements.
9. Additional comments may be forthcoming after next review of new plans and written comment responses.

GENERAL COMMENTS

The following comments are for informational purposes.

Please consider the following prior to submittal for Building Permit:

1. 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 hydrozones on planting plan and include calculations in table.
2. 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 do not apply for these at time of DRC submittal.
3. 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 do not apply for these at time of DRC submittal.



Case Number: UDP-S23048

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. Sliding glass windows should be equipped with burglary deterrent features such as track blocks, door pins, or similar devices.
4. All glazing should be impact resistant.
5. Units should be pre-wired for an alarm system.
6. Lighting and landscaping should follow CPTED guidelines.
7. Stairs should be egress-only at the ground level to avoid unauthorized intrusion.
8. Pool areas should be equipped with a child proof access control feature to prevent unsupervised children access to the pool.
9. A Video Surveillance System (VSS) should be employed throughout the property with focus on entry/exit points, parking lot, pool, gym, and common areas. It should be capable of retrieving an identifiable image of a person and a vehicle license plate.
10. Emergency communication devices should be placed in the parking garages, pool areas and common areas. These should be easily identifiable and accessible.
11. Light reflecting paint should be used in parking garage to increase visibility and safety.
12. All restricted areas and resident only areas should be access controlled and labelled as such.
13. Elevators should be access controlled and labelled as such, to indicate resident only access versus public access.
14. Parking garage should have access control separating private residential parking from public access parking. The parking garage entry should be equipped with high-speed gates or crossbars, or in ground spikes to prevent unauthorized intrusion or "piggy-backing".
15. 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.
16. Fort Lauderdale Police/Fire Dispatch should be notified of access for first responders

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: UDP-S23048

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. Solid Waste charges shall be included in the monthly maintenance fee as prescribed in owner's association documents (multi-family).
5. Solid Waste charges shall be collected in monthly lease with Sanitation account for property under one name (Commercial).
6. 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.
7. 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).
8. Provide on the site plan a garbage truck turning radius for City review. Indicate how truck will circulate within property.
9. Commercial – Strip stores shall share bulk containers to avoid each tenant having a dumpster.
10. Solid waste collection shall be from a private loading dock.
11. Solid Waste transport to trash rooms or to primary waste container shall be performed inside building using interior service corridor (Retail, Office, Condo, Hotel).
12. Containers: must comply with 47-19.4
13. Dumpster enclosure: concrete pad, decorative block wall, gates hung independently, protective bollards, secondary pedestrian side entry, high strengthened apron and driveway approach, night light, hot water, hose bib, drain, low circulating ventilation for dampness, weep holes, landscaping, smooth surface walkway to accommodate wheeled containers.
14. Provide letter from chute company indicating make and model of proposed equipment and that it will meet the capacity needs of building.
15. Recommend trash chute accommodate recycling.
16. Draw equipment on the plan to show it will fit in trash room.
17. 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.



18. Submit a Solid Waste Management Plan on your letterhead containing the name of project, address, DRC case number, number of units if applicable, and indicate whether it is Pre or Final DRC.

- ***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 Gwoolweaver@fortlauderdale.gov . The letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and containers requirements to meet proposed capacity.***
- ***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:

Please provide specific details of solid waste and recycling collection per building



Case Number: UDP-S23048

CASE COMMENTS:

1. The proposed development will be removing 3 existing metered parking spaces, the cost to remove the metered parking spaces is \$45k/space x 5 Years per parking space and must be approved by the Transportation and Mobility Director Ben Rogers. The total cost to be paid to the Transportation and Mobility Department for this proposal shall be \$675,000, payment shall be paid prior to building permit issuance.
2. Provide an AM and PM peak hour intersection analysis report for the following intersections using vehicular volumes in 2023 and projected volumes out to 2027:
 - a. N Andrews Avenue & NW/NE 4th Street:
 - i. LOS analysis.
 - ii. 95th Percentile queue analysis.
 - iii. Possibility of protected left turn lanes at each approach.
 - b. N Andrews Avenue & NW/NE 5th Street:
 - i. Signal Warrant analysis
 - ii. LOS analysis.
 - iii. 95th Percentile queue analysis.
 - iv. Possibility of protected left turn lanes at each approach.
 - c. NE 4th St & Southern driveway:
 - i. LOS analysis.
 - ii. 95th Percentile queue analysis.
 - d. NE 4th St & Alleyway:
 - i. LOS analysis.
 - ii. 95th Percentile analysis.
 - e. NE 5th St & Southern driveway:
 - i. LOS analysis.
 - ii. 95th Percentile queue analysis.
 - f. NE 5th St & Alleyway:
 - i. LOS analysis.
 - ii. 95th Percentile queue analysis.
3. The Proposed driveways are too close to the N Andrews Avenue intersection influence area. Additional analysis will be needed to prove these proposed driveway locations are safe and won't cause a detrimental affects to the public right of way.
4. Provide a concrete traffic separator along the westbound left turn lane on NE 4th St to prevent eastbound vehicle traveling on NE 4th Street turning left into the proposed driveway on NE 4th Street. This separator is needed to prevent queueing into the signalized intersection on N Andrews Avenue.
5. Provide a transit shelter at the transit stop adjacent to the proposed site on Andrews Avenue. Transit shelter shall meet Broward County Transits minimum requirements.
6. Include a table showing the proposed land uses, the floor area in square feet for each land use, the parking ratio, the number of parking spaces required by type, and the number of parking spaces proposed by type (standard, compact, handicapped, bicycle, loading, etc.). ULDR Sec. 47-20.2. - Parking and loading zone requirements.



