



DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENT REPORT

MEETING DATE: May 25, 2021

PROPERTY OWNER: FAT Village Properties, LLC. Flagler 500, LLC. and Flagler 501, LLC.

APPLICANT/AGENT: Robert Lochrie, Lochrie & Chakas, P.A

PROJECT NAME: FAT Village East

CASE NUMBER: UDP-S21015

REQUEST: Site Plan Level II Review: 355 Multi-Family Residential Units, 149,045 Square Feet Office Use, 45,355 Square Feet Commercial Use, 2,000 Square Feet Outdoor Dining Use with 1,178 Parking Spaces in Downtown Regional Activity Center

LOCATION: 501 N Andrews Avenue

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

LAND USE: Downtown Regional Activity Center

CASE PLANNER: Jim Hetzel



Case Number: UDP-S21015

CASE COMMENTS:

Please provide a response to the following:

1. Specify uses and occupancy classification per Chapter 3 of the FBC 2020
2. Show provisions for either open or closed interior parking per FBC 406.5 or 406.6
3. Specify height and area compliance per Chapter 5 of the FBC 2020
4. Provide building construction type designation per Chapter 5 & 6 of the FBC 2020
5. Specify fire-resistance rating requirements based on building separation FBC Table 601 and 602.
6. Provide occupancy loads with compliant life safety egress design per Chapter 10 of the FBC 2020
7. Designate Fair Housing Provisions per FBC Accessibility volume.
8. Specify required number of exits based on travel distance, occupancy load, and use FBC Sec. 1006.
9. Indicate code compliant sprinkler system per FBC 2020.
10. Parking facilities that provide valet parking services shall provide at least one passenger loading zone complying with FBC Accessibility Section 503.
11. Show handicap parking spaces and accessible route connecting spaces to accessible building entrances per FBC Accessibility volume.
12. Show that all exits and exit passageways on the level of exit discharge terminate at an exit discharge leading to the public way FBC 1024.

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?nodeld=C OOR_CH14FLMA

Please consider the following prior to submittal for Building Permit:

1. On December 31st, 2021 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:
 - a. <http://www.fortlauderdale.gov/departments/sustainable-development/building-services>
 - b. 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: UDP-S21015

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 30' corner chord Right-of-Way dedication or permanent Right-of-Way Easement on southwest corner of N Andrews Avenue & NW 6th Street / Sistrunk Boulevard intersection (coordinate with BCHCED) per ULDR Section 47-24.5.D.p; show / label delineation in the plans. Clarify with BCHCED if Right-of-Way dedication or Right-of-Way Easement will be required.
- b. Provide permanent Sidewalk Easement as appropriate along west side of N Andrews Avenue to accommodate portion of pedestrian clear path (per City's Downtown or Northwest RAC Master Plan guidelines as appropriate); (coordinate required width with BCHCED and TAM) that may be located beyond public Right-of-Way; show / label delineation in the plans.
- c. Provide 9' Right-of-Way dedication or permanent Right-of-Way Easement along west 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.
- d. 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/urban-design-and-planning/development-applications-boards-and-committees/development-review-committee-service-dema>
2. Provide a current signed and sealed boundary and topographic survey showing all above ground improvements, utilities, rights of way dimensions and all easements. This survey shall be 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.).



Property lines, NVAL, Right-of-Way, watercourses, easements, structures, and roadway shall be clearly shown, labeled and dimensioned. Provide spot elevations on site, at property corners, along property lines (50' min. interval), existing roadway crowns and pavement edges adjacent to property as appropriate. Elevations shall be referenced to the North American Vertical Datum of 1988 (NAVD 88). Sufficient information must be provided on survey in order to staff to determine proposed development improvements are being coordinated with adjacent right of way and properties.

Please provide boundary survey that is based on Standard Title Commitment or Opinion of Title.

Ensure survey depicts all information requested above as well as any information beyond limits of property that maybe required for coordination between existing and proposed improvements adjacent to the site.

