

## CASE INFORMATION

CASE:	UDP-S24021
MEETING DATE:	April 23, 2024
REQUEST:	Site Plan Level III Review: Conditional Use for Building Height Exceeding 75 Feet, Alternate Design Request, and Associated Parking Reduction for 972-Unit Multifamily-Residential Development in the Uptown Area
APPLICANT:	Cypress Development, LLC.
AGENT:	Stephanie Toothaker, Esq.
PROJECT NAME:	Cypress Development
PROPERTY ADDRESS:	150 NW 68th Street
ZONING DISTRICT:	Residential Multifamily Mid Rise/Medium High Density District (RMM-25)
LAND USE:	Employment Center
COMMISSION DISTRICT:	1 - John Herbst
NEIGHBORHOOD ASSOCIATION:	N/A
CASE PLANNER:	Jim Hetzel

## RESUBMITTAL INFORMATION

- Applicant must provide written responses to all DRC comments contained herein.
- Written responses must specify revisions made to the plans and indicate the sheet.
- Resubmitted plan sets must be accompanied by responses to be accepted.
- Any additional documentation must be provided at time of resubmittal.
- Resubmittals must be conducted through the City's online citizen's portal LauderBuild.
- Questions can be directed to the Case Planner assigned to the case.

**Applicant REV 1 responses are bolded and dated July 17, 2024**

**CITY REVIEW CYCLE 1**

**Applicant REV 2 responses are bolded and dated November 15, 2024**

**Applicant REV 3 responses are bolded and dated April 4, 2025**

**Stephanie J. Toothaker, Esq.**  
land use development political strategy procurement

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**BUILDING - Case Number: UDP-S24021**

**CASE COMMENTS:**

Please provide a response to the following:

1. Reference the Florida Building Code 7th edition on plan for the proposed development.  
Applicant REV 1 Response: Acknowledge all plans will comply with Florida Building Code 8<sup>th</sup> edition. Note has been added to data table. Refer to Sheet A-1.1.
2. Specify uses and occupancy classification per Chapter 3 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledge all plans will comply with chapter 3 of the 2023 FBC. Note has been added to data table. Refer to Sheet A-1.1.
3. Show allowable height, allowable number of stories, and allowable area compliance per Chapter 5 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledge. Note has been added to data table. Refer to Sheet A-1.1.
4. Show provisions for either open or closed interior parking per FBC 406.5 or 406.6  
Applicant REV 1 Response: Acknowledged. The parking garage in Phase 3 will be closed and will comply with the Florida Building Code. More details will be provided during the permit set.
5. Provide building construction type designation per Chapter 6 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledged. The construction type is FBC-B 8<sup>th</sup> ED. (2023) III-BRESIDENTIAL Group R-2 and phase 3 Type I-B Fully SPRINKLERED (TABLE 601) . Note has been added to data table. Refer to Sheet A-1.1.
6. Specify fire-resistance rating requirements based on building separation and construction type per Table 601 and 602 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledged. The buildings will comply with FIRE PROTECTION 8<sup>th</sup> ED (2023) and phase 3 Type I-B Fully SPRINKLERED (TABLE 601) . Note has been added to data table. Refer to Sheet A-1.1.
7. Show that the openings in the exterior walls adjacent to the property lines meet the requirements of Table 705.8 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledged. The buildings will comply with TABLE 705.8 of the 2023 FBC. More details will be provided during the permit set. Note has been added to data table. Refer to Sheet A-1.1.
8. Provide occupancy loads with compliant life safety egress design per Chapter 10 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledged. All buildings will comply with chapter 10 of the 2023 FBC. A full life safety egress design will be provided during the permit set.
9. Indicate code compliant sprinkler system per Section 903 of the 2023 FBC.  
Applicant REV 1 Response: Acknowledged. All buildings will comply with Section 903 of the 2023 FBC. More details will be provided during the permit set. Note has been added to data table. Refer to Sheet A-1.1.
10. Designate Fair Housing Provisions per FBC Accessibility volume.  
Applicant REV 1 Response: Acknowledged. All buildings will comply with Fair Housing Provisions per FBC Accessibility. More details will be provided during the permit set. Note has been added to data table. Refer to Sheet A-1.1.
11. Provide accessible parking spaces in accordance with the Fair Housing ACT and the FBC Accessibility Volume.  
Applicant REV 1 Response: Acknowledged. Accessible parking spaces are shown throughout the site and marked with an accessible symbol. Please refer to Sheet SP-1. The total number of accessible parking spaces provided are shown on Sheet A-1.