7. All parking must be provided in accordance with design and construction standards of the ULDR Section 47-20.11. Show dimensions for: stall width, depth of stall 90 degrees to aisle, aisle width, width of stall parallel to aisle, module width, angle of parking stalls. Properly dimension the parking stall dimensions on the plan sets.
8. Mechanical lift parking or Tandem parking spaces (one car behind another, so that one car must be moved before the other can be accessed) may be allowed for condominium and multi-family residential uses only under the following conditions, which must be included as a note on the site plan:
 - a. The spaces must be reserved and assigned to dwelling units which are required to have two or more parking spaces per unit (i.e., units with two or more bedrooms).
 - b. At least one of the spaces must be located within an enclosed garage, in order to avoid visual clutter.
 - c. Both of the spaces must be standard size; no compact or handicapped accessible tandem spaces are permitted.
 - d. If the above conditions cannot be met, then a valet parking must be provided.
9. Vertical tandem parking spaces are prohibited to be placed on parking ramps or any grade that is greater than 2%.
10. Vertical tandem shall have the following dimension 18 feet stall length 8 feet 8 inches stall width with minimum of 14 feet in clear height above the parking space entrance level.
11. Include a schematic of the vehicular lift system that will be used with the plan set.
12. Handicapped parking stalls, pursuant to Florida Statute 553.5041, each parking space must be at least 12 feet wide. Parking access aisles must be at least 5 feet wide and must be part of an accessible route to the building or facility entrance. The access aisle must be striped diagonally to designate it as a no-parking zone. Handicap Parking spaces shall be level, no more than a 2% slope.
13. Per ULDR Section 47-20.9, Parking garages shall be designed in accordance with engineering standards including sloping floor grades shall not exceed five percent (5%) for ninety (90) degree parking. Either remove the parking from the slopes that are greater than 5% or redesign the garage and the slopes so that the slope is no greater than 5%.
14. Show inbound and outbound stacking requirements from the property line to the first conflict point according to Section 47-20.5 General design of parking facilities for each proposed driveway. Please note that if there is proposed gate at the ingress and egress points for this development, the gate will be considered the first conflict point. Since the streets shall not be vacated the minimum stacking requirements shall be met at each curb cut.
15. 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.
16. Per ULDR Section 47-20.6, Loading zones must meet the following:
 - a. A "Type II" off-street loading zone, as required in the Table of Parking and Loading Zone Requirements shall be a minimum twelve (12) feet by forty-five (45) feet. A Type II off-street loading



zone shall only be located in a specifically designated loading area which is marked by pavement markings and signage on the site. The location of a Type II loading zone shall be drawn on the parking facility site plan. No backing into a public right-of-way shall be permitted for Type II loading zones. Access to and from Type II loading zones shall be clearly indicated on the site plan. Turning geometries utilized in the design of Type II loading zones shall be sufficient to accommodate a standard, intermediate-sized semi-trailer vehicle (AASHTO "WB-40" design vehicle).

- b. Type I and Type II loading zones shall have a minimum vertical clearance of fourteen (14) feet.
 - c. Loading zones may not be placed where they obstruct required fire lanes and access to hydrants. Loading zones shall be located on a parcel in a place which insures convenient and safe entry and exit for the users of the loading zone, and the convenience and safety of pedestrians and motorists using the parcel.
17. All internal circulation and queuing areas must be designed to accommodate the turning radii of the vehicles that will be using the site. Provide auto turn vehicular paths to depict how the ground floor site circulation will work.
18. There are several columns along the alley way that appear to prevent vehicular access in and out of eth parking and loading zones along the alleyway.
19. A valet parking agreement shall be required for the proposed valet operation.
20. Submit a valet queueing analysis for the proposed valet operation using ITE queueing methodology.
- a. The service rate shall account for the time of the valet attendant to receive the vehicle, drive the vehicle to the garage, and walk back to the valet stand.
 - b. Assume 30 seconds to receive the vehicle from the guest.
 - c. Use a rate of 29.3 feet/second to cover the distance for the valet attendant to drive the vehicle from the valet stand to the furthest valet parking stall from the valet stand.
 - d. Use a rate of 4.5 feet/second to cover the distance for the valet attendant to walk from the furthest parking stall in the garage from the valet stand back to the valet stand.
 - e. Update the site plan in the queueing analysis to reflect the new proposed operation.
21. For information on the required vehicular reservoir requirement for valet parking, please look at the section in our city code listed below:
- a. Sec. 47-20.17. - Vehicular reservoir spaces for drive-thru facilities. Valet parking, 50 spaces or more, are required to have a minimum 6 vehicular reservoir spaces.
 - b. A vehicular reservoir space ("VRS") is a space within a vehicular use area for the temporary stopping of a vehicle awaiting service as provided in this section. A VRS shall be twenty (20) feet long by ten (10) feet wide. A VRS shall be located in an area within a parking facility which is not used for any other vehicular use such as access, parking, site circulation or loading.
 - c. Each VRS shall be clearly defined on the site plan and shall be in a location that does not conflict or interfere with other traffic entering, using or leaving the site. Design configuration shall be such that there shall be no backing into the street permitted.
 - d. Reservoir spaces shall be measured from the front of the service position to the rear of the VRS.
 - e. The proposal as is does not meet these minimum requirements.
22. Provide a minimum of 10 feet wide sidewalk on **Andrews 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 5 feet in width. Back of sidewalk shall be placed on the property/right of way line.
23. The Andrews Avenue street section shall provide the following elements



- a. 5.5 feet width for this half of the two-way left turn lane (TWLTL).
 - b. 10.5 feet wide inside travel lane.
 - c. 11 feet wide outside travel lane.
 - d. 2 feet width for curb and gutter.
 - e. 11 feet wide landscape area.
 - f. Minimum 10 feet wide sidewalk.
24. Provide a minimum of 7 feet wide sidewalk on **NE 4th St & NE 5th 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 5 feet in width. Back of sidewalk shall be placed on the property/right of way line.
25. Any proposed drainage well, manhole, pull box etc. installed in the sidewalk must be flat, ADA compliant and not impact the effective width of the sidewalk clear path.
26. 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. This includes all access to/from the site entrance. Add the dimension, clearances, and slopes of the walkways.
27. 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. Look to 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. Bicycle parking needs to be located on the site so that it is accessible to the public.
28. Additional comments may be provided upon further review.

