



DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENT REPORT

MEETING DATE: November 29, 2022

**PROPERTY OWNER /
APPLICANT:** DFW 18, LLC. and PCN Warehouse, LLC

AGENT: Stephanie Toothaker, Toothaker.org.

PROJECT NAME: Nautica Residences and Hotel

CASE NUMBER: UDP-S22055

REQUEST: Site Plan Level III Review: Mixed Use Development Consisting of 695 Residential Units, 155-Room Hotel, 90-Boat Slip Marina, 16,700 Square-Feet of Commercial Use, 13,150 Square-Foot Restaurant, 4,600 Square-Foot Café with an Associated Parking Reduction Request in the Downtown Regional Activity Center

LOCATION: 400 SW 3rd Avenue

ZONING: Regional Activity Center - Southwest Mixed-Use District (RAC-SMU)

LAND USE: Downtown Regional Activity Center

CASE PLANNER: Jim Hetzel



Case Number: UDP-S22055

CASE COMMENTS:

Please provide a response to the following:

1. Specify uses and occupancy classification per Chapter 3 of the 2020 FBC.
2. Show provisions for either open or closed interior parking per section 406.5 or 406.6 of the 2020 FBC.
3. Specify height and area compliance per Chapter 5 of the 2020 FBC.
4. Provide building construction type designation per Chapter 6 of the 2020 FBC.
5. Specify fire-resistance rating requirements based on building separation per Table 601 and 602 of the 2020 FBC.
6. Provide occupancy loads with compliant life safety egress design per Chapter 10 of the 2020 FBC.
7. Indicate code compliant sprinkler system per Section 903 of the 2020 FBC.
8. Designate Fair Housing Provisions per the 2020 FBC Accessibility volume.
9. Designate transient logging guest room in accordance with the 2020 FBC Accessibility 224 and 806.
10. Show that exits stairways discharge directly to the exterior of the building leading to the public way FBC 1028.
11. Provide accessible parking spaces in accordance with section 208 of the FBC Accessibility Volume.
12. Interior exit stairways shall terminate at point where an exterior exit door is readily visible and identifiable per section 1028.1.1.1 of the 2020 FBC.
13. Reference the Florida Building Code 7th edition on plan for the proposed development [FBC 2020-101.2]

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-S22055

DEDICATION OF RIGHTS-OF-WAY:

- a. Provide permanent Sidewalk Easement as appropriate along east side of SW 3rd Ave to accommodate portion of pedestrian clear path that may be located beyond public Right-of-Way; show / label delineation in the plans.
- b. Provide permanent Sidewalk Easement as appropriate along north side of SW 5th St to accommodate portion of pedestrian clear path that may be located beyond public Right-of-Way; show / label delineation in the plans.
- c. Provide 10' x 15' (min.) permanent Utility Easement for any 4 Inch or larger water meter.
- d. Provide 10' x 15' (min.) permanent Utility Easement for the first private sanitary sewer manhole located within the proposed development (for City Maintenance access); show / label delineation in the plans as appropriate. Manhole will be required for proposed connection of 8" or larger.

CASE COMMENTS:

Prior to Planning and Zoning Board Meeting, 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/government/departments-a-h/development-services/building-services/engineering-permits/development-review-committee-service-demand-calculations-for-water-sewer-request-form>
2. Provide proof of ownership or authorization for Block 39, Lot 14 and 15 of Town of Fort Lauderdale Plat Book B, Page 40, DCR. In addition, property survey shall include said lots per Sec. 47-24.1.F.2.
3. The Survey title commitment has an effective date of October 31, 2013. Please provide an updated Survey with a Title Commitment or Opinion of Title of no more than thirty days prior to the date of submittal and must be certified to the City of Fort Lauderdale.
4. 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. Provide disposition of existing down guys that encroach within the proposed development.
5. Clearly indicate on plans the limits of construction and how the proposed improvements will transition into the existing or proposed by others (on-site and off-site).



6. Provide approval for the construction of the proposed ramps along FEC property.
7. Proposed ramp on NE corner of the intersection between SW 3rd Ave and SW 5 ST shall be aligned with existing ramp on the South.
8. Show in the plans the transitions from proposed Type F curbs and gutter to proposed Type D curbs and valley gutters.
9. Proposed retaining wall along the East property line shall not encroach onto SW 5th St.
10. 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 or any other utility easement.
11. More prominently show on all plan sheets and typical roadway sections the proposed Sidewalk Easements 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.
12. Building Elevations: Show and label existing and proposed Right-of-Way and/or Easement boundaries, existing/ proposed utility easements and horizontal building clearances on all building elevation / section details, as appropriate. Label vertical clearance above public access sidewalks for the proposed building overhangs where applicable. Refer to Section CC on sheet L0-0-03 for example, with building overhang along SW 5th ST.
13. Provide a continuous sidewalk at driveway on SW 3rd Ave and SW 5th St.
14. Discuss disposition of existing monitoring wells and status of any ongoing environmental mitigation of previously existing Underground Storage Tanks (UST's) on the property to be developed, as required by the Broward County Environmental Protection Department (EPD) and/or Florida Department of Environmental Protection (FDEP).
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).
16. Proposed exterior building doors 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.
17. Show dumpster's location and provide accessibility to meet ULDR Section 47-19.4.D.7. Where dumpsters serving restaurants are required to have a drain connected to a grease traps, the minimum elevation of either the raised concrete slab or the drain shall be set at or above Design Flood Elevation to minimize inflow and infiltration into the City's sanitary sewer system.
18. Provide and label typical roadway cross-sections for the proposed development side of SW 3rd Ave, SW 5th ST at driveway access points, at on-street parallel parking lanes, and at landscape swale areas (i.e. between travel lane and sidewalk) as appropriate.