12. Show that the separation distance between exit access stairways for all levels meet the requirements of section 1007 of the FBC.

**Applicant REV 1 Response: Acknowledged. All buildings will comply with section 1007 of the FBC. More details will be provided during the permit set. Note has been added to data table. Refer to Sheet A-1.1.**

## **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.

**Applicant REV 1 Response: Acknowledged and will comply.**

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.

**Applicant REV 1 Response: Acknowledged and will comply.**

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\\_CH\\_14FLMA](https://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodeId=COOR_CH_14FLMA)

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

1. On December 31st, 2023, the 8th 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.**

**Applicant REV 1 Response: Acknowledged and will comply.**

**ENGINEERING** - Case Number: UDP-S24021

**CASE COMMENTS:**

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

1. Platting may be required; this shall be approved by the City Commission prior to Final DRC Sign-off.  
**Applicant REV 1 Response:** Refer to uploaded Platting Determination (*DRC-Platting Determination-Cypress*) from the Broward County Planning Council which confirms replatting is required. Applicant is submitting a separate Platting application and requests that, as is typical, replatting be a condition of building permit issuance for the principal buildings rather than of Final DRC approval.  
**ENG Response (7/31/24):** Pending. The corresponding plat application (PLXXXXX) shall be approved by the City Commission prior to Final DRC Sign-off.  
**Applicant REV 2 Response:** As agreed with Engineering on 8/1/2024, Applicant accepts the following condition of approval in order to allow the Site Plan to obtain Final DRC Approval *prior to* City Commission approval of the Plat but require plat recordation prior to master building permit issuance for a principal building: *"Prior to issuance of a master building permit, a copy of the recorded plat (per application Case No. UDP-P24006) shall be provided."*  
**Applicant REV 3 Response:** Applicant is still requesting the condition of approval agreed to above. The corresponding CITY plat application was reviewed by the DRC, and applicant is submitting a REV 1 addressing CITY DRC Comments and COUNTY comments.
2. Discuss status of existing encumbrances such as easements (including whether public or private) shown on the Title Survey: FPL Easements. Vacation of any platted Utility Easement or right of way would require a separate DRC submittal, DRC staff support, and City Commission approval.
  - a. Provide documentation of recorded FPL easements BK 1360 PAGE 248 and BK 3912 PAGE 917.  
**Applicant REV 1 Response:** A copy of the recorded FPL easements will be provided. It is believed that these referenced easements are exclusive to FPL, and the City has no interest in the easement. If this is the case, the vacation of such easements will be handled privately and not require a separate DRC application.  
**ENG Response (7/31/24):** Please provide for reference. If easements are exclusive to FPL, a condition will be made for master permit issuance to provide a no objection letter from FPL or documentation of a fully vacated easement.  
**Applicant REV 2 Response:** Easements are exclusive to FPL.  
**Applicant REV 3 Response:** No changes made from previous revision.
  - b. Provide a letter from FPL, demonstrating their interests in maintaining or no objection to the vacation of this Easement; the letters should specifically state whether or FPL has existing facilities within the Easement vacation area that will need to be relocated or abandoned.  
**Applicant REV 1 Response:** Acknowledged. A letter from FPL shall be provided as requested. Kimley-Horn is currently engaged with FPL for impacts to the existing FPL utility infrastructure due to the proposed development.  
**ENG Response (7/31/24):** If easements are exclusive to FPL, a condition will be made for master permit issuance to provide a no objection letter from FPL or documentation of a fully vacated easement.  
**Applicant REV 2 Response:** Acknowledged. Coordination with FPL is currently underway. A letter of No Objections has been requested from FPL.  
**Applicant REV 3 Response:** No changes made from previous revision.
3. Provide disposition of existing utilities on-site and within the adjacent right of way that may be impacted by the proposed development. Label information on plans (i.e. utility to remain/ be relocated/ removed). Provide correspondence from utility owner (as applicable) and depict any additional requirements they may have on plan (i.e. easements). Utilities include but are not limited to above and underground water, sewer, drainage, electrical, communications, light/power poles, down guys, fire hydrants, manholes, etc.  
**Applicant REV 1 Response:** Acknowledged. Please refer to the Approved Phase I and Phase II Sediment and Erosion Control and Demolition Plans. Please note these have been provided as an additional attachment as these are stamped plans from the City of Fort Lauderdale and Broward County Water and Wastewater.  
**ENG Response (7/31/24):** Comment addressed.
4. 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.