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: UDP-S23048

CASE COMMENTS:

Please provide a response to the following:

1. Pursuant to State Statute 166.033(1) the applicant has submitted a waiver of timeframes for review.
2. 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: <https://www.fortlauderdale.gov/departments/city-manager-s-office/office-of-neighbor-support/neighborhood-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.
3. The site is designated Downtown Regional Activity Center (DRAC) 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.
4. Per ULDR Section 47-23.16.D.8, Payment In-Lieu of Affordable Housing, the applicant has indicated that they will be providing a payment in-lieu of affordable housing development. The applicant shall provide a calculation breakdown of the payment in-lieu fee and narrative explaining which affordable housing policies the payment in-lieu option is forgoing. An in-lieu payment is equal to \$10,000 per unit for the total number of the proposed 852 units within the development which is currently equal to \$8,520,000 (*this amount increases three percent per year, starting in 2023 and increasing each year on January 1, of each year*). In-lieu payments shall be equally split between the Broward County Affordable Housing Trust Fund and the City of Fort Lauderdale Affordable Housing Trust Fund. One hundred percent of the payment in-lieu of fee shall be paid to the City of Fort Lauderdale at the time of building permit issuance.
5. Pursuant to ULDR, Section 47-13.20.J, projects in the DRAC are subject to City Commission approval for projects which deviate from the DRAC requirements. As proposed, the applicant is proposing deviations for the following DRAC required standards: exceeding building streetwall length, exceeding streetwall podium height, exceeding maximum building height, not providing the minimum building tower separation, and not providing the minimum tower setback. A separate application is required for City Commission and the applicant is responsible for all public notice requirements. 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 (954-828-5018).
6. The proposed project must be consistent with the latest recorded plat restrictions. Provide a Plat Determination Letter from Broward County Planning Council verifying whether the property needs to be platted or re-platted by following the [Platting Determination Submittal Requirements](#) or contact the Broward County Planning Council, at (954) 357-6695. If a plat note or non-vehicular access line (NVAL) amendment is needed, a separate application is required, which is reviewed administratively and can be found here: [Administrative Review Application](#).
7. This project is subject to the requirements of the DRAC Education Mitigation Agreement. The applicant will notify the School Board Superintendent or designee of this proposal. A written response from the School Board shall be provided by the applicant. Prior to application for final DRC approval, please provide confirmation from the School District that the residential development is exempt or vested from the requirements of public school concurrency, or a School Capacity Availability Determination (SCAD) letter that confirms that capacity is available, or if capacity is not available, that mitigation requirements have been satisfied.



8. If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on a separate site plan, to avoid additional review in the future. Verify details and location with the Building Representative.
9. Provide a preliminary construction staging plan which includes anticipated hours of operation on site, debris mitigation plan, and map indicating where crane operations and employee and/or equipment parking and storage will be placed. A revocable license application and a traffic circulation plan may be required if the sidewalk or right-of-way requires to be closed at any time, which should be filed under a separate application and coordinated through the City's Maintenance of Traffic (MOT) process. (For more significant projects, RAC, etc.) All construction activity must comply with Code of Ordinances, Section 24-11, Construction sites. Contact Noel Zamora, Structural Plans Examiner (954-828-5536) to obtain his signature on the final DRC plans.
10. 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: <https://www.fortlauderdale.gov/departments/sustainable-development/building-services/park-impact-fee-calculator>
11. 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 Pre-City Commission sign-off.
12. As proposed the project does not meet certain DMP requirements and design intents as outlined in ULDR Section 47-13.20 and Section 47-13.21. The applicant is requesting five deviations of the nine required standards, which include;
 - Exceeding building streetwall length;
 - Exceeding streetwall podium height;
 - Exceeding maximum building height;
 - Not providing the minimum building tower separation; and
 - Not providing the minimum tower setback.

Pursuant to Section 47-13.20.J, Review Process, projects may submit deviations for review so long as the alternative design meets the overall intent of the DMP.

At this time, proposed deviations are unfounded based on the current project design. The totality of the deviations results in building with larger massing than its surroundings and does not reflect the context of the existing area. The project does not provide a greater benefit to the public realm experience to justify the deviations, does not provide high-quality building format the street level, nor does the project add to an exceptional urban environment with a sense of place. The overall project is out of scale with the immediate context, appears to be over-programmed, and is not appropriate for the lot size and configuration. Deviation requests should provide a superior design with a spatial form that provides light and air, promotes walkable, active, and vibrant streetscapes, and ground level activity that supports pedestrian interaction with the built environment. Staff recommends the following:

- 1) Reduce the tower heights to comply the maximum permitted tower height of 30 floors;
- 2) Reduce the height of the northern tower to transition to the existing development to the north;
- 3) Increase the setbacks along all frontages;
- 4) Increase first level ground to ceiling height to 29 feet with greater architectural emphasis on the corners with better active ground floor uses;
- 5) Reduce podium height and provided more articulation on the podium;
- 6) Provide a greater building break with increased articulation, variation in form, and increased open space to address the streetwall length;
- 7) Redesign the ground level with back of house activity relocated away from the street frontage and activate the ground level fronting Andrews Avenue; and
- 8) Additional articulation and a building break to create additional plaza space.



13. The project does not meet certain DRAC dimensional requirements and Downtown Master Plan (DMP) design intents as outlined in ULDR, Section 47-13.20 and Section 47-13.21, respectively. If the applicant is proposing to deviate from such, the applicant must identify alternative design solutions which demonstrate and maintain the overall design intent. Applications proposing alternate design solutions are subject to City Commission approval. Staff has commented below under the applicable category and has provided images to assist the applicant:

Principles of Street Design

- a. **S4**, Bike lane should extend from west along NE 4th Street. Coordinate with Transportation and Mobility (TAM).
- b. **S6**, Shade trees should be continuous along Andrews Avenue, with the exception of the palms at the corners, and the three palms proposed in front should be replaced with shade trees.
- c. **S15**, Proposed sidewalk and landscape strip area width and locations must align with the neighboring properties including the existing structure to the north and the approved project to south that front Andrews Avenue. The canopy at the grand lobby appears to extend into the required setback and indication of the dedication line needs to be provided. Note any dedication for right-of-way will impact the locations of the setback line.