3. Provide disposition of existing utilities on-site and within the adjacent right of way that maybe 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 structures (i.e. building encroachment into 30' corner chord and drainage structure/ well within alley/utility easement, ramps, etc.) shall not be constructed within existing or proposed right of way/ easements. Encroachments within utility easement will require non-objection letters from utility agencies. Encroachments within a right-of-way under County, State or Federal jurisdictions will require concurrency correspondence from agency with jurisdiction. Any other proposed encroachment into the City's Right-of-Way, including but not limited to building overhangs, water features and signage, requires a separate Design Review Committee (DRC) submittal and a Revocable License Agreement.
5. Proposed required on-site improvements (i.e. building, foundation, back flow preventer, fdc, clean out, doors, etc.) shall not be constructed within existing or proposed right of way/ dedications/ easements.
6. 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.
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. More prominently show on all plan sheets and typical roadway sections the existing Right-of-Way boundaries adjacent to the proposed development along N Andrews Avenue, NW 6th Street / Sistrunk Boulevard, NW 1st Avenue, and NW 5th Street; also show proposed Right-of-Way, Right-of-Way Easement, Sidewalk Easement, and existing Alley Reservation 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.

10. 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.
11. 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. Building Elevations: 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.
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. Identify what appears to be proposed building overhangs shown to encroach within the adjacent public Right-of-Way. Any permanent encroachment into the City's Right-of-Way, including but not limited to building overhangs and signage, requires a separate Design Review Committee (DRC) submittal and a Revocable License Agreement. Future coordination with the City Attorney's Office will be needed regarding the proper requirements and conditions. Any permanent encroachment into other jurisdictional (i.e. FDOT, BCHCED, etc.) Right-of-Way and perpetual easements shall be coordinated with those agencies.
15. 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.
16. Continue concrete sidewalk (or other specialty hardscape sidewalk paving as shown) across and delineate with FDOT's 'Curbed Roadway – Flared Turnouts' standard detail (Index 515 – Sheet No. 2 of 7) for all proposed driveway access points (i.e. Parking Garage, Loading Zone, etc.).
17. 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 surface or ground-level parking lot layout:
 - a. Show and label total number of parking stalls, dimension areas including drive aisle widths, and typical parking stall width/depth.
 - b. Per ULDR Section 47-20.11.A, drive aisle width shall be 24' (min.) adjacent to 90-degree angle parking stalls, 18' (min.) adjacent to 60-degree angled parking stalls, 13' (min.) adjacent to 45-degree angled parking stalls, and 12' (min.) adjacent to 30-degree angled parking stalls. Reconfigure parking stalls shown at end of drive aisle, to eliminate 180 degree back-out maneuver.
 - c. The minimum clear width and depth parking stall dimensions shall be 8'-8" and 18'-0", respectively, and shall not be encroached upon by building columns.
 - 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. Gates in open position shall not block adjacent parking stall, sidewalk, walkway, etc.
19. For all levels in the parking garage:
 - a. Show and label total number of parking stalls, dimension areas including drive aisle widths, vertical clearances, typical parking stall width/depth, as well as sloping floor and ramp grades.
 - b. 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.
 - c. Per ULDR Section 47-20.10.A, tandem parking shall only be allowed in connection with single family, duplex and townhouse dwelling units (and valet parking per ULDR Section 47-20.16). Discuss operation of Zip cars in Tandem Stalls (Sheets D-6 to D-11), since they are typically allowed only with valet parking for the type of proposed development.
 - d. Per ULDR Section 47-20.11.A, drive aisle width shall be 24' (min.) adjacent to 90-degree angle parking stalls, and 18' (min.) adjacent to 60-degree angled parking stalls.
 - e. Per ULDR Section 47-20.11.B, compact parking spaces are only permitted when expanding an existing parking garage.
 - f. The minimum clear width and depth parking stall dimensions shall be 8'-8" and 18'-0", respectively, and shall not be encroached upon by building columns.
 - g. 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.
 - h. 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.
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 1st 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 gates shall not swing into the public Right-of-Way, and any Jib Crane radius shall not extend beyond private property boundaries. If staging is proposed the contractor shall provide a bullet Item narrative describing why the staging in the right-of-way is required. 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. A meeting should be scheduled with Engineering staff to coordinate the time frame for Revocable license processing (normally takes 4 to 6 months.)

