



# DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENT REPORT

**MEETING DATE:** January 24, 2023

**PROPERTY OWNER /  
APPLICANT:** 201 N Federal Highway, LLC.

**AGENT:** Stephanie Toothaker, Esq.

**PROJECT NAME:** 201 N Federal

**CASE NUMBER:** UDP-S22081

**REQUEST:** Site Plan Level II Review: Mixed-Use Development with 824 Multifamily Residential Units and 10,399 Square-Foot Commercial Use in Downtown Regional Activity Center

**LOCATION:** 201 N Federal Highway

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

**LAND USE:** Downtown Regional Activity Center

**CASE PLANNER:** Adam Schnell



Case Number: UDP-S22081

**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 FBC 406.5 or 406.6
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 2020 FBC Accessibility volume.
9. Dimension accessibility requirements to site per 2020 FBC Accessibility Code.
10. Show that interior exits stairways discharge directly to the exterior of the building leading to the public way FBC 1028.
11. Show that the separation distance between exit access stairways for levels seven and above meet the requirements of section 1007 of the FBC.
12. Exterior exit door must be readily visible and identifiable from interior exit stairways terminating at a lobby per section 1028.1.1.1 of the FBC.
13. Show that the openings in the exterior walls meet the requirements of Table 705.8 of the 2020 FBC.
14. 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](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](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-S22081

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

- a. Provide 10' Right-of-Way dedication or permanent Right-of-Way Easement along west side of Federal Highway /U.S. NO.1 (coordinate with FDOT), to complete half of 120' Right-of-Way section per the most current Broward County Trafficways Plan; show / label delineation in the plans. Confirm with Broward County and FDOT the accuracy of Federal Highway /U.S. NO.1 existing Right-of-Way centerline adjacent to the proposed development (due to irregular alignment); clarify with FDOT if Right-of-Way dedication (which may affect building setbacks) or Right-of-Way Easement (which doesn't affect building setbacks) will be required.
- b. Provide copy of Florida Department of Transportation (FDOT) Pre-application meeting memorandum or approval letter as applicable for the proposed improvements along South Atlantic Boulevard. For meeting request or for additional information please contact FDOT District 4 Access Manager at [D4AccessManagement@dot.state.fl.us](mailto:D4AccessManagement@dot.state.fl.us)
- c. Provide 10' permanent Right-of-Way dedication along north side of NE 2<sup>nd</sup> Street to complete half of 50' Right-of-Way section per the most current Broward County Trafficways Plan; show / label delineation in the plans.
- d. Provide permanent Sidewalk Easement as appropriate west side of Federal Highway /U.S. NO.1 to accommodate portion of pedestrian clear path (coordinate required width with FDOT and TAM) that may be located beyond public Right-of-Way; show / label delineation in the plans.
- e. Provide permanent Sidewalk Easement as appropriate along north side of NE 2<sup>nd</sup> Street to accommodate portion of pedestrian clear path (coordinate required width with TAM) that may be located beyond public Right-of-Way and/or Right-of-Way Easement dedication (per City's Downtown or Northwest RAC Master Plan guidelines as appropriate); show / label delineation in the plans.
- f. 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/government/departments-a-h/development-services/building-services/engineering-permits/development-review-committee-service-demand-calculations-for-water-sewer-request-form>



2. 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). Please depict all utilities to scale.
3. The corresponding Right of Way Vacation application (UDP-V22006) shall be approved by City Commission prior to Final DRC Sign-off.
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.
5. Proposed construction fence on sheet C-302 at the corner of N Federal HWY and NE 2<sup>nd</sup> Street shall follow the 25ft sight triangle.
6. On sheets C-400 and C-401 please revise "Prop Type F curb per COFL Detail C3.1.
7. 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.
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. 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.
10. Sheets F.6 – F.11 (Street Sections) and F.1 – F.5 (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.
11. Provide and label typical roadway cross-sections for the proposed development side of N Federal Hwy, NE 2<sup>nd</sup> Street and NE 3<sup>rd</sup> Street: at driveway access points, at on-street parallel parking lanes, and at landscape swale areas (i.e. between travel lane and sidewalk) as appropriate.
12. Depict existing sidewalk adjacent to the development along N Federal Hwy and NE 2<sup>nd</sup> Street and how proposed sidewalk/ pedestrian path will transition into existing sidewalk while maintaining minimum 5ft clearance.