Principles of Building Design

- d. **B2, Framing the Street**; Create public seating areas and spaces at the ground level that feel more like a plaza and provide additional shading devices. Consider incorporating plaza areas within the development that are open to the public including an enlarged recession into the building façade in the center to create a more open public space with the incorporation of elements to act as planters and pedestrian seating. In the current design, this corner space becomes unusable and uninviting. An entrance into the building should be provided in this location to provide an active use.
- e. **B3, Framing the Street**; Within the Downtown Masterplan there is not a transitional area and it is unclear how the increased podium height otherwise contributes to the Near Downtown Character Area and meets the intent of the masterplan. The podium height should be reduced to seven stories. Per ULDR Section 47-13.21, a maximum of seven stories for the parking podium is permitted on the subject property and City Commission approval would be required for this request.
- f. **B4, Framing the Street**; The overall streetwall length along Andrews Avenue is 580 feet without any significant breaks in the façade. Solutions need to be implemented ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments. See comments under B2. Per ULDR Section 47-13.21, a maximum of 300 feet of streetwall length on the subject property and City Commission approval would be required for this request. See comments under B3.
- g. **B7, Tower Stepbacks**; The current width of NE 5th Street is less than 60 feet in width and the tower stepback should be increased from 20 feet to a minimum of 30 feet. The sky gardens on the 30th floor as well as proposed balconies and architectural elements appear to extend into the required tower stepback. Provide additional dimensions to indicate the encroachment of the balconies into the stepback. Per ULDR Section 47-13.21, a minimum of 15 feet of vertical open space for the tower stepback is required on the subject property and City Commission approval would be required for this request.
- h. **B10, Main Pedestrian Entrance**; While there are pedestrian entrances that face the street, corner entrances and architectural features facing Andrews Avenue should be enhanced to provide plaza space and a bolder design. Consideration should be given to reconfigure interior layout to maximize active uses along Andrews Avenue. See comments in B2, B11, and B12.
- i. **B11, Extroverted Ground Floors**; The interior layout should be reconfigured to maximize active uses such as minimization of the grand lobby to create a public plaza. More activation is needed along Andrews by moving the back of house spaces to less prominent locations. The narrow site is further restricted with the ample parking provided off the alley along with the loading area. Parking should be reduced



in this area in order to accommodate back of house elements and to provide a greater depth to the proposed restaurant and retail spaces to ensure usability. See comments in B2, B10, and B12.

- j. **B12, Pedestrian Shading Devices;** Provide additional articulation at the ground level that feel more like a plaza and include covered walkways. The ADA ramps should be used rather than ADA lifts and integrated into the design of the building with the use of landscaping and architectural features rather than placement directly on the sidewalk.
- k. **B15, Pedestrian Oriented Design;** Plaza space needs to be implemented into the design to better define ground level pedestrian realm. See comments under B2, B10, and B11.
- l. **B18, Mitigate Light Pollution;** Additional information is needed on the plans to indicate locations and types of lighting to be used throughout the façade and to highlight the architecture elements of the tower top.
- m. **B20, Vertical Open Space;** Residential and sky garden balconies appear to encroach into the tower separation requirements. Provide measurement from edge of balconies. Per ULDR Section 47-13.21, if a minimum of 30 feet of vertical open space is not provided on the subject property, City Commission approval would be required for this request.
- n. **B21, Vertical Open Space;** Proposed balconies and architectural elements appear to extend into the required tower separation from the adjacent property. Due to the encroachment of balconies and architectural elements into this area, the tower separation is reduced and does not meet the intent of this principle. Per ULDR Section 47-13.21, a minimum of 60 feet of vertical open space for the tower separation is required on the subject property and City Commission approval would be required for this request.

Quality of Architecture

- o. **Q1, Skyline Drama;** As proposed, the tower top does not reflect the overall length of each tower with the mechanical screening only projecting for a portion of the tower length, about two thirds (2/3) of the length rather than the full length which does not enhance the overall tower. An alternate design should be provided that continues the tower façade wall to encompass the entire rooftop and length as well as more substantial elements to provide a more creative solution (i.e. repeat the circular metal pattern found below with backlighting).
- p. **Q2, Expressive Tops;** As proposed, this building exceeds 37 stories. See comments Q1 to provide a more expressive top that is better integrated into the building design and provides for special materials and lighting.
- q. **Q3, Durability and Quality of Materials;** Provide additional detailing on the first two floors incorporating additional high-quality materials by including additional articulation in the façade and shading devices. See comments in B2, B10, B11, and B12.
- r. **Q5, Parking Podium Facades;** The parking podium exceeds the allowed height and while it is lined with units, the parking façade design should be further articulated to provided movement and to accentuate the corners. A real-life application of faux wood should be provided. A bolder design with a significant amount of screening should be used to reduce the mass of the podium. In addition, the top level of the podium with the angled roof element adds the mass of the podium resulting in a "heavier" streetwall.
- s. **Q6, Response to Natural Environment;** Provide additional information on how the proposed development responds to the natural environment.
- t. **Q8, Original, Self-Confident Design;** While the towers provide movement within the façade with the use of the sky gardens, balconies, and architectural elements, additional articulation needs to be provided on the podium level. Curtain wall windows appear to be the primary exterior façade element throughout the tower. Clarify if this system will incorporate windows that open and close throughout the façade. See comments under Q5.