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 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. Provide conceptual Water and Sewer Plan that features proposed connections to City infrastructure, including limits of any existing City water main and/or sanitary sewer infrastructure to be removed and/or modified, and location of all existing utilities in vicinity of the proposed improvements (that may be in conflict).
 - a. The proposed 4" DDCV and meter on NW 5th Street (Sheet C2-1-WS) to be installed above ground on slab.
 - b. Indicate material and diameter for the proposed water main extension on NW 5th Street and proposed water main on NW 1st Avenue.
 - c. Indicate material and diameter for the proposed sanitary sewer on service lane, NW 5th Street, and NW 1st Avenue.
26. Label proposed water service connections and sewer lateral sizes and material on conceptual Water and Sewer Plan. Sanitary sewer clean out must be provided at property line per City standards. Based on the City utility maps, the existing sewer main adjacent to this property is at a deeper elevation than assumed, verify elevations accordingly. Also provide disposition of existing services (i.e. water services and sewer laterals).
27. Any road cuts for utilities or curb cuts within City Right-of-Way shall be restored to full lane width for 50' minimum length (by contractor), per City Code of Ordinances Section 25-108; show and label in plans as appropriate. Verify with FDOT and/or BCHCED their requirements for any milling and asphalt pavement restoration in vicinity of proposed road cuts for utilities and/or curb cuts within their respective Right-of-Way jurisdictions.
28. Conceptual Paving, Grading, and Drainage Plan:
 - 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), 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.

- 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).
29. 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 (Pre vs. Post analysis will only be allowed in areas that are not flood-prone). 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.
 30. 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.
 31. Exfiltration Trenches:
 - a. Provide exfiltration trench for all on-street parking areas (i.e. within City Right-of-Way adjacent to the proposed development) and corresponding drainage calculations.
 - b. Provide drainage inlet (per City standard details and specifications) on each end of exfiltration trench located within City Right-of-Way.
 - c. Provide at least a clean out structure at each end of exfiltration trench located within the property.
 32. Clarify design intent of site grading in the vicinity of proposed building (i.e. ground level Finished Floor appears to be over 2' higher than existing ground), especially with regards to fill requirements per City's Code of Ordinances Chapter 14 – Floodplain Management, including Ordinance C-14-26. Please contact the Floodplain Manager, Richard Benton at 954-828-6133 or rbenton@fortlauderdale.gov.
 33. Contact the Floodplain Manager, Richard Benton at 954-828-6133 or rbenton@fortlauderdale.gov regarding proposed Finished Floor elevation and fill requirements per City's Code of Ordinances Chapter 14 – Floodplain Management, including Ordinance C-14-26. Especially where proposed elevations appear to be over 2' higher than existing ground. Provide correspondence and depict information on plans accordingly.



34. 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.
35. 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, 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.
36. 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.
37. Please provide (or revise if already submitted) an erosion, sedimentation, and stormwater pollution prevention plan (SWPPP) showing the adjacent City's existing stormwater system. A copy of the approved SWPP shall be at the construction site from the date of demolition initiation to the date of final construction activities. CCTV Notes, Pollution Prevention Notes, and Dewatering Notes to be added to the SWPPP can be found on our website.
38. For Engineering General Advisory DRC Information, please visit our website at <https://www.fortlauderdale.gov/home/showdocument?id=30249>
39. Additional comments may be forthcoming at the DRC meeting and once additional/ revised information is provided on plans.



Case Number: UDP-S21015

CASE COMMENTS:

Please provide a response to the following:

1. As per the Downtown Master Design Guidelines all overhead utilities are to be relocated underground, please include those that cross over NW 6th Street and North Andrews AVE.
2. With the overheads relocated underground, and as to Section 47-13.20.H. in which talks about a design of the site development to be able to accommodate the required shade tree street trees, please propose shade tree street trees as per the Downtown Master Plan.
 - a. To provide a consistent and harmonious view of the intersection of NW 6th Street and NW 5th Street at North Andrews AVE. The corner palms usually ask for within the RAC zoning district will not be, as the other sites of these intersections do not and/or will not be having the corner palms.
3. Section 47-13.20.H. also is associated with the required clear path of the sidewalk, such as the street trees along North Andrews AVE that are proposed adjacent to the on-street parking stalls that obstruct the clear path. Please make adjustments to the development plan to accommodate the required street trees and clear path of the sidewalk.
4. Please verify if a turning lane will be required off of Andrews AVE and how the development will accommodate the required streetscape.
5. Please provide additional shade canopy street trees along NW 1st AVE such as at the pedestrian plaza and areas to where the trees are on approximant 30 feet centers and the cluster of Sabal palms that may be in between.
6. Adjustment of hashing as of the use of the Structural soil on plans may be needed.
7. Trees encroaching within the sight triangle are to have a minimum canopy height clearance of 8 feet.
8. 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.
9. 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 for NW 6th Street, NW 5th Street at North Andrews AVE.
 - 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.