13. Per ULDR Section 47-20.17, show and label on Site Plan the Vehicle Reservoir Spaces (VRS) required for the proposed development – a minimum 10' x 20' area for each vehicle to be accommodated for the temporary stopping of a vehicle awaiting service, which 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. Each VRS 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. Clarify whether the proposed parking is 100% valet or not. Depict information on site plan data table/ plans accordingly.
14. For all levels in the parking garage:
  - a. 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.
  - b. 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.
15. Sheets E.13 – E.15: Show and label dimensions for dead-end parking spaces as appropriate for vehicular turnaround. Per ULDR Section 47-20.5.C.4, dead-end parking areas shall be prohibited, except where the number of parking spaces in the dead end area is less than 21 and a turnaround area is provided which will accommodate a 2-point turn around by a standard passenger car (AASHTO "P" Design Vehicle) or where the number of parking spaces in the dead end is 10 or less.
16. Provide detail for proposed double-stacked parking stalls, including vertical clearance requirements; discuss whether these will be operated by valet parking attendants. (car lifts are only allowed if valet is proposed).
17. Per ULDR Sec. 47-20.13.D - On-site stormwater retention shall be provided in accordance with the requirements of the regulatory authority with jurisdiction over stormwater management System. Therefore, please provide drainage calculation showing proposed design will meet applicable South Florida Water Management District design criteria.
18. 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).
19. Please provide reasonable assurances that the drainage system will be able to be effectively operated and maintained. Response shall include the following at a minimum:
  - a. Detailed information regarding the structural design of the building and provide a certified geotechnical and structural engineering analysis to demonstrate that the proposed drainage system will not undermine the structural components of the building.
  - b. Provide plans demonstrating how will the drainage structures will be accessible by equipment required to maintain the system and or replaced the system in the event of failure.



20. 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.
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. 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.

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-S22081

**CASE COMMENTS:**

Please provide a response to the following: Prior to Final DRC sign off and update plans and provide a narrative with a written response for each comment.

**Comment 1**

Provide elevations of ground floor (first floor) and any floors below in feet using the NAVD 88 DATUM on Architectural floor plan for the

Finish Floor Elevation should meet BFE 6' + 1' Freeboard = 7' NAVD 88. The preliminary flood maps show panel 576J with a base flood elevation of 6' NAVD 88

Show the following finish floor elevations (FFE) of all enclosed rooms on first-floor elevations. (Floodproofing is allowed for mixed use buildings only.)

**Mixed-use building:** Building that has both residential and commercial or other non-residential uses.  
[https://www.fema.gov/sites/default/files/documents/fema\\_technical-bulletin-6\\_1-2021.pdf](https://www.fema.gov/sites/default/files/documents/fema_technical-bulletin-6_1-2021.pdf)

**Comment 2**

Show all FFE elevations of parking garage below the (Base Flood Elevation 6' (BFE) NAVD 88.) and all rooms below and floors below BFE Base Flood Elevation.

Flood Resistant Design and Construction ASCE 24-14 (section 2.7 Enclosures Below Design Flood Elevation)

**Sheet C-1 ground level site plan** show finish floor elevation.

**Comment 3**

Site Plan & Data (Provide flood zone information) and Site Plan should provide the following details:

- Delineations of flood hazard areas
- Flood Zones (557J), (BFE 6' NAVD 88) & (AE), preliminary)
- Flood Zones, (557H, X500 (2014 FIRM))
- Finish Floor Elevation (BFE 6' + 1' Freeboard = 7' (FFE) (note: plans show FFE above 7' NAVD 88))

The preliminary flood maps show a (BFE 6 ft. NAVD 88: Please note that the once the flood preliminary maps become effective that the (BFE) Base Flood Elevation of 6' + 1' freeboard = 7 feet NAVD 88 for the (FFE) finish floor elevation will need to be met). Unless you have obtained a building permit prior to the Preliminary maps becoming effective.

The site plan should show the flood zone delineation and how the flood zones and what flood zones impact this project.

Presently due to HB 401 effective July 1, 2021, currently we are only able to enforce the 2014 FIRM. But when the Flood Insurance Rate Maps change to the higher elevations shown on the preliminary maps then we will be requiring that the new BFE 6' + 1' = 7' NAVD 88 will need to be met for all finish floor elevations (FFE).

**(Code of Ordinances, Chapter 14),**

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



**Comment 4**

Per FEMA Elevator Installation (NFIP Technical Bulletin 4/ June 2019) see link below:

- A) Elevate all equipment above (BFE 6 ft. + 1')
- B) Cloud on plans that a (float switch) will be installed
- C) Link provided

[https://www.fema.gov/sites/default/files/2020-07/fema\\_tb4\\_elevator\\_installation.pdf](https://www.fema.gov/sites/default/files/2020-07/fema_tb4_elevator_installation.pdf)

**Additional Code Reference Material**

**Florida Building Code (7<sup>th</sup> edition) Flood Resistant Provision**

[https://portal.floridadisaster.org/mitigation/SFMP/External/Community%20Resources/Florida%20Building%20Code%20Resources/7th%20Ed\\_FBC\\_FloodProvisions\\_Nov2020r.pdf](https://portal.floridadisaster.org/mitigation/SFMP/External/Community%20Resources/Florida%20Building%20Code%20Resources/7th%20Ed_FBC_FloodProvisions_Nov2020r.pdf)