Character Area

- u. **2A, Frame Street with Appropriate Streetwall Height;** Per ULDR Section 47-13.21, a maximum of seven stories for the parking podium is permitted on the subject property and City Commission approval would be required for the request to extend to eight stories.
- v. **2B, Maximum building height of 30 floors;** Per ULDR Section 47-13.21, a maximum of 30 stories for the building height is permitted on the subject property and City Commission approval would be required for the request to extend to 41 stories. Sheets A-4.0.00 - A-4.0.03 clearly indicate the significant increase in height in relation to the immediate surroundings. A decrease in height and programming is more appropriate for this location where the majority of the proposed development does not directly abut the neighboring downtown core character area.
- w. **2C, Slender Towers;** Confirm if the calculation for the GSF floorplate includes the balconies.

Storefronts

- x. **SF 1, Retail Location Strategy.** See comments under B10 and B15.
- y. **SF2, Storefront Variety;** Create a varied storefront design along both street frontages. See comments in B2, B10, B11, B12, and B15.
- z. **SF3, Durable Materials;** Glazing is the primary material utilized on the ground floor. Additional layering of material is needed throughout the pedestrian realm and the faux wood horizontal louvers need to include additional detailing to create a bolder feature. Additionally, an example of the faux wood horizontal louvers utilized as garage screening needs to be provided. It does not appear that this material and application will be sufficient for the purposed of screening the garage. It is also a large portion of the podium design and should have a stronger appearance, particularly at the corners.
- aa. **SF4, Minimum Floor Height;** The height of the first floor is indicated as 17 feet on the architectural elevations. The overall height is truncated due to the architectural banding between the first and second floor, which should be removed. Additional height to at least a double story, minimum of 29 feet based on the design, should be incorporated into the first level to enhance the pedestrian experience with shading devices that tie in the use of the faux wood louvers used elsewhere in the design.
- bb. **SF 5, Transparency;** While there is significant glass coverage, there is not any outdoor seating area or activation of the pedestrian realm along Andrews Avenue.
- cc. **SF 6, Pedestrian Shading Devices;** Consideration should be given to the incorporation of a pedestrian arcade, deeper canopies, and by further opening up the building at the corner. See comments under B2, B10, B11, B12, and B15.
- dd. **SF 7, Multi-Level Storefront Displays;** See comments under SF4, B2, B10, B11, B12, and B15.
- ee. **SF8, Night Lighting;** Indicate where lighting will be located on elevation drawings and a night rendering must be provided.

TOD Guidelines

- ff. **T5,** Include parking for mopeds, scooters, motorcycles, and other similar vehicles and show parking types in data table.
- gg. **T6,** Provide additional information on Transportation Demand Management (TDM) that will be incorporated into the development.
- hh. **T8,** Provide additional information on "green" principals that will be incorporated into the development.

For more information, refer to the complete Downtown Master Plan Design Review Team (DRT) Comment Report attached.

- 14. Provide the following changes on site plan:
 - a. Curb radius dimension needs to be provided;
 - b. Place label on Site Plan that utilities will be underground. Indicate how lines will be relocated within this property and how above ground power lines will be coordinated for relocation for neighboring



- properties to the north. If the lines cannot be placed underground, provide documentation from Florida Power & Light Company indicating such;
- c. Indicate all utilities (both above and below ground) including electrical utility boxes and fire valves; and
 - d. Dimensions need to be provided for the spacing between trees; and
 - e. Provide additional dimensions on Sheets A-1.0.03 and A-1.0.04 to indicate that minimum horizontal clearance has been met; and
 - f. Site plan dimensions and first floor plan dimensions need to be updated to match.
 - g. Provide dimensions for the street section of Andrews Avenue Detail 1 and 2/Sheet A-1.0.03 to indicate the location of the center turn lane (10 feet 6 inches wide), the traffic lanes (10 feet wide each), and the location of the dedication line. Provide an additional two feet of landscaping to align the landscape area to the projects to the north and south. The canopy at the grand lobby may not be located within the required right-of-way.
 - h. Provide additional dimensions for the street section of NE 4th Street indicating a 60-foot-wide right-of-way. Coordinate with TAM.
 - i. The linear length of the structure is 580 feet on Andrews Avenue, with approximately 175 feet (less than 1/3) of the building's frontage being activated with commercial uses. The remaining frontage is comprised of a lobby and back of house operations. Reconfigure first floor uses to incorporate additional active commercial space along Andrews Avenue. Consider the inclusion of a bar, restaurant, coffee shop, or retail use that incorporates outdoor seating, arcade, or similar pedestrian attribute to promote an active frontage along Andrews Avenue.
15. Provide the following changes on plans:
- a. Provide a detailed emergency evacuation plan for the amenity deck and/or rooftop furniture including shading devices and furniture, and planters. These items must not be affixed to the roof or parapet walls.
 - b. In addition, there should be stepbacks, variation in building form, and a greater double-story height on ground level and at the corners. Staff recommends there be a focus on the building corners, the podium design, the pedestrian experience, and the tower top design.
16. Provide the following changes on the elevations/sections:
- a. Additional information is needed on the elevations to indicate locations and types of lighting to be used throughout the façade and to highlight the architecture elements of the tower top.
 - b. Provide labels for locations where faux wood panels will be placed under balconies.
17. Provide the following graphics and ensure the proposed project is in scale with neighboring buildings and only existing or proposed structures are shown in all renderings. To ensure that graphics accurately portray the project in scaled proportion to its surroundings, provide a vertical benchmark (power pole, adjacent building, etc.) and indicate the measurements for comparison. In addition, include the following verification statement on all provided renderings: "This 3-dimensional representation of the proposed development is true and accurate relative to the height, width and length of any adjacent or proximate existing structures."
- a. **Provide additional pedestrian level perspective renderings** clearly indicating how the proposed development will be perceived from a pedestrian perspective, as viewed along the public realm. Include building details, outdoor seating, and proposed landscaping.
 - b. **Provide a night-time rendering** of the proposed project elevations.
18. Discuss public access area easements and hours of operation on the property for the sidewalk, public plaza areas, or open space areas, as identified on the Site Plan with staff. Applicant shall provide the public 24-hour access to any public access areas that are utilized as part of the public sidewalk, along a public right-of-way for entire project frontage. 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.