19. Design criteria for the proposed cul-de-sac at the end of SW 3rd Ave shall follow standard engineering design and geometry.
20. Proposed on-street parking lane shall be denoted on plans as such. Please remove drop off area notes.
21. Label on Site Plan Data Table the required and proposed type of loading zone(s) required, per ULDR Section 47-20.2 Table 2 and Section 47-20.6. If applicable, show truck turning template circulation (label typical minimum centerline turning radius) entering and exiting the site as required for the proposed development. Turning geometries and loading zone design shall be in accordance with ULDR Section 47-20.6.
22. For surface or ground-level parking lot layout and all levels in the parking garage:
 - 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.
 - 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. 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.
23. Provide 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.
24. Proposed water tap and service line size shall match proposed meter. Meter shall be located within private property for meters 4" or larger. Please see also easement comments C and D under Dedications of Right-of-Way, Page 1.
25. Proposed sanitary sewer service line of 8" and larger shall terminate in a manhole within private property. Please see also easement comments C and D under Dedications of Right-of-Way, Page 1.
26. Provide sufficient existing and proposed grades and information on conceptual Paving, Grading, and Drainage Plan and details to demonstrate how stormwater runoff will remain onsite ((include typical cross-sections along all property lines as appropriate, typical lot grading for the proposed single family homes within the development, and depict how the new stormwater system will connect to the existing on-site drainage system)), and how the proposed project improvements (i.e. on-street parking, sidewalks, etc.) will not adversely impact the adjacent Right-of-Way, properties and waterways.
27. Right-of-way (roadway and public sidewalk) grading design along SW 3rd Ave and SW 5th ST shall follow and be restricted by the existing crown of road elevation.
28. Show location of building roof drains, and their proposed connection(s) to the on-site drainage system in the Civil plans.



29. 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 10-year/1-day storm event drainage criteria).
30. 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. 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.
31. Show and label all existing and proposed utilities (utility type, material and size) on 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.
32. 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.
33. 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.

ADVISORY: Within adjacent City Right-of-Way, staging/storage will not be allowed, construction fence shall not encroach within intersection corner sight triangles, construction fence gates shall not swing into the public Right-of-Way, and any loaded Jib Crane radius shall not extend beyond private property boundaries. Any City Right-of-Way closure over 72 hours requires a Revocable License Agreement, processed by Property Right-Of-Way Committee (DRC) and approved by the City's Commission, prior to Right-of-Way permit issuance by the Department of Sustainable Development for Maintenance of Traffic.

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-S22055

CASE COMMENTS:

Please provide a response to the following:

1. 2014 Existing Map AH-5.
2. Ground floor finished floor elevation proposed at 7.0 ft NAVD is acceptable. Minimum 6 ft NAVD is required

GENERAL COMMENTS

The following comments are for informational purposes.

1. 2019 Preliminary Flood Zone to change to AE-6.
2. Additional comments may follow pending submittal of complete plan set.



Case Number: UDP-S22055

CASE COMMENTS:

Please provide a response to the following.

1. Tree preservation requirements apply and are to be followed. Please investigate candidates for relocation in place of removal and mitigate. Please have ISA Arborist evaluate site trees and palms for relocation.
2. Provide an existing tree site plan or existing tree site survey illustrating all existing trees and palms, and number each one.
3. Provide a corresponding list, as per ULDR 47-21.15, of these trees/palms including:
 - a. tree number for each
 - b. botanical name and common name for each
 - c. trunk diameter, in inches, at chest height for trees
 - d. clear trunk in feet for palms
 - e. condition percentage as a number for each
 - f. indicate status for all existing trees/palms on site (remain, relocate, remove)
4. Provide tree protection barricade detail for existing trees on site to remain, as per ULDR 47-21.15. This barricade must be installed prior to the beginning of proposed work, and a landscape job-check inspection may be scheduled.
5. Please provide tree and palm mitigation in equivalent replacement and equivalent value and how the mitigation is being provided.
<https://www.fortlauderdale.gov/home/showpublisheddocument/67614/637889169624700000> this is a link to the city web page to assist in calculation of the mitigation.
6. For specimen size trees, provide ISA Certified Arborist report for specimen trees, as per ULDR 47-21.15. This report is to be on ISA Certified Arborist business letterhead with contact information and ISA Certification number clearly stated. This report would include tree survey with numbered trees, a corresponding table which includes tree number, botanical name and common name, trunk diameter at breast height, clear trunk for palms, condition percentage, etc., and a written assessment of existing tree characteristics. This information is required to calculate equivalent value mitigation.
7. Please provide streetscape as per Section 47-13.20.H. RAC Streetscape Design. Proposed streetscape deficient in yet not limited to, palms at the intersection, shade trees on 30 feet centers between the public realm of the sidewalk and traffic area and travel lane(trees adjacent to traffic area may be closer to the trees within the landscape area of the bulb-out), landscape area bulb-outs after every three parking stalls.
8. Indicate on Landscape plan measured distance between street trees. Street trees to have 30 feet separation, those in landscape strip next to parking stall may be closer then 30 feet to those in bulb-out landscape area.