10. Along NW 1st AVE and Andrews AVE there are hashing marks within the sidewalk that are not identified. On sheet S0-05 the cross section on Andrews mentions tree grate. Porous paving system to be utilized in place of metal tree grate system. per Section 47-13.20.H.2.i. Please verify what these hash markings identify.
11. Light fixtures with an overall height of more than ten feet shall be located a minimum of 15 feet away from shade trees, as per ULDR Section 47-21.12. Please illustrate light poles on Landscape plan with a measured distance from the tree trunk.
12. Tree preservation requirements apply, trees that may be saved by relocation should be done. Please investigate saving trees and palms on the site by relocation.
13. ISA Arborist report required for specimen size trees. Please include ISA Arborist contact information.
14. Verify open space and Landscape requirements for at grade. Please provide an overlay sheet that demonstrates the areas and supports the calculations.
15. Additional comments may be forthcoming prior to DRC sign off.

GENERAL COMMENTS

The following comments are for informational purposes.

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. 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.
3. 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.
4. 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.



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CASE COMMENTS:

Please provide a response to the following:

1. Residential and retail unit's entry and exterior doors should be solid, impact resistant or metal.
2. Residential units' entry doors should be equipped with a quality secondary deadbolt locking system and have a 180 degree peephole or view port for security.
3. Retail unit doors exterior doors should be equipped with burglary resistant lock systems like door pins or lock security plates.
4. The site should be equipped with a comprehensive CCTV system that is capable of retrieving an identifiable image of an individual on site. The system should cover all entry exit points, parking garage, common areas, mail room, storage areas and any sensitive area of the site.
5. Ground level stair doors should be egress only or access controlled. Stair doors into floors should be access controlled.
6. All elevator lobbies and / or elevators should be access controlled.
7. The parking garage resident's levels should be equipped with vehicular access control systems to prevent unauthorized intrusion or access to resident's vehicles.
8. All glazing should be impact resistant.
9. Light reflective paint should be used in the parking garage to increase visibility and safety.
10. Easily identifiable emergency communication devices should be available at the pool areas, common areas and the parking garage.
11. There should be child proof safety features to prevent unsupervised children access to the pool.
12. Retail tenant employees should only have access to their respective duty areas and not to the residential tenant amenities area unless their duties require it.
13. Lighting and landscaping should follow C.P.T.E.D. guidelines.
14. Office 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: UDP-S21015

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 7:00 pm within 250 feet of residential.
5. Solid Waste charges shall be included in monthly maintenance fee as prescribed in owner's association documents (Multi-family).
6. Solid Waste charges shall be collected in monthly lease with Sanitation account for property under one name (Commercial).
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. Containers: must comply with 47-19.4
9. Provide letter from chute company indicating make and model of proposed equipment and that it will meet the capacity needs of building.
10. Recommend trash chute accommodate recycling.
11. Draw equipment on plan to show it will fit in trash room.
12. 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.
13. Provide on the site plan a garbage truck turning radii for City review. Indicate how truck will circulate within property.
14. Solid Waste transport to trash rooms or to primary waste container shall be performed inside building using interior service corridor (Retail, Office, Condo, Hotel).
15. 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. 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: UDP-S21015

CASE COMMENTS:

1. Traffic study comments will be forthcoming.
2. 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 the driveway.
3. 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.
4. 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.
5. Place bollards on NE 1st Ave eastern sidewalk north and south of the proposed driveway on NE 1st Ave. The proposed sidewalk width is wide enough for a vehicle to drive on and through.
6. Illustrate clear sight triangle for the intersections and driveways.
7. Illustrate the upstream and downstream driveway and intersection sight triangle requirements depicted in:
Table 212.11.2 Parking Restrictions for Driveways and Intersections of the FDOT FDM.
<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2021/2021fdm212intersections.pdf>? Any parallel parking spaces with in these sight triangles must be removed.
8. 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.
9. Please add the following note to site plan if on-street parking is proposed "None of the on-street spaces are reserved for the development and may be used by any member of the public. The developer must be aware that they cannot count on-street spaces towards their parking requirement; the spaces may be removed at any time for any reason and the City of Fort Lauderdale will not relocate displaced on-street parking".
10. Please add the following note to site plan for the proposed drop off area in public right of way "None of the drop off areas are reserved for the development and may be used by any member of the public. The developer must be aware that they cannot count drop off areas towards their loading requirement; the drop of area may be removed or metered at any time for any reason and the City of Fort Lauderdale will not relocate displaced drop off area".
11. The city reserves the right to meter on street parking stalls in the public right of way at any time.