19. A Vacation of the Roadway and Sidewalk Easements on the property is required. The Easement Vacation must be approved prior to Final DRC for this Site Plan. Be advised there may be the need to submit separate applications.
20. Pursuant to ULDR Section 47-19.2.Z, Accessory Uses, Buildings, and Structures; rooftop mechanical equipment such as air conditioners, compressors, generators, etc. shall be screened with material that matches the material used for the principal structure and shall be at least six (6) inches high above the top most surface of the roof mounted structures. Provide the following:
 - a. Mechanical screening is not integrated into the building design and does not enhance the overall tower. An alternate design should be provided that enlarges the parapet design and creates a more creative solution that contributes to the overall skyline; and
 - b. Provide spot elevations of the rooftop mechanical equipment screening; and
 - c. Identify the location of equipment on building elevations by outlining the equipment with dash lines.
21. Pursuant to Section 47-22.4.C.8 provide a master sign plan detailing the following:
 - a. Location and orientation of all proposed signage;
 - b. Dimensions of each proposed sign (height, width, depth, etc.);
 - c. Proposed sign copy; and
 - d. Proposed color and materials.Please note any proposed signs will require a separate permit application.
22. 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.
23. In the placement of public art on the development site see City of Fort Lauderdale's Comprehensive Plan, Urban Design Element, Goal 2, Objective UD 2.2, Policy UD 2.2.4, which aligns with the City's goal to encourage public art features in development projects to enhance the nature of our urban spaces. Placement of public art enhances the overall public realm and vitality of public spaces. It is encouraged that any incorporated art features are clearly visible or easily accessible to the general public from adjacent public property, including sidewalks, streets or other public thoroughfares, and possess functional as well as aesthetic qualities that typically reflect an awareness of a given site, both physically and socially.

GENERAL COMMENTS

The following comments are for informational purposes.

1. All construction activity must comply with Code of Ordinances, Section 24-11, Construction sites. Contact Noel Zamora, Structural Plans Examiner (954-828-5536) to obtain his signature on the final DRC plans.
2. An additional follow-up coordination meeting may be required to review project changes necessitated by the DRC comments. Prior to submitting your plans for Final DRC sign-off, please schedule an appointment with the case planner Trisha Logan (Email: TLogan@fortlauderdale.gov, Phone: 954.828.7101) to review project revisions.
3. Additional comments may be forthcoming at the DRC meeting or after comment responses are received.



DESIGN REVIEW TEAM (DRT) COMMENTS

Planning Area: Downtown Master Plan | Rev. 2/25/2021

BACKGROUND INFORMATION: The intent of the Design Review Team (DRT) is to assist applicants by identifying compliance with the applicable master plan design requirements in the form of a checklist. The checklist should be used as a guide in generating formal development applications for site plan submittal. Applicant should provide responses to each item in the DRT checklist upon submittal of formal development applications.

CASE NUMBER:	UDP-DRT23012	NOTES: <ul style="list-style-type: none"> Principles in bold are dimensional standards required by Code (ULDR) Section 47-13.20. Principles marked "yes" / "no" indicate if project meets intent of guideline N/A = Not applicable; more information needed means there is insufficient information to review.
PROJECT NAME:	400 N. Andrews Avenue	
PROJECT ADDRESS:	400 N. Andrews Avenue	
REVIEW DATE:	September 7, 2023	
CASE PLANNER:	Trisha Logan, AICP	
CONTACT INFORMATION:	954-828-7101	

INSTRUCTIONS: Mark applicable column with "X". Add comments / design intent under Principle title.

PRINCIPLES OF STREET DESIGN		YES	NO	N/A	MORE INFORMATION NEEDED
S1	Maintain fine-grained street grid: discourage vacations.	X			
S2	Utilize Traffic Calming rather than blocking streets.	X			
S3	Maximize on-street parking except on major arterials. Comment: Not able to provide on Andrews Avenue or other side streets.			X	
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet). Comment: Bike lane should extend from west along NE 4th Street. Coordinate with TAM.				X
S5	Maximize street trees on all Downtown Streets.	X			
S6	Encourage location of primary row of street trees between sidewalk and street. Comment: Shade trees should be continuous along Andrews Avenue, with the exception of the palms at the corners, and the three palms proposed in front should be replaced with shade trees.		X		
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees - 30 feet. Comment: Provide dimensions on landscape plans.				X
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet Comment: Provide additional dimensions on Sheets A-1.0.03 and A-1.0.04 to indicate that minimum horizontal clearance has been met.				X
S9	Encourage shade trees along streets, palm trees to mark intersections.	X			
S10	Eliminate County "corner chord" requirement not compatible with urban areas. Comment: Andrews Avenue is a Broward County roadway.		X		
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials. Comment: Curb radius dimension needs to be provided.				X
S12	Discourage curb cuts on "primary" streets.	X			
S13	Encourage reduced lane widths on all streets. Comment: Provide dimensions for the street section of Andrews Avenue Detail 1 and 2/Sheet A-1.0.03 to indicate the location of the center turn lane (10 feet 6 inches wide), the traffic lanes (10 feet wide each), and the location of the dedication line. Provide an additional two feet of landscaping to align the landscape area to the projects to the north and south. The canopy at the grand lobby may not be located within the required right-of-way. Provide additional dimensions for the street section of NE 4th Street indicating a 60-foot-wide right-of-way. Coordinate with TAM.				X