9. Utilities and site amenities such as walkways, flagpoles, transformers, fire hydrants, sewer and water supply lines, trash enclosures, and similar items located on the site shall not be placed adjacent to, in, or under required tree planting areas, as per ULDR Section 47-21.12. Confirm with civil, site and life safety plans that utilities and site amenities are not causing conflicts with proposed landscaping. Where conflicts exist, shift the utility and/or site amenities.
 - a. Street trees are to be continuous fronting the street, please shift any amenities that conflict with street tree placement.
10. Street trees are suggested to be at a height of 20-22 feet OA while the minimum is 16 feet OA with 7 feet of canopy height, please correct the size shown for the street trees on tree list.
11. Please note, palms at the intersection corners are to be a minimum 16 feet OA with a minimum 8 feet of gray wood.
12. Please view Design Guidelines as to corner palm placement and shade tree street trees. Separation between corner palm and first shade tree of 15-20 feet is supported by the Department. Please show measured separation between street trees.
13. A minimum separation of 6 feet is required between the tree trunk and travel lane when curb and gutter DO NOT exist, and a minimum separation of 4 feet is required between the tree trunk and travel lane when curb and gutter DO exist. Illustrate this clearance on Landscape plan.
14. Section 47-13.20.H.1. The onsite open to the sky vehicle use area is to meet all VUA landscape requirements of Section 47-21. Please provide site calculations, requirements and demonstrate how they are being met. Also, provide, in tabular format, all required versus provided landscape calculations.
15. The use of structural soil is required in paved sites to provide adequate soil volumes for tree roots under pavements, as per ULDR Section 47-21.13. Structural soil details and specifications can be obtained at <http://www.hort.cornell.edu/uhi/outreach/index.htm#soil> This is to be provided at a minimum of 8' radii of tree trunks, and is to be consistently illustrated and noted on landscape, site and civil plans.

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

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

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



16. Illustrate and label the horizontal clearance from tree trunk to edge of utility on the landscape plan. Landscaping must provide a minimum horizontal clearance of 5 feet for small trees and palms, and a minimum of 10 feet for large trees and palms from underground utilities. Provide a cross section detail to illustrate this clearance.
17. 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 show light fixtures with the measure clearance on Landscape plan.
18. Please provide an overlay sheet with measured areas and calculations demonstrating open space and landscape area at grade is being met.
19. 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. 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 submit for tree removal at this time of DRC submittal.
2. Note that tree removal at time of demolition will not be permitted unless the Master Permit for redevelopment has been submitted for review.
3. Proposed landscaping work in the City's right of way requires engineering approval. This approval requires documents to be submitted for Engineering review. Note that Landscape will not approve permit review without these Engineering documents being submitted.



Case Number: UDP-S22055

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 area should be equipped with a child proof access control feature to prevent unsupervised children access to the pool.
9. Marina area should be equipped with child proof access control features to prevent unsupervised children access to the water.
10. A CCTV system should be employed throughout the property with focus on entry/exit points, elevators, parking garage, hallways, pools, marina and all common areas. It should be capable of retrieving an identifiable image of a person.
11. Emergency communication devices should be placed in the parking garages, pools, marina, and common areas. These should be easily identifiable and accessible.
12. Light reflecting paint should be used in parking garage to increase visibility and safety.
13. All restricted areas and resident only areas should be access controlled and labelled as such.
14. Elevators should be access controlled and labelled as such, to indicate resident only access, hotel patron access, versus public access.
15. Parking garage should have access control separating private residential parking from public access parking.
16. Office and storefront doors, restroom 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-S22055

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 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. Solid waste collection shall be from a private loading area.
7. Confirm where the collection will take place within the site.
8. 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).
9. Provide on the site plan a garbage truck turning radii for City review. Indicate how truck will circulate within property.
10. Consult DRC Engineering staff to ensure adequate vehicle height and width clearance, configuration for accessibility to containers, and to confirm circulation standards are met.
11. Show containers on site plan. Trash room must accommodate trash and recycle containers.
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. Containers: must comply with 47-19.4
14. 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 dwilson@fortlauderdale.gov. Letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and container requirements to meet proposed capacity.
 - o Community Inspections will reference this Solid Waste Plan for sanitation compliance issues at this location.

GENERAL COMMENTS

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. None



Case Number: UDP-S22055

CASE COMMENTS:

1. Submit a formal sign and sealed traffic impact statement and include the trip generation formulas and sheets from the ITE trip generation manual. If a traffic study is needed Pursuant to 47-25.2.M.4. Applicant must fund City's review by consultant and pay a \$4,000 deposit prior to scheduling a methodology meeting after which the study will be prepared, transmitted and reviewed by the City's consultant. Staff and consultant's review concerns shall be adequately resolved prior to gaining authorization for either the Planning & Zoning Board or City Commission hearings. Take into consideration that the review of this study, once submitted, will take about 4-6 weeks once all documents are received.
2. As part of the Traffic Study, perform an all way stop warrant analysis for the intersection of SW 5th St and SW 3rd Ave.
 - a. If an all way stop condition is not warranted, consider installing other traffic calming measures at this intersection such as a raised intersection.
3. As part of the Traffic Study, perform a mid-block crossing warrant analysis for the proposed pedestrian crossing on SW 5th St just west of SW 2nd Ave and the for the proposed crossing on SW 3rd Ave just south of the proposed driveway.
 - a. The proposed crossings will require pedestrian crossing signs MUTCD sign W11-2 & W16-7P at each end of the crossing or rectangular flashing beacon signs.
4. Align the eastern drive aisle with SW 2nd Ave south of SW 5th St, the deflection angle must not be larger than 11 degrees.
5. 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.
6. 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.
7. 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.
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.