- a. Sight triangles shall be depicted on the landscaping plans.

**Applicant REV 1 Response:** Acknowledged. Sight triangles are provided on the civil plans as a red dashed line. Please refer to Sheets C2.10-2.16 Pavement Marking & Signage Plan for details. Sight Visibility triangles are shown with a red dashed line on the landscape plans.

**ENG Response (7/31/24):** Comment addressed.

5. Clearly depict trash enclosure on site plan.

- a. Show truck turning movements in and out the proposed dumpster enclosure/ building as applicable.

**Applicant REV 1 Response:** Acknowledged. Please refer to the Garbage Truck Maneuverability Exhibit.

**ENG Response (7/31/24):** Comment addressed.

- b. Per ULDR Section 47-19.4.D.6, all dumpster enclosures and adjacent service access drive shall be placed on poured concrete, solid or perforated interlocking concrete block paving (ICB), or any existing hardened paving system. A concrete apron shall also be placed entirely on private property.

**Applicant REV 1 Response:** Acknowledged. No external dumpster pads are proposed for this project. Trash Pickup zones are provided within striped loading zones. Please refer to Sheets C2.10-C2.16 Pavement Marking & Signage Plan for details.

**ENG Response (7/31/24):** If loading is specified on the plans, loading zones shall comply with ULDR Section 47-20.2 Table 2 and Section 47-20.6 or be labeled as Trash Pick-up/Service area.

**Applicant REV 2 Response:** Acknowledged. The buildings in Phase 1 have been revised to include a centralized, fully accessible trash compactor. Please refer to Sheets SP-1, TC-2.1, TC-2.2, and TC-2.3 for details. Additionally, the trash truck auto-turn analysis can be found on Sheets GT-R1 and GT-R2.

**Applicant REV 3 Response:** No changes made from previous revision. All trash pickup areas are tagged on site plan. Trash Enclosure tagged on site plan SP-1 & detail on sheet TC-2.3

6. Sheets A-3.1. - A-3.6.2.C (Building Elevations): Show and label existing Right-of-Way.

**Applicant REV 1 Response:** Acknowledged. A key plan showing the right-of-way has been added to all elevation sheets A-3.1 through A-3.6.2.C.

**ENG Response (7/31/24):** Elevations shall depict the property line where applicable.

**Applicant REV 2 Response:** Acknowledged. Some buildings are utilized in multiple locations on the site, resulting in different property line placements. We have added the property lines to the elevations, with tags indicating the respective buildings.