S14	Encourage reduced design speeds on all RAC streets (15 - 40 mph).			X	
S15 *ULDR*	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. Comment: Site plan dimensions and first floor plan dimensions need to be updated to match. Additionally, the proposed sidewalk width and location must align with the neighboring properties including the existing structure to the north and the approved project to south that front Andrews Avenue. The canopy at the grand lobby extends into the required setback.				X
S16	Bury all power lines in the Downtown Area. Comment: Place label on Site Plan that utilities will be underground.				X
PRINCIPLES OF BUILDING DESIGN		YES	NO	N/A	MORE INFORMATION NEEDED
B1	Framing the street: building "streetwall" should generally meet setback line (within a percentage).	X			
B2	Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'. Comment: Create public seating areas and spaces at the ground level that feel more like a plaza and provide additional shading devices. Consider incorporating more substantial plaza areas within the development that are open to the public including an enlarged recession into the building façade in the center to create a more open public space with the incorporation of elements to act as planters and pedestrian seating. In the current design, this corner plaza space becomes unusable and uninviting and an entrance into the building should be provided in this location to provide an active use.		X		
B3 *ULDR*	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics). Comment: Within the Downtown Masterplan there is not a transitional area and it is unclear how the increased podium height otherwise contributes to the Near Downtown Character Area. The podium height should be reduced to seven stories.		X		
B4 *ULDR*	Framing the street: Maintain maximum building 'streetwall' length of 300 feet. Comment: The overall streetwall length along Andrews Avenue is 580 feet without any significant breaks in the façade. Solutions need to be implemented ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments. See comments under B2.		X		
B5 *ULDR*	Maintain maximum Floorplate Area for towers based on character area.	X			
B6 *ULDR*	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.	X			
B7 *ULDR*	Where towers are located on streets < or = 60 feet, increased setbacks from the 'shoulder' are encouraged at 30 feet to reduce the impact on the street. Comment: The current width of NE 5th Street is less than 60 feet in width and the tower setback should be increased from 20 feet to a minimum of 30 feet. The sky gardens on the 30th floor as well as proposed balconies and architectural elements appear to extend into the required tower setback. Provide additional dimensions to indicate the encroachment of the balconies into the setback.		X		
B8	Surface parking: discourage frontage and access along 'primary' street.			X	



B9	Parking garages: encourage access from secondary streets and alleys.	X			
B10	Encourage main pedestrian entrance to face street. Comment: While there are pedestrian entrances that face the street, corner entrances and architectural features facing Andrews Avenue should be enhanced to provide plaza space and a bolder design. Consideration should be given to reconfigure interior layout to maximize active uses along Andrews Avenue. ADA ramps rather than lifts should be implemented and integrated into the design of the building. See comments in B2, B11, and B12.	X			
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations. Comment: The interior layout should be reconfigured to maximize active uses such as minimization of the grand lobby to create a public plaza. More activation is needed along Andrews and move back of house to less prominent locations. The narrow site is further restricted with the ample parking provided off the alley along with the loading area. Parking should be reduced in this area in order to accommodate back of house elements and to provide a greater depth to the proposed restaurant and retail spaces. Additionally, internal staircases need to extend from the first floor to the top floor for egress and the current design does not provide staircases that extend the full height of the structure. See comments in B2, B10, and B12.		X		
B12	Encourage pedestrian shading devices of various types. Comment: Provide additional articulation at the ground level that feels more like a plaza and include covered walkways. The ADA ramps should be used rather than ADA lifts and integrated into the design of the building with the use of landscaping and architectural features rather than placement directly on the sidewalk.		X		
B13	Encourage balconies and bay windows to animate residential building facades.	X			
B14	In residential buildings encourage individual entrances to ground floor units, particularly in the Urban Neighborhood Character Area			X	
B15	High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor Comment: See Comment B2, B10, and B11. Plaza space needs to be implemented into the design to better define ground level pedestrian realm.		X		
B16	Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.			X	
B17	Discourage development above right-of-way (air rights).			X	
B18	Mitigate light pollution. Comment: Additional information is needed on the plans to indicate locations and types of lighting to be used throughout the façade and to highlight the architecture elements of the tower top.				X
B19	Mitigate noise pollution. Comment: See DRC Comments				X
B20 *ULDR*	Vertical open space between towers on adjacent lots: Maintain 60-foot vertical open space between towers (30 Feet minimum on subject property if adjacent to abutting lot under separate ownership). In certain circumstances abutting property owners can coordinate tower placement as long as maintain 60-foot clearance. Comment: Sky garden balconies appear to encroach into adjacent property tower separation. Provide measurement from edge of balconies. Per ULDR Section 47-13.21, if a minimum of 30		X		



	feet of vertical open space is not provided on the subject property, City Commission approval would be required for this request.				
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart. Comment: Proposed balconies and architectural elements appear to extend into the required tower separation. Due to the encroachment of balconies and architectural elements into this area, the tower separation is reduced and does not meet the intent of this principle. Per ULDR Section 47-13.21, a minimum of 60 feet of vertical open space is required on the subject property and City Commission approval would be required for this request.		X		
B22	Residential: Encourage minimum ground floor elevation of 2 feet above public sidewalk level for individual ground floor entrances to private units.			X	
B23	Avoid drive-thrus in the wrong places.			X	
B14	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). Comment: Provide a detailed emergency evacuation plan for the amenity deck and/or rooftop furniture including shading devices and furniture, and planters. These items must not be affixed to the roof or parapet walls.				X
QUALITY OF ARCHITECTURE		YES	NO	N/A	MORE INFORMATION NEEDED
Q1	Skyline Drama: Encourage towers to contribute to the overall skyline composition. Comment: Curtain wall windows appear to be the primary exterior façade element throughout the tower. Clarify if this system will incorporate windows that open and close throughout the façade. Mechanical screening is not integrated into the building design and does not enhance the overall tower. An alternate design should be provided that continues the wall to encompass the entire rooftop and incorporates more substantial elements to provide a more creative solution (i.e. repeat the circular metal pattern found below with backlighting).		X		
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core. Comment: As proposed, this building exceeds 37 stories. See comments Q1 to provide a more expressive top that is better integrated into the building design and provides for special materials and lighting.		X		
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. Comment: Provide additional detailing on the first two floors incorporating additional high-quality materials through incorporation of additional articulation in the façade and shading devices. See comments in B2, B10, B11, and B12.				X
Q4	Respect for Historic Buildings			X	
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored. Comment: The parking podium exceeds the allowed height and while it is lined with units, the façade design should be further articulated to provided movement within this elevation and to accentuate the corners. A real-life application of faux wood should be provided for the garage screening on front elevation. Renderings and elevations show a high degree of transparency and a bolder design that provides a significant amount of screening should be used in this location.		X		