9. 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.
10. Provide clarification on garage operation and accessibility (gate, ticket gate, etc.) for this development. Please note that if a gate is proposed, a queueing analysis based on the gate operations will be required as part of the Traffic Impact Study.
11. 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 can not be met then a valet parking must be provided.
12. 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 facilities, 50 spaces or less 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.
13. Illustrate the upstream and downstream driveway and intersection sight triangle requirements 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/2022/2022fdm212intersections.pdf>
14. Provide a minimum of 7 feet wide on **SW 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 4 feet in width.
15. Provide a minimum of 7 feet wide on **SW 3rd 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. 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.
17. 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.
18. The city reserves the right to meter on street parking stalls on the public right of way at any time.
19. Please add the following note on the site plan for the on-street parking, "None of the on-street spaces are reserved for the development and may be used by any member of the public. On-street spaces will not count towards the parking requirements for the project; The spaces may be removed at any time for any reason and the City of Fort Lauderdale will not relocate displaced on-street parking."
20. 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.
21. 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-S22055

CASE COMMENTS:

Please provide a response to the following:

1. Pursuant to Public Participation requirements of Unified Land Development Regulations (ULDR), Sections 47-24.1.F.14 and 47-27.4.A.2.c, the applicant must complete the following:
 - a. Prior to submittal of an application to the Planning and Zoning Board (PZB), the applicant shall:
 - i. Provide notice via e-mail and regular mail to the official city-recognized civic organization(s) within 300 feet of the proposed project, notifying of the date, time and place of applicant's project presentation meeting to take place prior to the PZB meeting (a listing of officially-recognized neighborhood associations is provided on the City of Fort Lauderdale website: <http://www.fortlauderdale.gov/neighbors/civic-associations>); and,
 - ii. Provide notice via mailed letter to property owners whose real property is located within 300 feet of the proposed project, notifying of the date, time and place of applicant's project presentation meeting to take place prior to the PZB meeting.
 - b. The applicant shall conduct the public participation meeting(s) a minimum of 30 days prior to the PZB. This date and location of the meeting are at the discretion of the applicant. Once the meeting(s) is conducted, the applicant shall provide a written report letter to the Department of Sustainable Development, with copy to subject association(s), documenting the date(s), time(s), location(s), number of participants, presentation material and general summary of the discussion after a public participation meeting(s). The report letter shall summarize the substance of comments expressed during the process and shall be made a part of the administrative case file record. A minimum of ten (10) days prior to the PZB meeting, the applicant shall execute and submit an affidavit of proof of public notice to the Department.
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. Pursuant to State Statute 166.033(1), the application must be deemed approved, approved with conditions, or denied within 180 days of completeness determination unless a mutually agreed upon time extension is established between the City and the applicant or a waiver is submitted. City acknowledges that the applicant has submitted a waiver.
4. The project is subject to approval by the City Commission for deviations that include height, streetwall length, podium height, tower separation, tower setbacks, and building setbacks. 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. Pursuant to ULDR, Section 47-24, this application requires review and approval by the Planning and Zoning Board (PZB) and City Commission. Note that fees are assessed for PZB and Commission review, and the applicant is responsible for all public notice requirements. If applicant presents to the PZB then a copy of the presentation shall be provided to the case planner. For more information contact case planner at jhetzel@fortlauderdale.gov or 954-828-5019.
6. 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.
7. Applications requesting residential dwelling units are subject to unit availability at the time of site plan approval on a first come, first served basis. Application submittal does not guarantee unit availability. Units will be allocated to this project and assigned accordingly upon site plan approval. Applicant should be prepared that unit allocation may be tied to affordable housing requirements for unit allocation. Staff will advise the applicant on the status of these units during the review and approval process.
 8. 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](#)
 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 with the Transportation and Mobility Department.
 10. 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 and specifically state approval of the building heights. FAA approval must be obtained prior to PZB.
 11. This property is located within an Archaeologically Significant Zone identified through a phased archaeological survey of Broward County conducted between 1991 through 1995 by Archaeological and Historical Conservancy, Inc., and is periodically updated by Broward County. In accordance with City of Fort Lauderdale's Historic Preservation Element of the Comprehensive Plan Objective 1.2, Policy 1.2.3a, and as per the Certified Local Government Agreement between the City of Fort Lauderdale and the State of Florida, Department of State, Division of Historical Resources, that states that the City shall generally follow a public policy of protecting, preserving, and planning for the protection and preservation of resources of historical, architectural, and archaeological value are within its jurisdiction:
 - a. Following review of the land use and development history of the property, it has been determined that there is a potential for archaeological deposits to be within the subject property and a professional archaeologist, who meets the Secretary of the Interior's Professional Standards for such work as set forth in 36 CFR part 61 as amended, should monitor ground disturbances. For more information, please see attached letter from the City's archaeological consultant, Coastal Archaeology and History Research, Inc.; and
 - b. A Letter of Agreement from a professional archaeologist must be submitted in coordination with building permit applications for demolition and new construction. A letter report of monitoring activity should be submitted by the archaeologist to Trisha Logan prior to issuance of Certificate of Occupancy. For any questions, please contact Trisha Logan, Principal Urban Planner, at tlogan@fortlauderdale.gov or 954.828.7101.
 12. 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. S-3, Maximize On-street Parking; The project does not meet this design intent with limited on-street parking and drop-off areas are proposed.
- b. S-5, Maximize Street Trees; The streetscape design lacks sufficient street trees along both SW 3rd Avenue and SW 5th Street, nor does it provide a primary row of street trees between the sidewalk and street. Applicant needs to address this issue.
- c. S-16, Underground Utilities; There are overhead utilities at the southeastern portion of the site that will need to be placed underground.
- d. Local Streets; Project is not meeting the local street cross section for SW 3rd Avenue. Revise the plans accordingly. In addition, there is insufficient information to determine if the project is meeting the cross section for SW 5th Street. Provide more detailed architectural cross sections for each street frontage that depicts dimensions and cross section elements, as well as the building setback and placement.