12. The applicant will be required to mitigate the loss of existing metered parking spaces that are lost due to the construction of this proposed development. Please coordinate with the Parking services manager Jeff Davis jedavis@fortlauderdale.gov 954-828-3797 on the appropriate mitigation cost for this development.
13. All proposed on street parking on N Andrews Ave will need to be approved by Broward County.
14. Provide a minimum of 7 feet wide Sidewalk on **NE 6th St, NE 5th St & NE 1st 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.
15. Provide a minimum of 10 feet wide Sidewalk on **N 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 4 feet in width.
16. 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.
17. 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.
18. 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-S21015

CASE COMMENTS:

Please provide a response to the following:

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 map and listing of officially-recognized neighborhood associations is provided on the City's website: <http://www.fortlauderdale.gov/neighborhoods/index.htm>). Provide acknowledgement and/or documentation of such outreach.
2. The site is designated Downtown Regional Activity Center (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. Be advised that development applications requesting residential dwelling units in the Downtown RAC are subject to RAC or Unified Flex unit availability at the time of site plan approval on a first come, first served basis. There is an approved site plan (DRC Case R19060) for this site to which will be null and void if the current application is approved. Units will be reallocated to this application and any additional units will be assigned accordingly. Any balance from the previously approved plans will be returned back to City's unit availability. Staff will advise the applicant on the status of these units during the DRC approval process.
4. The project is subject to either: (1) a 30-day review period by the City Commission, or (2) potentially subject to approval by the City Commission for deviations. The applicant will be required to submit a separate application if the project is placed on the City Commission agenda and will be responsible for public notice requirements per ULDR, Section 47-27. Note, the City Clerk's office requires a 48 hour notice prior to a Commission meeting if a presentation is planned, e.g. PowerPoint, and that such presentation be provided on a CD or flash drive for the City Clerk. Contact the case planner for more information (954-828-5019).
5. The project is subject to the requirements of Downtown RAC Education Mitigation Agreement or Broward County Public School Concurrency, as applicable. 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.
6. Provide a Plat Determination Letter from Broward County Planning Council verifying whether the property needs to be platted or re-platted. If a plat or re-plat is not required, contact the Broward County, Development Management and Environmental Review Section, at (954) 357-8695 to ensure that the proposed project is consistent with the latest recorded plat restriction(s). 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. Provide a 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 with the Transportation and Mobility Department.

8. In regard to physical, communication, and radar obstructions, the FAA requires a review for interference by the proposed construction of buildings. Provide a letter from the FAA indicating that such review has been performed based on proposed building height. FAA approval must be obtained prior to Final-DRC sign-off unless otherwise deemed unnecessary by the FAA.
9. Update the site data information on Sheets S1-01 and S1-02 to address the following:
 - a. Provide breakdown on residential unit sizes. Note, minimum unit size is 400 square feet;
 - b. Parking ratio calculations per use is incorrect as the project is not exempt from parking; and
 - c. Expand open space data to meet the requirements pursuant Section 47-13.20.E, clearly outlining the areas being calculated for open space. Staff recommends a separate sheet for open that would correlate with the data.
10. The project does not meet certain Downtown Master Plan (DMP) design intents as outlined in ULDR, Section 47-13.20 and Section 47-13.21, respectively. Staff has commented below under the applicable category and has provided images to assist the applicant.

Principles of Street Design

- a. Revise the street sections to clearly reflect the elements in the applicable cross section from the DMP for local streets and Andrews Avenue which should include the following elements: travel lane, on-street parking, street trees, and minimum 7-foot clear sidewalk. Staff recommends that the sidewalk width along NW 6th Street and Andrews Avenue should be a minimum clear path of 10 feet based on the high level of anticipated pedestrian activity;
- b. Street trees are not provided in a linear manner along Andrews Avenue and create pinch points along the pedestrian path. In addition, the street trees along NW 6th Street and NW 5th Street do not meet requirement as well as potential conflicts with overhead utilities, which needs to be addressed; and
- c. According to the survey, there are overhead power lines located along NW 6th Street and NW 5th Street that are to be placed underground and will require coordinate based on the context of the adjacent area. Provide information on the coordination to underground and provide drawing details that depict location of such in relation to street trees and buildings. Staff recommends cross section drawings.