**City of Fort Lauderdale Flood Ordinance**

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

**Highlights of ASCE 24-14 Flood Resistant Design and Construction (FEMA)**

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

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

[https://www.fema.gov/sites/default/files/2020-07/fema\\_tb4\\_elevator\\_installation.pdf](https://www.fema.gov/sites/default/files/2020-07/fema_tb4_elevator_installation.pdf)

**FEMA Technical Bulletin -6.1 2021**

**Mixed-use building:**

[https://www.fema.gov/sites/default/files/documents/fema\\_technical-bulletin-6\\_1-2021.pdf](https://www.fema.gov/sites/default/files/documents/fema_technical-bulletin-6_1-2021.pdf)





Case Number: UDP-S22081

**CASE COMMENTS:**

Comments may be forthcoming.



**Case Number:** UDP-S22081

**CASE COMMENTS:**

Please provide a response to the following:

1. Residential and retail units' 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 viewport 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, mailroom, 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 residents' vehicles.
8. Light reflective paint should be used in the parking garage to increase visibility and safety.
9. Easily identifiable emergency communication devices should be available at the pool areas, common areas and the parking garage.
10. There should be child-proof safety features to prevent unsupervised children access to the pool.
11. 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.
12. Lighting and landscaping should follow C.P.T.E.D. guidelines.

**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-S22081

**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. Provide on the site plan a garbage truck turning radii for City review. Indicate how truck will circulate within property.
9. Consult DRC Engineering staff to ensure adequate vehicle height and width clearance, configuration for accessibility to containers, and to confirm circulation standards are met.
10. Show containers on site plan. Trash room must accommodate trash and recycle containers.
11. 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.
12. Containers: must comply with 47-19.4
13. 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](mailto: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-S22081

**CASE COMMENTS:**

1. Traffic study has been received.
2. The residential parking must not be included in the shared parking analysis. The residential parking must only be dedicated towards residential use. The proposed Hotel and Retail uses may be used in the shared parking analysis.
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. Properly dimension the parking stall dimensions on the plan sets.
5. 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.
6. 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.
7. 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.
8. Clarify if the driveway access point on NE 3<sup>rd</sup> Ave is one way southbound or bidirectional.
9. In order to improve pedestrian visibility from vehicles exiting the driveways, draw a 10' X 10' triangle from the driveway and back of sidewalk and keep that area clear of any visual obstructions.
10. Mechanical lift parking or Tandem parking spaces (one car behind another, so that one car must be moved before the other can be accessed) may be allowed for condominium and multi-family residential uses only under the following conditions, which must be included as a note on the site plan:
  - a. The spaces must be reserved and assigned to dwelling units which are required to have two or more parking spaces per unit (i.e., units with two or more bedrooms).
  - b. At least one of the spaces must be located within an enclosed garage, in order to avoid visual clutter.



- c. Both of the spaces must be standard size; no compact or handicapped accessible tandem spaces are permitted
  - d. If the above conditions can not be met then a valet parking must be provided.
11. A valet parking agreement shall be required for a proposed valet operation.
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, 50 spaces or more, are required to have a minimum 6 vehicular reservoir spaces.
  - b. A vehicular reservoir space ("VRS") is a space within a vehicular use area for the temporary stopping of a vehicle awaiting service as provided in this section. A VRS shall be twenty (20) feet long by ten (10) feet wide. A VRS shall be located in an area within a parking facility which is not used for any other vehicular use such as access, parking, site circulation or loading.
  - c. Each VRS shall be clearly defined on the site plan and shall be in a location that does not conflict or interfere with other traffic entering, using or leaving the site. Design configuration shall be such that there shall be no backing into the street permitted.
  - d. Reservoir spaces shall be measured from the front of the service position to the rear of the VRS.
13. Provide a minimum of 10 feet wide on **Federal Highway**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 5 feet in width.
14. Provide a minimum of 7 feet wide on **NE 2<sup>nd</sup> St**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 5 feet in width.
15. Provide a minimum of 7 feet wide on **NE 3<sup>rd</sup> St**. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 5 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. 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>
19. The city reserves the right to meter on street parking stalls on the public right of way at any time.
20. 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."



21. 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.
22. 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-S22081

**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 listing of officially-recognized associations is provided on the City's website: <https://www.fortlauderdale.gov/departments/city-manager-s-office/office-of-neighbor-support/neighborhood-associations> and a map of neighborhood associations may be found at: <http://gis.fortlauderdale.gov>). Please provide acknowledgement and/or documentation of any public outreach.
- 2) The site is designated Downtown Regional Activity Center 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 Regional Activity Center (D-RAC) are subject to residential unit availability at the time of DRC approval, and any remaining available units will be allocated at the time of site plan approval on a first come, first served basis. In the event a previously approved development expires, which was allocated dwelling units from the Downtown RAC unit pools, such units shall be allocated before the allocation of unified flex units. Staff will advise the applicant on the status of available units during the DRC approval process.