Principles of Building Design and Storefronts

- e. B-1, Framing the Street; Building "streetwall" should generally meet setback line. The building does not meet the built-to-line along SW 3rd Avenue. As provided in the DMP, there shall be 35 feet from centerline to building face with the building line generally meeting this requirement within a certain percentage. In addition, there are proposed ramp and stairs encroaching into the street which extends out from the building line.
- f. B-1, Framing the Street; Project is not meeting the minimum and maximum building 'streetwall' heights. There are nine floors of parking with an overall podium height of 100 feet, which is taller than the permitted seven floors in the DMP.
- g. B-4, Streetwall Length; Project exceeds the maximum streetwall length of 300 feet with a streetwall length proposed at approximately 777 feet.
- h. B-7, Stepback; Project is not meeting stepback along SW 3rd Avenue for the hotel tower.
- i. B-9, Parking Garages; A portion of the west elevation does not achieve exceptional garage screening as outlined in the DMP and should be redesigned to include more liner uses, articulation, variation in form and variety in treatments.. Ensure that images / photographs of real product application of screening are provided.
- j. B10, Main Entrances; Provide location of retail entrances on the site plan and ground level. In addition, entrances to the hotel and restaurant as well as the entrances to the residential and adjacent restaurant should be better designed to create a sense of arrival and synergy between the uses with potential plaza space.
- k. B12, Shading Devices; Provide for continuous pedestrian shading canopies along street frontages with a minimum of 5 feet in depth for protection from the elements.
- l. B18, Mitigate Light Pollution; Provide information on building illumination from ground level to tower tops.
- m. B-21, Vertical Tower Separation; The distance between the hotel tower and residential tower does not meet the minimum 60 feet distance separation.

Quality of Architecture

- n. Q1, Skyline Drama; The proposed southern residential tower rooftop does not meet the intent outlined in the DMP which states that buildings in special / prominent locations in Downtown should have sculptural tower elements designed to be seen from various angles. Revise the design to meet the design intent.
- o. Q1, Skyline Drama; Additional detail drawings and information is needed for the tower top design for the hotel and northern residential tower. Plans lack sufficient detail drawings to determine if the design meets the DMP.
- p. Q3, Quality of Materials; Expand the building materials especially at the lower pedestrian levels with higher quality materials and provide detail drawings with all building material identified and labeled.
- q. Q5, Parking Podium; Parking screening does not meet design intent, requiring exceptional design



solutions as previously stated in comments. See example images below.

- r. Q7, Creative Façade Composition; Provide for more variation on the podium design given the overall length of the building. Building corners should contain greater expression, increased articulation and movement, triple story height for the first level or other techniques to emphasize the ground level experience and create an exceptional public realm. See images below for examples.



12. Be advised that the City Commission adopted the Downtown New River Master Plan (NRMP) through Resolution No. 08-192 setting a vision and providing a guide for future development along the New River in Downtown. As proposed, the project does not meet certain NRMP design intents as outlined in the master plan document. Staff has commented below under the applicable category.

Principles of Street Design

- a. X-4, Stepback, 30 feet within 200 feet of property line facing the river. Project is providing not a stepback for the hotel tower.
- b. X-4, Shoulder Height, four floors with 30-foot stepback along river is required and the project is proposing seven floors and no stepback.
- c. X-4, Ground Floor, multiple entrances for residential buildings should be provided which is not being provided.
- d. X-7, Railway Frontage, a 20-foot greenway with an eight foot wide path, parking and services entrances along with shade trees.

Character Area: Tarpon River Neighborhood

- e. Massing, setback from New River should be 60 feet which the restaurant encroaches into this setback distance.
 - f. Massing, stepback from New River should be 30 feet, which the project is not provided as previously stated above.
 - g. Massing, podium height along New River should be four floors, which the project is not provided.
 - h. Ground Floor, minimum of one entrance every 50 feet. Provide more information on the entrances to uses on the ground level this requirement.
13. As proposed, the site plan is designed with the building footprint occupying the majority of the site leaving minimal space for adjustments, pedestrian plaza areas, riverfront space, and other site elements that would provide for a great public realm experience. The site design should be reevaluated to address the following: (1) locate the Riverwalk connection adjacent to the river consistent with the Riverwalk Master Plan with the hardscape design matching the existing Riverwalk design, (2) provide more pedestrian plaza space at the ground level near entrances to the restaurants and residential lobbies. (3) provide more street canopy and shade along the street frontages, (4) and building footprints should articulate in key locations with shifting the storefront back allowing for more grandiose entrances and plaza space.
14. As proposed, the buildings are designed exceeding the building form requirements in the DMP and contains minimal articulation especially the podium levels, lacks enhanced building corner treatments, minimal pedestrian level floor to ceiling heights, and is absent of creative pedestrian space with increased building to building space given the size and location of the project. In addition, the project doesn't contain high-quality materials that enhance the overall appearance of the project. See images below for intent examples.





15. The proposed Riverwalk connection does not meet the New River Master Plan and Riverwalk plan and vision. The Planning and Zoning Board approved the Riverwalk Residences development with a condition that the entire Riverwalk frontage be completed with Phase 1 of Riverwalk Residences which would include this proposed site.
16. Provide the following changes on site plan:
 - a. While it is recognized the marina is a unique use along the New River, it is important to find creative and innovative solutions to incorporate the Riverwalk experience as part of this use and find opportunities to finalize this last segment to complete the continuous Riverwalk experience along the New River as intended. Creative pedestrian connectivity in front of the dry storage should be provided in order to maintain the pathway along the New River. See images below for examples.