Principles of Building Design and Storefronts

- d. The project does not maximize active uses and 'extroverted' ground floors with retail in strategic locations along Andrews Avenue given a large percentage has ground level parking as the use. The ground floor should provide a more pronounced retail presence at this location by lining the ground level with active use not parking;
- e. Building exceeds the maximum streetwall length of 300 feet with approximately 450 feet of building length for both Andrews Avenue and NW 1st Avenue frontage;
- f. Building tower doesn't comply with tower placement with the tower oriented toward NW 6th Street where it should be oriented to Andrews Avenue;
- g. Tower setback should be increased from 15 feet to 30 feet given the context of the surrounding area with shorter tower heights;
- h. Parking podium contains a significant area facing Andrews Avenue that is not adequately screened. Staff recommends incorporating liner units similar to the west elevation that fronts NW 1st Avenue or provide exceptional architectural screening for the parking structure fronting Andrews Avenue to meet intent. As proposed, the screening design is not acceptable screening;
- i. Provide for continuous pedestrian shading canopies at a minimum of 5 feet in depth; and
- j. Increase the number of balconies on the residential tower to animate the building façade.



Quality of Architecture

- k. Given that the proposed tower will be the tallest in the vicinity, the tower top design should be revised to provide for greater expression and add to the overall skyline composition in this area of Downtown;
 - l. Variation in roofline should be provided along Andrews Avenue and NW 1st Avenue to break the horizontal appearance of the building which results in a more massive building;
 - m. The use of murals should not be used solely for purpose of screening but rather treated as an added architectural element to the building facades. ; and
 - n. The lower level (first floor) should contain a double story height from ground to ceiling. This does not need to extend the full length of the building frontage, rather it can be placed in strategic locations in the project based on the overall design such as building corners or entrance areas. .
11. As proposed, the building design needs additional architectural treatments to reflect an authentic district character. Staff acknowledges the applicant’s design intent; however, the overall project appearance lacks elements that would enhance the character of the block, while staying consistent with the overall theme. These elements are portrayed in the images below which include variation in treatments along the rooflines, design elements such as carved openings on higher levels, cornices, double story glazing, articulation of building facades and distinctions of materials between different buildings.



12. The proposed paseo should be increased in width given the overall scale and size of the project. Plans denote a width of 31 feet, 6 inches however that is not the maintained width for the full length of the paseo. In addition, the paseo should align with the proposed plaza located in FAT Village West site plan to provide a visual corridor for pedestrians passing along Andrews Avenue, as well as provide for a consistent open space experience and plaza design for the projects.



13. Provide additional detail drawings for the ground level, specifically in areas where there is a grade change with stairs and ramps, include close up details of storefronts, and identify all screening materials along with images of product specifications in real life applications.
14. The vehicle access point along Andrews Avenue has two lanes of ingress which is not a safe design and creates a larger area for pedestrian / vehicular conflicts along the public realm frontage. Address this design by reducing the ingress/egress width.
15. Staff is unclear about the intent of the rectilinear space identified as "art glass box" along Andrews Avenue. Provide more information regarding intent and details. Note, the space cannot be used for signage.
16. Pursuant to Section 47-13.20. E, Open Space, the project does not appear to meet the open space requirements. Detailed information needs to be provided in the site data and specific sheet dedicated for open space should be provided. Staff recommends color coding the open space information clearly identifying what areas are being counted as open space.
17. Pursuant to ULDR Section 47-19.2.Z, All rooftop mechanical equipment areas, stair and elevator towers should be designed as an integral part of the building volume and shall be required to be screened with material that matches the material used for the principal structure and shall be at least as high as six (6) inches above the top most surface of the roof mounted structure. Address the following:
 - a. Provide detail drawing(s) with spot elevations of roof plan depicting adequate screening of roof mounted equipment;
 - b. Ensure the screening material is made of durable material and also meets the DMP tower design requirements; and
 - c. Describe in detail the proposed use of the rooftops as there appears certain areas proposed for active use. In addition, there should be consideration given to activating the residential tower roof level given the building will be the tallest in the vicinity.
18. Pursuant to Section 47-20.14, Photometrics values should be shown to the property lines. Depict this information accordingly.
19. Provide additional renderings from a pedestrian level perspective along street frontages and other various viewpoints in. Include nighttime renderings as well.
20. Provide a context plan that identifies the building line of the adjacent properties in the vicinity to illustrate consistency in building presence in Downtown. This plan should focus on the properties within the Downtown RAC.
21. Expand the phasing plan to include each phase development uses in data format and how each phase will meet all the ULDR requirements, including parking, landscaping, open space, etc.
22. It is recommended the following bicycle-related comments be addressed:
 - a. Provide breakdown of bike parking calculations and ratio for this project and include this information in the site data;
 - b. Indicate the location of bike storage for residents. Secured, accessible locations are recommended;
 - c. Consider installation of a bike-sharing station as an amenity and means of mobility for residents and patrons;
 - d. Bicycle parking is insufficient for this project given the intensity and uses. Increase the availability of bike parking and identify such; and