In the event no residential dwelling units are available in the D-RAC unit pool or unified flex pool, per Unified Land Development Regulations (ULDR) Section 47-23.16.B.2.c., *Broward County Land Use Plan (BCLUP) Permitted Density Bonus for Affordable Housing*, bonus residential density can be applied to access residential units if the development includes a component of affordable housing or provides a payment in lieu.

- 4) The proposed development application is subject to approval by the City Commission for proposed design deviation requests. The applicant will be required to submit a separate application to be placed on the City Commission agenda and the applicant is responsible for all public notice requirements. Note: The City Clerk's office requires 48 hours' notice prior to a Commission meeting if a computer presentation is planned i.e. Power Point, to be provided on CD or flash drive and a copy submitted to the City Clerk, contact the project planner for more information (954-828-4798).
- 5) This project is subject to the requirements of Broward County Public School Concurrency. The applicant will notify the School Board Superintendent or designee of this proposal. Prior to submitting an application for placement on a Planning and Zoning Board or City Commission agenda, 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. The City cannot accept a building permit application, nor issue a building permit, for new or additional residential units, unless the applicant presents evidence from Broward County that the impact of the proposed development on public educational sites and facilities has been mitigated by payment of school impact fees.

- 6) In regard to physical, communication, and radar obstructions, the Federal Aviation Administration (FAA) requires a review for interference by the proposed construction. Provide a letter from the FAA indicating that such review has been performed. FAA approval must be obtained prior to Pre-City Commission Sign-off.
- 7) Related application Case #UDP-V22006 is being processed simultaneously. Clarify whether the proposed vacation is being used to satisfy ULDR requirements. If yes, application UDP-V22006 must be approved prior to the issuance of a Certificate of Compliance for UDP-S22081.
- 8) 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. The totality of the requested design deviations (exceeding building streetwall length, exceeding maximum building tower floorplate size, and not providing the minimum building tower separation) are unfounded based on current site conditions, result in a more massive building and do not contribute to a high-quality building form designed and oriented to emphasize light and air at the street level, creating an exceptional urban environment and sense of place. In addition, the current design does not provide respites for pedestrians, outdoor seating, public amenities, or open space. Deviation requests that increase the massing of a structure should provide a superior design and a spatial form that provides light and air, and promotes walkable, active, and vibrant streetscapes that support pedestrian interaction with the built environment. Reference Comment 12k, herein, for additional information.

Provide a narrative stating how the project meets the intent of the DMP with regards to the design deviation requests. Provide required code sections and proposed code deviations in a table format. The table shall provide specificity of the request, identifying on what portion, direction, or floor a deviation is requested, and why.

Staff has commented below under the applicable category and attached the Design Review Team (DRT) comment checklist.

#### Principles of Street Design

- a. S1-Update site plan, elevations, and street sectionals to clearly show measurements from centerline to building face for all improvements, i.e. lane widths, landscaping, hardscape, sidewalks.



- b. S-4 – Further discussions with TAM and Engineering are required to integrate future streetscape design along NE 2<sup>nd</sup> Street. NE 3<sup>rd</sup> Street streetscape needs to be updated to incorporate the existing bike lane.
- c. S5 – Provide measurements between trees to illustrate maximum spacing of 30' for shade trees and 22' for palms.
- d. S7 and S8 – Provide dimensions on site plan, street sectionals, and landscape plans for tree spacing and horizontal clearance of trees.
- e. S11 – Need to provide dimensions for the curb radius.
- f. S15 – Provide properly dimensioned and labeled street cross-sections. Downtown local streets have varying widths and street section design needs to meet specific right-of-way conditions. Additional conversations need to be held to discuss specific ROW elements and dimensional requirements-i.e., width, dedications, and bike lanes.
- g. S16 – Overhead lines (if any) should be placed underground. If the lines cannot be placed underground, provide documentation from Florida Power & Light Company indicating such.

#### Principles of Building Design

- h. B1 – Provide dimensions on site plan from centerline to show streetwall setback.
- i. B2 – Incorporate pedestrian public space instead of unusable, leftover green perimeter.
- j. B3- Although the podium contains 9 floors, the first floor height is only 22 feet, measured to the top of the architectural elements. Floor 11 contains more fenestration and height than the first floor, providing a visually truncated lower level. The first floor height and fenestration need to increase in relation to the structure's height and massing.
- k. B4 – The building streetwall length exceeds 300 feet; A City Commission design deviation request is required.
- l. B5 – Maximum floorplate size is exceeded; A City Commission design deviation request is required. Update chart to include specific floor and floorplate size request.
- m. B7 – Provide a separate site plan and elevation sheets illustrating tower separation; A City Commission design deviation request is required.
- n. B11 – Reconfigure first floor to maximize street activation, placing restaurant or commercial retail along NE 2<sup>nd</sup> Street, to include seating and/or additional open space.
- o. B13 – Consider glass balconies instead of metal picketed railing.
- p. B15 – First floor does not prioritize pedestrian design, rather a drop off lane, garage entrance and back of house along two thirds of the frontage of NE 2<sup>nd</sup> Street.
- q. B18 – Will the structure be illuminated at night?
- r. B20 – Provide a separate site plan and elevation sheets illustrating tower separation; A City Commission design deviation request is required.
- s. B24 – Plans indicate the activation of the eastern tower, but the plans lack specific details of the rooftop amenities. Update plans to show spot elevations and rooftop improvements.