- b. Relocate the residential condo entrance to the corner of the building creating a stronger building presence along SW 3rd Avenue;
 - c. Strategically locate the stairs and ramp on the site to reduce the amount of space needed such as within the building rather than parallel with the public realm; and
 - d. Locate bike parking and scooter parking adjacent to the entrances.
17. Update the site data information on Sheet A-102 to address the following:
- a. Provide breakdown on residential unit sizes and number of bedrooms;
 - b. Indicate the amount of bicycle parking and bike storage; and
 - c. Include open space data to meet the requirements pursuant Section 47-13.20.E, clearly outlining the areas being calculated for open space.
18. Provide the following changes on the building floor plans:
- a. Provide parking space dimensions for typical parking stall size in the garage;
 - b. Provide floorplate size for each level including the balconies for gross;
 - c. The parking levels contain tandem parking. Be advised that tandem parking requires valet and a valet parking agreement with the City will be required;
 - d. The roof plan lacks sufficient information to review. Revise based on submittal specifications required by the City; and
 - e. Note, hotel rooms must be a minimum 120 square feet exclusive of bathrooms areas and closet space and hotel suites a minimum of 450 square feet.
19. 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 materials. There should be a detailed drawing for each street frontage.



20. Provide pedestrian-level perspective renderings of project as viewed along the street, and aerial oblique perspectives in context with adjacent properties and surroundings, from opposing views. Show clear and accurate 3-dimensional views in context with the surrounding area.
21. 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 Sheet A-102 and Sheet A-103 will need to be revised to not include any vehicular use areas.
22. Pursuant to Section 47-20.14, provide photometric plan with values that extended all the way to property lines which would include the alley.
23. 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 on roof plan depicting height of screening and height of equipment to ensure adequate screening of roof mounted equipment.
 - b. Provide detail drawing and information on screening materials.
 - c. Provide images of product screening material in real application. Screening must be 100% opaque.
24. Pursuant to the Comprehensive Plan, Urban Design Element, Goal 2, Objective UD 2.2, Policy UD 2.2.4, consider placement of public art on the development site to align 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.
25. 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 a patrons.
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.



GENERAL COMMENTS

The following comments are for informational purposes.

27. An additional follow-up coordination meeting may be required to review project changes necessitated by the DRC comments.
28. 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.



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-DRT2020	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:	Nautica Residences and Hotel	
PROJECT ADDRESS:	400 SW 3 rd Ave	
REVIEW DATE:	10/31/2022	
CASE PLANNER:	Jim Hetzel	
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.				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		X		
B5 *ULDR*	Maintain maximum Floorplate Area for towers based on character area	X			



DESIGN REVIEW TEAM (DRT) COMMENTS

Planning Area: New River 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-DRT2020	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:	Nautica Residences and Hotel	
PROJECT ADDRESS:	400 SW 3 rd Ave	
REVIEW DATE:	10/31/2022	
CASE PLANNER:	Jim Hetzel	
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	Public streets and alleys, including air rights, leading to the river are discouraged from being closed/ vacated; alleys may be re-oriented on a case-by-case basis to facilitate a better design solution, provided the alley functions (service/parking access) are maintained in its new orientation.			X	
S2	At street terminus/ turnaround, do not break the continuity of the Riverwalk. Comment: Proposed plan breaks the continuity of Riverwalk.		X		
S3	At street terminus/turnaround, street width should be as narrow as possible, and sidewalks should be extra-wide.			X	
S4	Discourage right turn lanes.			X	
S5	Reduce lane widths and maximize sidewalk dimensions on streets leading to the river; sidewalks should accommodate a consistent, unique street-tree and landscape concept on these streets.		X		
S6	New paths (mid-block) leading to the river are encouraged, where possible, within private development.			X	
STREET DESIGN (APPLICABLE STREETS)		YES	NO	N/A	MORE INFORMATION NEEDED
-	Andrews Avenue			X	
-	SE 3 rd Avenue			X	
-	SW 5 th Avenue			X	
-	Local Streets Leading to River	X			
-	SW 6 th Street between SW 4 th Avenue and Andrews Avenue			X	
-	SW 7 th / 4 th Avenue			X	
-	FEC Railway South of the River	X			
QUALITY OF ARCHITECTURE		YES	NO	N/A	MORE INFORMATION NEEDED
B1	Encourage expressive tops for tall buildings above 25 stories (riverfront towers only).		X		
B2	For lots with multiple towers, encourage variation in tower height, with the smaller tower placed closer to the river.		X		
B3	Encourage riverfront towers to orient the narrowest dimension parallel to the river's edge.		X		
B4	Along SW 6 th Street (between SW 4 th Ave. and Andrews Ave.) apply 7-story building "shoulder" height, and "stepback" of 30' for properties within the "Near Downtown" Character Area, and 15' for properties within the "Downtown Core" Character Area.			X	