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. Comment: Provide additional information on how the proposed development responds to the natural environment.				X
Q7	Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level. Comment: See comments under Q3 and Q5.		X		
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. Comment: While the towers provide movement within the façade with the use of the sky gardens, balconies, and architectural elements, additional articulation needs to be provided on the podium level. See comments under Q5.		X		
STOREFRONTS		YES	NO	N/A	MORE INFORMATION NEEDED
SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations. Comment: See comments under B10 and B15.				X
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. Comment: Create a varied storefront design along both street frontages. See comments in B2, B10, B11, B12, and B15.		X		
SF3	Encourage durable materials for ground floor retail and cultural uses. Comment: Glazing is the primary material utilized on the ground floor. Additional layering of material is needed throughout the pedestrian realm and the faux wood horizontal louvers need to include additional detailing create a bolder feature. Additionally, an example of the faux wood horizontal louvers utilized as garage screening needs to be provided. It does not appear that this material and application will be sufficient for the purposed of screening the garage. It is also a large portion of the podium design and should have a strong appearance.				X
SF4	Encourage 15-foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk. Comment: The height of the first floor is indicated as 17 feet on the architectural elevations. The overall height is truncated due to the architectural banding between the first and second floor which should be removed and It is encouraged to provide additional height to at least a double story at the first level to enhance the pedestrian experience.				X
SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating. Comment: While there is significant glass coverage, there is not any outdoor seating area or activation of the pedestrian realm along Andrews Avenue.		X		
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth). Comment: See comments B2, B10, B11, B12, and B15. Consideration should be given to the incorporation of a pedestrian arcade, deeper canopies, and by further opening up the building at the corner.		X		
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls. Comment: See comments		X		
SF8	Encourage well-designed night lighting solutions				X



	Comment: Indicate where lighting will be located on elevation Drawings and a night rendering must be provided.				
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INSTRUCTIONS: Choose applicable character area:

CHARACTER AREA (APPLICABLE AREA: DOWNTOWN CORE)		YES	NO	N/A	MORE INFORMATION NEEDED
1A *ULDR*	Frame street with appropriate streetwall height: Shoulder: 9 floors max			X	
1B *ULDR*	Signature Tower: Special architectural design encouraged for buildings over 37 floors.			X	
1C *ULDR*	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 32,000 GSF floorplate max. -Residential: Buildings up to 15 floors: 18,000 GSF floorplate max. -Residential: Buildings over 15 floors: 12,500 GSF floorplate max.			X	
CHARACTER AREA (APPLICABLE AREA: NEAR DOWNTOWN)		YES	NO	N/A	MORE INFORMATION NEEDED
2A *ULDR*	Frame street with appropriate streetwall height: Shoulder: 7 floors max with min 15-foot stepback on portion over 7 floors. Comment: Per ULDR Section 47-13.21, a maximum of seven stories for the parking podium is permitted on the subject property and City Commission approval would be required for the request to extend to eight stories.		X		
2B *ULDR*	Maximum building height of 30 floors.		X		
2C *ULDR*	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 32,000 GSF floorplate max. -Residential: Buildings up to 15 floors: 18,000 GSF floorplate max. -Residential: Buildings up to 30 floors: 12,500 GSF floorplate max. Comment: Confirm if the calculation for the GSF floorplate includes the balconies.				X
CHARACTER AREA (APPLICABLE AREA: URBAN NEIGHBORHOOD)		YES	NO	N/A	MORE INFORMATION NEEDED
3A *ULDR*	Frame street with appropriate streetwall height: 6 floors max			X	
3B *ULDR*	Townhouses are a suitable option, especially on alley blocks.			X	
3C *ULDR*	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 8 floors max with a min 12-foot stepback on portion over 6 floors: 16,000 GSF floorplate max. -Residential: 6 floors max or 12 floors max as a conditional use, with a min 12-foot stepback on portion over 6 floors: 10,000 GSF floorplate max. <i>Note: projects proposing above 6 floors are subject to conditional use criteria as Site Plan Level III.</i>			X	
TOD GUIDELINES (GENERAL APPLICABILITY)		YES	NO	N/A	MORE INFORMATION NEEDED
T2	Discourage land uses that are incompatible with transit and walkability.	X			
T3	Encourage pedestrian connections to transit stops and bike parking.			X	
T4	Encourage bike connections to transit stops and bike parking.			X	
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.				X



	<p>Parking should not face onto plaza or park space of any transit station.</p> <p>Include parking for mopeds, scooters, motorcycles, and other similar vehicles</p> <p>Comment: Include parking for mopeds, scooters, motorcycles, and other similar vehicles and show parking types in data table.</p>				
T6	<p>Incorporate Transportation Demand Management (TDM) including but not limited to Encourage carpooling or vanpooling. Encourage car or bike sharing. Offer flexible hours. Provide shared parking.</p> <p>Comment: Provide additional information on Transportation Demand Management (TDM) that will be incorporated into the development.</p>				X
T7	<p>Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area.</p>	X			
T8	<p>Encourage green buildings, green site design and green infrastructure.</p> <p>Comment: Provide additional information on "green" principals that will be incorporated into the development.</p>				X
T9	<p>Create attractive, active and safe multimodal systems.</p> <p>Comment: See comment under S15.</p>				X



UDP-S23048 - 400 N ANDREWS AVE.