### Quality of Architecture

- t. Q1, and Q2 – Provide renderings from the west elevation and submit detailed elevations with material details for the towers, rooftop, and north elevation.
- u. Q3 and Q7 – Increase the variety and layering of high-quality materials and layering of architectural elements on tower and lower levels, which only contains glazing as a building material and an unidentified white frame material.
- v. Q5 and TOD Guideline T5 – The massing of the parking podium screening needs to be diversified. The use of exceptional screening solutions including articulation, variation in form and material diversification over large surface areas is needed to break up the parking garage façades along all frontages.
- w. Q7 and Q8 – In relation to the building's height and massing, the first-floor height does not frame the street appropriately. Increase the first-floor height to match the scale of the building and incorporate diversified architectural elements to break up the large surface area of garage screening.

### Storefronts

- x. SF1 and SF2 –The linear length of the structure is 346 feet, with approximately 105 feet (less than 1/3) of the building's main frontage being activated with commercial uses. The remaining frontage is comprised of a vehicular drop off area, lobby, and back of house operations. The drop off area disconnects the pedestrian from the building, creating a void along the pedestrian frontage, increasing curb cuts, and decreasing pedestrian safety. The remaining frontage includes an additional curb cut and back of house offices. Relocate and reconfigure first floor uses to incorporate activate commercial space along NE 2<sup>nd</sup> Street.
- y. SF4 – Reference Q7 and Q8.
- z. SF7 – Encourage multi-level storefront displays to disguise parking podium.



- aa.SF8 – Identify if the building is being illuminated at night. Provide a nighttime illumination rendering.





Character Area (Applicable Area: Downtown Core)

- a. 1A – Additional architectural emphasis needs to be placed on the façade of the parking podium, with attention to breaking up the parking screening massing and pedestrian realm activation, increasing the first floor height.
  - b. 1B – Provide a detail elevation that is tower specific to better visualize the architectural elements of the facades.
  - c. 1C – Floorplates exceed the permitted gross floor area permitted under the ULDR and require City Commission design deviation request approval.
- 9) Consider placement of public art on the development site. See City of Fort Lauderdale's Comprehensive Plan – Urban Design Element, Goal 2, Objective UD 2.2, Policy UD 2.2.4, which aligns with the City's goal of encouraging 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.
- 10) Indicate all utilities (both above and below ground) that would affect the proposed planting or landscape plan. Overhead lines (if any) should be placed underground. If the lines cannot be placed underground, provide documentation from Florida Power & Light Company indicating such.
- 11) Over 36% of units contain two or more bedrooms. The average household in the City of Fort Lauderdale owns 1.54 vehicles. It is likely parking demand will exceed onsite parking spaces. Consider reducing residential unit count, thereby also addressing floorplate size, tower separation.
- 12) Provide the following changes on the Site Plan:
  - a. Update site plan to show proposed vacated alley.
  - b. A 10-foot dedication to the City of Fort Lauderdale is required to complete a 60-foot dedication requirement along the frontage of NE 2<sup>nd</sup> Street. Work with the Engineering reviewer on executing the dedication requirements. For illustrative purposes, please reference the diagram below for the streetscape requirements, which include room for a 10-½-foot drive lane, 4-foot-wide bike lane, 8 ½-foot parking stall, 2-foot curb & gutter, 5-foot swale, and 7-foot sidewalk; totaling 37 feet. The illustration shows a street sectional with and without on-street parking. A follow-up meeting shall be held to discuss the specific right-of-way requirements.