B5	Where maritime uses occur, encourage the integration of active public uses along public rights-of-way; pedestrian access shall not be interrupted; avoid fences, gates and other barriers.		X		
B6	Avoid internalized maritime facilities; increase visibility of maritime uses.	X			
B7	Encourage active uses facing all public parks and public spaces.	X			
B8	Encourage courtyards surrounded by active uses for buildings facing SW 6th Street.			X	
B9	Encourage loading, building service, and parking access via alleys, wherever possible.	X			
B10	Exposed parking garages at any level shall not be allowed along river-facing and public park frontages; active liner uses are required (residential, retail, office) at all levels.	X			
B11	Parking garage and service access entrances are encouraged to occur in the following locations, from most to least desirable: 1) alleys or service roads; 2) streets without a strong pedestrian-oriented focus.	X			
B12	Parking garage and service access entrances are encouraged to occur beyond 200' of river-facing property line, or mid-block, whichever is less.		X		
B13	Parking garage and service access entrances are discouraged along public parks.	X			
B14	Replace or re-design any existing parking garages along the river to satisfy Master Plan and Update, and New River Master Plan Design Guidelines, if site redevelopment occurs.			X	
B15	Discourage surface parking lots with more than 10 spaces within 200' of the river's edge.	X			
ACTIVE BUILDING PROGRAM ALONG THE RIVER		YES	NO	N/A	MORE INFORMATION NEEDED
-	New riverfront developments within Character Area <u>2</u> should devote 10 percent of their total building square footage, or a minimum of 15,000 square feet (whichever is greater) to retail, restaurants, and entertainment uses at the ground level along the Riverwalk.	X			
-	Existing building on both sides of the Riverwalk are encouraged to add retail, restaurants, and entertainment space at the ground level along the Riverwalk, if site redevelopment occurs.		X		
-	New riverfront developments are encouraged to include at least two restaurants included in the required amount of commercial space. One restaurant should be between 4,500 to 5,500 square feet and the other between 6,000 to 8,500 square feet. The depth of the restaurant space should be at least 100 to 125 feet while the other retail space can have a depth of between 60 to 70 feet. The New River commercial frontage space should occupy the entire width of the building frontage along the Riverwalk.		X		
CHARACTER AREA (2-A TARPON RIVER NEIGHBORHOOD WATERFRONT)		YES	NO	N/A	MORE INFORMATION NEEDED
-	Setback from river edge: 60 feet minimum	X			
-	Varying shoulder height and stepback Max shoulder height (4 stories) Minimum stepback 30 feet		X		
-	Public waterfront access	X			
-	Minimum 2 rows of continuous shade trees required along the Riverwalk.		X		
-	To avoid excess paving/hardscape along the Riverwalk Promenade, the combines width of all paved paths at any given point is limited to 15 feet.		X		



-	Heavy emphasis on shade trees and lush, dense vegetation.		X		
-	More informal landscape design.				X
-	Minimum 75% frontage for active uses.	X			
-	Intermittent retail in strategic locations.		X		
-	High level of transparency.	X			
-	Lobbies discouraged; locate on side streets.			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 stepbacks from the 'shoulder' are encouraged at 30 feet to reduce the impact on the street.		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	X		
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations.	X			
B12	Encourage pedestrian shading devices of various types.		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	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*ULDR*	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.		X		
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.		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		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.		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.	X			
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.				
T3	Encourage pedestrian connections to transit stops and bike parking.				
T4	Encourage bike connections to transit stops and bike parking.				
T5	Parking consistent with TOD Principles: Encourage structured parking with screening or liner building if parking provided. Surface parking should be configured into smaller lots rather than one large lot. Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station. Parking should not face onto plaza or park space of any transit station. Include parking for mopeds, scooters, motorcycles, and other similar vehicles				
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.				
T7	Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area.				



T8	Encourage green buildings, green site design and green infrastructure.				
T9	Create attractive, active and safe multimodal systems.				



Coastal Archaeology & History Research, Inc.

Cultural Resource Consultants

Friday, November 18, 2022

Trisha Logan,
Planner III, HPB Liaison
City of Ft. Lauderdale Urban Design & Planning Division
700 NW 19th Ave
Ft. Lauderdale, FL 33311
t. 954.828.7101
e. tlogan@fortlauderdale.gov

RE: UDP-S22055 – 400 SW 3rd Avenue, Fort Lauderdale, FL.
BCPA parcel: 504210013680
Desc: Ft. Lauderdale B-40 D LOT 1 thru 8, 19 thru 25, together with those portions of VAC RWS
Abutting LOTS 1, 2, 19 thru 25 B-39.

Trisha Logan,
In capacity as archaeological consultant to the City of Fort Lauderdale I have reviewed the referenced development in accordance with Chapters 267, *Florida Statutes* and Section 47-25.2.P, *Fort Lauderdale U.L.D.R* for possible effects to historic properties listed, or eligible for listing, on the *National Register of Historic Places* (NRHP) and/or designated, or eligible for designation, as City historical landmarks or sites, or otherwise of historical, architectural or archaeological value.

Parcel and Findings

The subject property located at 400 SW 3rd Avenue (parcel 504210013680) encompasses \pm .2.7 acres of previously develop land which fronts the south bank of the New River on the west of the Florida East Coast Railroad. The subject property lies within the South Bank New River Archaeological Zone and within Fort Lauderdale's original city limits. The South Bank New River Archaeological Zone is considered to be an area of increased archaeological potential owing to its proximity to the New River and the density of previously identified historic and prehistoric archaeological and the unique physiographic environment that occurs adjacent the New River.

A review of the Florida Master Site File (FMSF 2022) indicates there are no previously recorded resources listed on the NRHP located within the subject property, however, the property is bounded on the east by the Florida East Coast Railroad (8BD4087), previously determined to be eligible for inclusion on the National Register of Historic Places (FMSF 2022).

No previously recorded historic structures are recorded within the subject property, however two previously recorded structures (8BD1125 located at 438 SW 3rd Ave and 8BD1402 located at 437 SW 2nd Ave) (FMSF 2022). There are several historic structures located adjacent (west) of the subject property (8BD1427 439 SW 3rd Ave and 8BD1126 443 SW 3rd Ave) but these have previously been assessed as ineligible for listing on the NRHP (FMSF 2022).