- e. Provide air pumps at the bike storage for patrons. Send email to Transportation and Mobility Department for information on bicycle parking standards and to obtain a copy of the Association of Pedestrian and Bicycle Professionals [APBP] Bicycle Parking Guidelines and Broward County End-of-Trip Bicycle Facility Guide.
23. Coordinate with the representative for Transportation and Mobility (TAM) Department regarding plans for addressing mobility within the area, necessary project mitigation, design coordination of NW 1st Avenue, and whether the project is located along a planned bike network.
24. Park impact fees are assessed and collected at time of building permit application per each hotel room and each residential unit. Please provide total park impact fee amount due. For reference, an impact fee calculator can be found at:
<http://www.fortlauderdale.gov/departments/sustainable-development/building-services/building-permits/park-impact-fee-calculator>
25. 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 materialsNote: Please note any proposed signs will require separate permit applications.
26. 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. The plans indicate the project will be LEED certified. Staff recommends the applicant provide a preliminary LEED worksheet for the application file.
27. An additional follow-up coordination meeting may be required to review project changes necessitated by the DRC comments.

GENERAL COMMENTS

The following comments are for informational purposes.

28. Be advised that State Statute, Section 166.033, states that development permits which require a quasi-judicial public hearing decision must be completed within 180 days unless an extension of time is mutually agreed upon between the City and the applicant. Please note this requirement.
29. 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 locations receive approval from the Building Service Department's DRC Representative.
30. Additional comments may be forthcoming at the DRC meeting.



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-DRT21006	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:	FAT Village East	
PROJECT ADDRESS:	501 Andrews Avenue	
REVIEW DATE:	5/11/2021	
CASE PLANNER:	Jim Hetzel 954-828-5019	
CONTACT INFORMATION:	jhetzel@fortlauderdale.gov	

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.		X		
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet).				X
S5	Maximize street trees on all Downtown Streets.		X		
S6	Encourage location of primary row of street trees between sidewalk and street.		X		
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees - 30 feet.	X			
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet				X
S9	Encourage shade trees along streets, palm trees to mark intersections.		X		
S10	Eliminate County "corner chord" requirement not compatible with urban areas.		X		
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials.		X		
S12	Discourage curb cuts on "primary" streets.		X		
S13	Encourage reduced lane widths on all streets.			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.	X			
S16	Bury all power lines in the Downtown Area. Comment: Existing overhead powerlines along Sistrunk Blvd. need to be coordinated for placement underground crossing Andrews Avenue as well as overhead lines along NW 5th Street.				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'.	X			
B3 *ULDR*	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).	X			
B4 *ULDR*	Framing the street: Maintain maximum building 'streetwall' length of 300 feet Comment: Building streetwall exceeds maximum length fronting both Andrews Avenue and NW 1st Avenue.		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. Comment: Tower should be oriented toward Andrews Avenue.		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: Given the context of Sistrunk Blvd. and proposed building tower height, the tower setback should be increased to 30 feet.				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.	X			
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations. Comment: Significant portion of the Andrews Avenue frontage is ground level parking with curb cut for parking garage access.		X		
B12	Encourage pedestrian shading devices of various types.		X		
B13	Encourage balconies and bay windows to animate residential building facades. Comment: Increase number of balconies on the building tower.		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		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.				X
B19	Mitigate noise pollution.				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.	X			
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart.	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).	X			
QUALITY OF ARCHITECTURE		YES	NO	N/A	MORE INFORMATION NEEDED
Q1	Skyline Drama: Encourage towers to contribute to the overall skyline composition. Comment: Tower needs additional design elements to add to the overall skyline with distinct architectural feature(s).		X		
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core. Comment: Although not 37 stories, the towers will be taller than the surrounding context and in conjunction with Q1 the tower should contain distinct architectural feature(s).		X		