- c. Any portion of the required 7-foot and 12-foot sidewalk located on private property shall require pedestrian easements.
- d. Update site plan to clearly show all dimensions, including but not limited to distance measurements from centerline to building face, swale dimensions, on-street parking, sidewalk widths and setback measurements, etc.
- e. Update the streetscape along North Federal Highway which requires a sidewalk width of 12 feet, landscape swale (includes curb & gutter) of 16 feet, and a building setback of 10 feet.
- f. The sidewalk along North Federal Highway does not properly align with the northern sidewalk, update the site plan to show the existing sidewalk that abuts the Delmar Hotel development to ensure a proper connection between the existing and proposed sidewalk.
- g. Sidewalk along NE 2<sup>nd</sup> Street meanders and does not provide a clear pathway for pedestrians. Realign the sidewalk and provide an unobstructed 7-foot clear pathway running parallel to NE 2<sup>nd</sup> Street.
- h. Provide proper street sectional for NE 3<sup>rd</sup> Street, North Federal Highway, and NE 2<sup>nd</sup> Street, with measurements for all improvements from centerline to building face, to include measurements for lane width, landscaping, and sidewalk, etc. Ensure street sectionals contain the proper street name.
- i. Extend site plan boundary north to include NE 3<sup>rd</sup> Street.
- j. The site plan does not adequately illustrate the proposed sidewalk or entryway improvements along NE 3<sup>rd</sup> Street. Update site plan and to include all measurements and improvements being proposed along NE 3<sup>rd</sup> Street, extending to the centerline of the ROW.





- k. As stated in Comment 8, herein, 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. The totality of the deviations (exceeding building streetwall length, exceeding maximum building tower floorplate size, and not providing the minimum building tower separation) are unfounded based on current site conditions, result in a more massive building and do not contribute to a high-quality building form designed and oriented to emphasize light and air at the street level, creating an exceptional urban environment and sense of place. In addition, the current design does not provide respites for pedestrians, outdoor seating, public amenities, or open space. Deviation requests that increase the massing and intensity of a structure should provide a superior design and a spatial form that provides light and air, and promotes walkable, active, and vibrant streetscapes that support pedestrian interaction with the built environment.

The linear length of the structure is 346 feet on NE 2<sup>nd</sup> Street, with approximately 105 feet (less than 1/3) of the building's frontage being activated with commercial uses. The remaining frontage is comprised of a vehicular drop off area, lobby, and back of house operations. The drop off area disconnects pedestrians from the building, creating a void along the pedestrian frontage, increases curb cuts, and decreases pedestrian safety, conflicting with page 32, sheet 4.32 of the Downtown Master Plan, Local Street section, which discourages all curb cuts except where absolutely unavoidable.

Reconfigure first floor uses to incorporate active commercial space along NE 2<sup>nd</sup> Street. Consider the inclusion of a bar, restaurant, coffee shop, or retail use that incorporates outdoor seating, arcade, or similar pedestrian attribute to promote an active frontage along NE 2<sup>nd</sup> Street.

Furthermore, to better activate NE 2<sup>nd</sup> Street, relocate the FPL vault to NE 3<sup>rd</sup> Street along the northern entrance, and convert the internalize drive to a south bound one way movement, relocating valet operations within the internalized drive. Widen the internal drive south of the garage ramp to accommodate an internalized valet pickup area and provide adequately sized sidewalks for pedestrians. The removal of the NE 2<sup>nd</sup> Street drop-off lane allows for additional street activation and potential incorporation of commercial floor area. Reference examples, below:



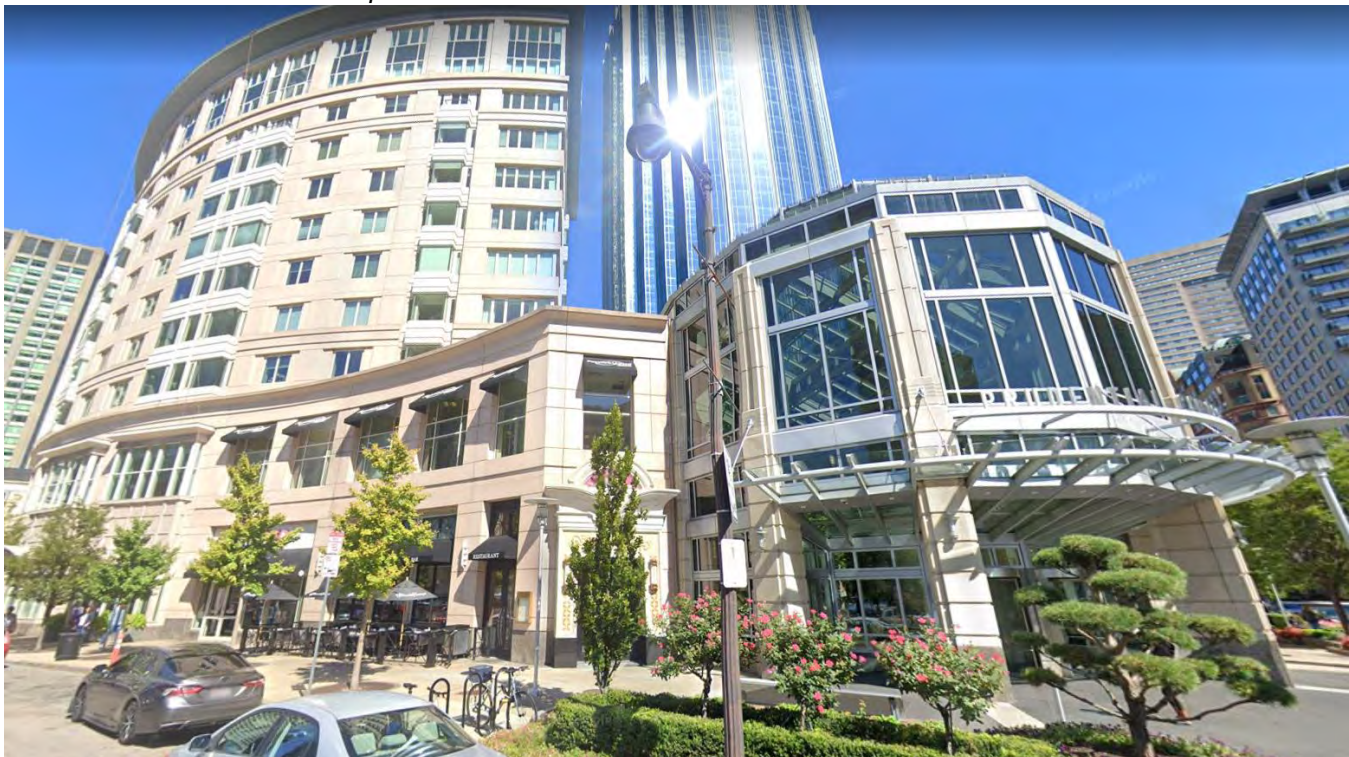
## 29-Story Tower At 1130 N State Street - Chicago, IL