One archaeological site, 8BD4578 Marina Lofts was previously recorded adjacent (west) of the subject property. The principal deposit was identified in parcels 504210013560; 504210013540, and 504210013550 during phase I survey archaeological survey (FMSF 8BD4578); at that time the minimum horizontal limits of the site were projected approximately 250 feet south of the bank of the New River and situated between SW 3rd Avenue and SW 4th Avenue, however the full extent of the site has not been determined via systematic archaeological testing.

The subject property, strategically situated on the south bank of the New River, has been developed and re-developed several times since the early twentieth century. The current structures were developed in the 1980s and there is very little un-developed space left on the subject property. Successive development of the site has likely impacted any archaeological deposits that may be located within the subject property, however, this can only be verified through archaeological survey and records indicated that there has been no prior systematic archaeological survey of the property.

Recommendation

In capacity as the City's archaeological consultant, it is my opinion, that the proposed development will not have adverse effect on any known archaeological resources. There is a low to moderate potential for the occurrence of significant archaeological resources within the subject property.

1. An archaeologist should perform pre-disturbance shovel testing within the footprint of the proposed development.

The archaeologist should perform due-diligence shovel tests in the areas of the proposed development and, where possible, conduct shovel tests in previously undisturbed locations across the property and strategically where future footers/foundations, pier structures and utility installations are proposed. Due diligence shovel tests shall be placed judgmentally within the subject parcel and by the archaeologist after consultation with the developer/engineer. Shovel tests shall conform to Chapter 267, *Florida Statutes* and the professional *Standards* set forth in Chapter 1A-46 *Florida Administrative Code* and the "guidelines for identification, evaluation, recordation, and treatment of cultural resources" set forth in Module Three of the Florida Division of Historical Resource's Cultural Resource Management Standards and Operational Manual.

2. An archaeologist shall monitor all construction phase ground disturbance activities (demolition, grading, utilities, and construction). The purpose of the archaeological monitor will be to observe, record, and collect archaeological discoveries as they deem appropriate and to identify significant archaeological deposits.
 - a. The archaeologist shall be empowered by the developer/owner/agent to halt ground disturbance activities, if a significant discovery is made for the purpose of identifying, assessing, documenting, and recovering if appropriate, any significant discoveries that may be encountered.
 - b. If, based on the pre-disturbance survey and the conditions observed during monitoring, the archaeologist determines that monitoring is no longer required, then the archaeologist should make recommendation to the City historic Preservation Planner (Trisha Logan (tlogan@fortlauderdale.gov / 954-828-7107),
 - c. If the archaeologist deems the discovery to be significant, then the archaeologist shall notify the City historic Preservation Planner (Trisha Logan (tlogan@fortlauderdale.gov / 954-828-7107) within 24 hours of the discovery to coordinate the find and to determine any additional requirements.
 - d. Upon completion of monitoring work, a final monitoring report shall be submitted to the City's historic Preservation Planner (Trisha Logan (tlogan@fortlauderdale.gov / 954-828-7107) for review, determination of significance, and additional actions. The report should detail the dates and activities of monitoring, discoveries, additional recommendations, and identify the disposition of the archaeological collection.
3. The Archaeologist shall submit an interim letter-report of due diligence archaeological testing to the City's Historic Preservation Planner (Trisha Logan (tlogan@fortlauderdale.gov / 954-828-7107) for review of completion, determination of effects and/or significance, and approval or approval with conditions. The report should detail the dates and activities of the due diligence

survey. The letter report should include an assessment and characterization of all historic/archaeological resources identified within the parcel, proposed, or recommended management or mitigation strategies, and identification of the disposition of recovered archaeological collections as appropriate.

4. If unmarked human remains are encountered, then excavation in the vicinity of the find shall halt immediately and the archaeologist shall alert the City's historic preservation staff to coordinate the discovery and take measures to implement Chapter 872.05 Florida Statutes as it pertains to the discovery of unmarked human remains.
5. All archaeological work shall be conducted by a preservation professionals who meet the Secretary of the Interior professional standards (36 CFR part 61 *as amended*) and all work shall conform to Chapter 267, *Florida Statutes* and the professional *Standards* set forth in Chapter 1A-46 *Florida Administrative Code* and the "guidelines for identification, evaluation, recordation, and treatment of cultural resources" set forth in Module Three of the Florida Division of Historical Resource's Cultural Resource Management Standards and Operational Manual.
6. An archaeological resources plan should be implemented prior to development activity so that if archaeological or historical resources are encountered during development these resources can be appropriately curated.

Please contact me if you have any questions regarding these comments.

Regards,


Matthew DeFelice, M.A.

President / Archaeologist, CAHR, Inc.

Adams, William R., Sidney Johnston, Stephen A. Olausen
1989 Historic properties survey of Fort Lauderdale, Florida. Sponsored by the City of Fort Lauderdale,

AHC (Archaeological and Historical Conservancy, Inc.)
1995 An Archaeological Survey of Southeast Broward County, Phase 3. Report from AHC, Inc to the Broward County Planning Office. FMSF Report number 4075.

BCPA (Broward County Property Appraiser)
2021 <https://bcpa.net>


CAHR (Coastal Archaeology & History Research, Inc)
2016 Draft - Guide the Broward County Archaeological Sites and Zones. Report from CAHR, Inc. to the Broward County Development Management Division. On File CAHR, Inc. California, MD.

FMSF (Florida Master Site File)
2021 FMSFWeb

USDA (United States Department of Agriculture)
1947 Aerial Photographs of Broward County



LEGEND

 Subject Site

UDP-S22055: Nautica Residences and Hotel - 400 SW 3rd Ave