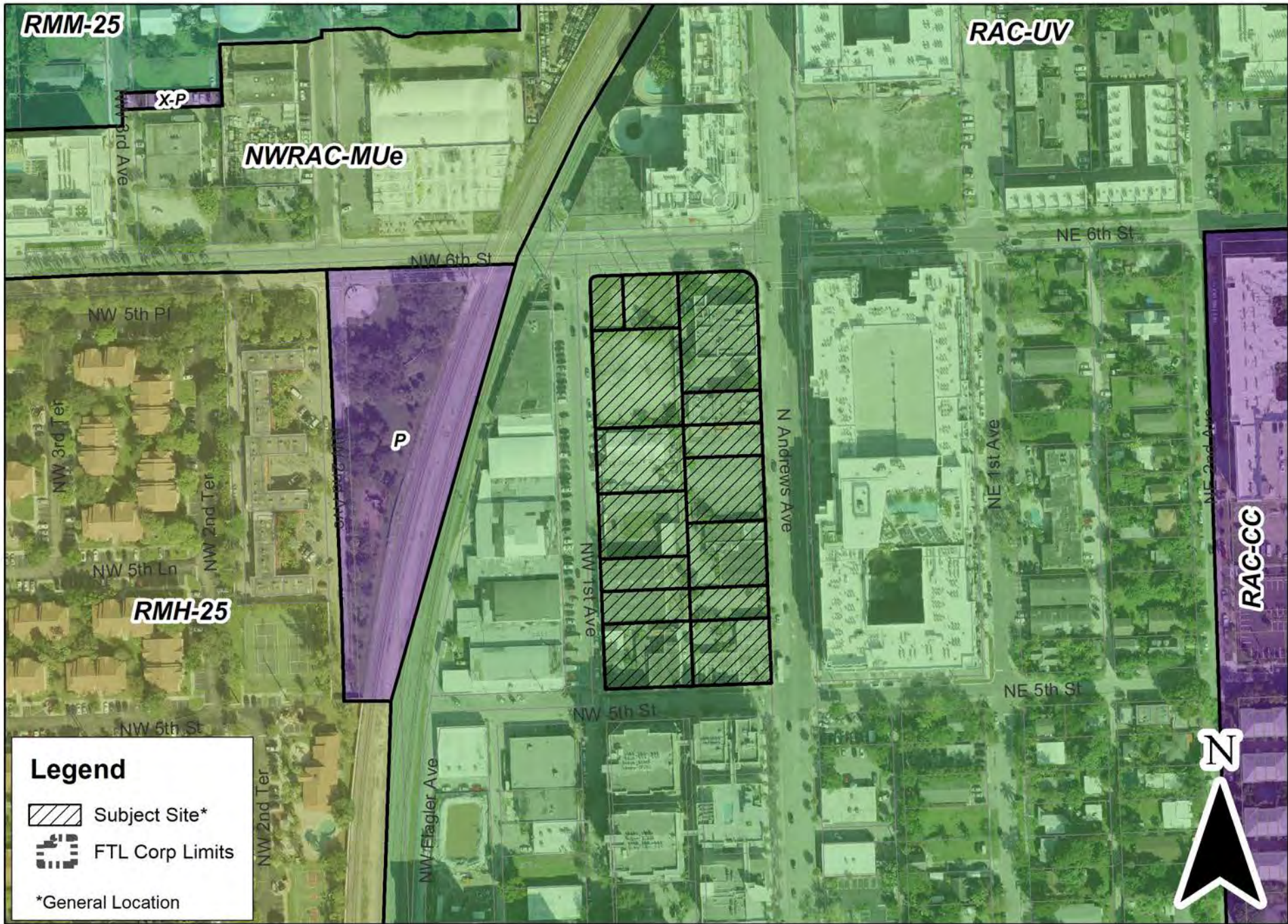
Q3	Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors	X			
Q4	Respect for Historic Buildings			X	
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored Comment: Significant area of the frontage along Andrews Avenue is parking podium and a portion of the ground level is parking. This is not consistent with the DMP design intent and needs to be re-evaluated.		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.				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: Staff acknowledges the proposed design approach and style; however, there needs to be additional architectural elements added to the project. See DRC comments.		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.		X		
STOREFRONTS		YES	NO	N/A	MORE INFORMATION NEEDED
SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations.		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.		X		
SF3	Encourage durable materials for ground floor retail and cultural uses.	X			
SF4	Encourage 15 foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.		X		
SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating.				
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth).		X		
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls		X		
SF8	Encourage well-designed night lighting solutions				X

INSTRUCTIONS: Choose applicable character area:

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.		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.	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	<p>Parking consistent with TOD Principles:</p> <p>Encourage structured parking with screening or liner building if parking provided.</p> <p>Surface parking should be configured into smaller lots rather than one large lot.</p> <p>Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station.</p> <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>		X		
T6	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.				X
T7	Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area.				X
T8	Encourage green buildings, green site design and green infrastructure.			X	
T9	Create attractive, active and safe multimodal systems.			X	



UDP-S21015