124 Belvidere St. Boston, Massachusetts





Active Open Space and Streetscape Examples:







l.



The first floor residential loading area lacks elevators access and dimensions to determine adequate width for ADA access. The design of the drop off area does not show a clear, safe, and navigable pathway to the lobby, with residents being forced to traverse the internal drive lane and cross the parking garage ramp. Update plans to fix accessibility issues and explain the intent of placing a residential loading zone with a lack of access to a lobby or elevator. Refer to alternative valet drop off scenario in Comment 12.k, above.

m. Dimension balconies on floorplans.

n. Plans indicate the activation of the eastern tower. Provide specific details of rooftop amenities.

o. Remove the red line demarcating tower separation on the site plan and floor plan sheets and provide a separate site plan sheet with tower separation dimensions. Show proposed onsite tower location, abutting property boundaries and their existing structures.

13) Provide the changes on the elevations:

a. Elevations need to show distance measurements from property line to podium face and from property line to tower face to show tower separation. Note, tower separation is measured from face of balcony and not the face of buildings. If balconies encroach into the tower separation area, approval is required by the City Commission via a design deviation request.

b. Ensure elevations accurately reflect the project design and include proper measurements to the centerline of the ROW. The north and west elevations show first floor, floor to ceiling windows with active uses but the building plans illustrate solid walls are being constructed. Furthermore, the elevations show a ROW encroachment along NE 2<sup>nd</sup> Street. Update plans accordingly.

c. Although the podium contains 9 floors, the first floor height is only 22', measured to the top of the architectural elements. Floor 11 contains more fenestration and height than the first floor, providing a visually truncated lower level. The first floor height and fenestration need to increase in relation to the structure's height and massing.



- d. The parking podium screening needs to incorporate additional architectural elements. The use of perforated metal screening is encouraged, but material diversification over large surface areas is needed to break up the parking garages façade along all frontages.
  - e. Provide renderings showing the west elevation.
  - f. Submit separate detailed elevations with material details for the towers, rooftop, and north elevation.
- 14) Provide clear image/details of garage screening of openings and light fixture shields and cross-sections. Ensure screening adequately blocks out light and noise pollution.
  - 15) Indicate lighting poles and landscape plan and clarify height. Be aware that lighting fixtures greater than 10' in height are used, they shall be located a minimum of 15' away from shade trees (ULDR Section 47-20.14).
  - 16) Pursuant to ULDR Section 47-19.2.Z, Accessory Uses, Buildings, and Structures; rooftop mechanical equipment such as air conditioners, compressors, generators, etc. shall be screened with material that matches the material used for the principal structure and shall be at least six (6) inches high above the topmost surface of the roof mounted structures. Provide the following:
    - a. Spot elevations of the parapet wall and roof as well as mechanical equipment to verify adequate screening;
    - b. Identify the location of equipment on building elevations by outlining the equipment with dash lines; and
    - c. Provide screening product material including images of actual application.
  - 17) Pursuant to Section 47-22.4.C.8 provide a master sign plan detailing the following:
    - a. Location and orientation of all proposed signage;
    - b. Dimensions of each proposed sign (height, width, depth, etc.);
    - c. Proposed sign copy; and,
    - d. Proposed color and materials
    - e. Please note any proposed signs will require a separate permit application.
  - 18) 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.
  - 19) Please provide total park impact fee amount due. Park impact fees are assessed and collected at time of permit per each new hotel room and dwelling unit type. An impact fee calculator can be found at: <http://www.fortlauderdale.gov/departments/sustainable-development/building-services/permit-fees/park-impact-fee-calculator>





- 20) 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.

### **GENERAL COMMENTS**

The following comments are for informational purposes.

Please consider the following prior to submittal for Final Development Review Committee:

- 21) Pursuant to the State Statute 166.033(1) applications must be deemed approved, approved with conditions, or denied within 120 days, which falls on April 29, 2023, unless a mutually agreed upon time extension is established between the City and the applicant. Failure to meet the applicable timeframe or request an extension will result in the application being denied by the City and the applicant will be required to refile a new application and fees to proceed.
- 22) An additional follow-up coordination meeting may be required to review project changes necessitated by the Development Review Committee comments. Prior to routing your plans for Final DRC sign-off, please schedule an appointment with the project planner Adam Schnell (954-828-4798) to review project revisions and/or to obtain a signature routing stamp.
- 23) If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on a separate site plan, to avoid additional review in the future. Verify details and location with the Building Representative.
- 24) Provide a written response to all Development Review Committee comments.
- 25) Additional comments may be forthcoming at the Development Review Committee 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.

<b>CASE NUMBER:</b>	UDP-DRT2022	<b>NOTES:</b> <ul style="list-style-type: none"> <li>Principles in <b>bold</b> are dimensional standards required by Code (ULDR) Section 47-13.20.</li> <li>Principles marked "yes" / "no" indicate if project meets intent of guideline</li> <li>N/A = Not applicable; more information needed means there is insufficient information to review.</li> </ul>
<b>PROJECT NAME:</b>	201 North Federal Highway	
<b>PROJECT ADDRESS:</b>	201 North Federal Highway	
<b>REVIEW DATE:</b>	01/09/2023	
<b>CASE PLANNER:</b>	Adam Schnell	
<b>CONTACT INFORMATION:</b>	954-828-4798	

**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. <b>Comment:</b>				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	
<b>S15 *ULDR*</b>	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
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		
<b>B3 *ULDR*</b>	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).		X		
<b>B4 *ULDR*</b>	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		
B6 *ULDR*	Where towers are located on Primary (>60 feet wide) and Secondary (< or = 60 feet wide) Streets, the towers are encouraged to orient towards the Primary Street.		X		
B7 *ULDR*	Where towers are located on streets < or = 60 feet, increased setbacks from the 'shoulder' are encouraged at 30 feet to reduce the impact on the street.				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.		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	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
<b>QUALITY OF ARCHITECTURE</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>	<b>MORE INFORMATION NEEDED</b>
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		X
Q6	Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment (solar orientation, wind direction, rain).			X	



	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.				
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		X
<b>STOREFRONTS</b>		<b>YES</b>	<b>NO</b>	<b>N/A</b>	<b>MORE</b>
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: DOWNTOWN CORE)		YES	NO	N/A	MORE
1A *ULDR*	Frame street with appropriate streetwall height: Shoulder: 9 floors max		X		X
1B *ULDR*	Signature Tower: Special architectural design encouraged for buildings over 37 floors.				X
1C *ULDR*	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 32,000 GSF floorplate max. -Residential: Buildings up to 15 floors: 18,000 GSF floorplate max. -Residential: Buildings over 15 floors: 12,500 GSF floorplate max.		X		
CHARACTER AREA (APPLICABLE AREA: NEAR DOWNTOWN)		YES	NO	N/A	MORE
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	
CHARACTER AREA (APPLICABLE AREA: URBAN NEIGHBORHOOD)		YES	NO	N/A	MORE

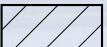


3A *ULDR*	Frame street with appropriate streetwall height: 6 floors max			X	
3B *ULDR*	Townhouses are a suitable option, especially on alley blocks.			X	
3C *ULDR*	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 8 floors max with a min 12-foot stepback on portion over 6 floors: 16,000 GSF floorplate max. -Residential: 6 floors max or 12 floors max as a conditional use, with a min 12-foot stepback on portion over 6 floors: 10,000 GSF floorplate max. <u>Note:</u> projects proposing above 6 floors are subject to conditional use criteria as Site Plan Level III.			X	
TOD GUIDELINES (GENERAL APPLICABILITY)		YES	NO	N/A	MORE
T2	Discourage land uses that are incompatible with transit and walkability.	X			
T3	Encourage pedestrian connections to transit stops and bike parking.				X
T4	Encourage bike connections to transit stops and bike parking.				X
T5	Parking consistent with TOD Principles: Encourage structured parking with screening or liner building if parking provided. Surface parking should be configured into smaller lots rather than one large lot. Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station. Parking should not face onto plaza or park space of any transit station. Include parking for mopeds, scooters, motorcycles, and other similar vehicles	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





**LEGEND**

 Subject Site

UDP-S22081 - 201 N Federal - 201 N Federal Highway