**Applicant REV 3 Response:** Acknowledged. Some buildings are utilized in multiple locations on the site, resulting in different property line placements. We have added the property lines to the elevations, with tags indicating the respective buildings. Find in Sheet A-3.1.1, A-3.1.1C, A-3.1.2, A-3.1.2C, A-3.2.1, A-3.2.1C, A-3.2.2, A-3.2.2C, A-3.3.1, A-3.3.1C, A-3.3.2, A-3.3.2C, A-3.4.1, A-3.4.1C, A-3.4.2, A-3.4.2C, A-3.5.1, A-3.5.1C, A-3.5.2, A-3.5.2C, A-3.6.1, A-3.6.1C, A-3.6.2, A-3.6.2C, A-3.7.1, A-3.7.1C, A-3.7.2, A-3.7.2C, A-3.8.1, A-3.8.1C, A-3.8.2, A-3.8.2C, A-3.9.1, A-3.9.1C, A-3.9.2, A-3.9.2C, CP-2.1, CP-2.1C, CP-2.2, CP-2.2C, CP-2.3, CP-2.3C, CP-2.4, CP-2.4C, CP-2.5, CP-2.5C, TH-3.2.1, TH-3.2.1C, MA-2.1, MA-2.1C, MA-2.2, MA-2.2C, GA-3.1.1, GA-3.1.1C.

7. Per Ordinance No. C-22-34, sidewalk is required per section 25-62 "Requirements for New Development and Site Alterations".

- a. A sidewalk along NW 66th Street shall be proposed.

**Applicant REV 1 Response:** Acknowledged. A 7-foot sidewalk has been proposed along NW 66th Street as requested. Please refer to the civil plans for details.

**ENG Response (7/31/24):** Comment addressed.

8. The existing public sidewalks adjacent to the proposed development (to remain) must be inspected by the Engineer of Record to ensure existing sidewalks meet ADA standards and are in good condition. A signed and sealed assessment must be provided indicating sidewalks were inspected and any sidewalk replacement requirements. Plans shall reflect the extent of sidewalk replacement accordingly.

**Applicant REV 1 Response:** Acknowledged. Due to the replacement of the existing sidewalk, and proposed sidewalk expansion, a letter from the Engineer of Record is not required. All proposed sidewalk improvements shall conform with current ADA standards.

**ENG Response (7/31/24):** Comment not addressed. The sidewalk along W McNab Road is existing to remain.

**Applicant REV 2 Response:** Acknowledged. A letter from the Engineer of Record has been provided as requested showing the existing conditions of the sidewalk along W McNab Rd as requested.

**Applicant REV 3 Response:** No changes made from previous revision.

9. Label on Site Plan Data Table (Sheet A-1.1) the required and proposed type of loading zone(s) required, per ULDR Section 47-20.2 Table 2 and Section 47-20.6; also label location of ADA van- accessible parking stalls. If applicable, show truck turning template circulation (label typical minimum centerline turning radius) entering and exiting the site as required for the proposed development. Turning geometries and loading zone design shall be in accordance with ULDR Section 47-20.6.

**Applicant REV 1 Response:** Acknowledged. Loading zone requirements have been added to the Site Data Table on Sheet A-1.1. All accessible parking stalls are marked with an accessible symbol; please refer to Sheet SP-1. Truck turning circulation will be shown on the civil drawings, specifically Sheets Fire-R1, PASS-R1, and SU30-R1.

**ENG Response (7/31/24):** Comment not addressed. Loading requirements not specified on sheet A-1.1.

**Applicant REV 2 Response:** Loading is not required for multifamily buildings. All ADA parking spaces have been clearly marked on Sheet SP-1, and the truck turning circulation will be detailed on the civil drawings, specifically on Sheets Fire-R1, PASS-R1, and SU30-R1.

**Applicant REV 3 Response:** No changes made from previous revision.

10. Will the project be phased in sequential order (1, 2, 3)? If phasing is proposed adequate access and erosion control for each phase shall be provided and indicated on the plans.

- a. Provide an Erosion and Sediment control plan.

**Applicant REV 1 Response:** Acknowledged. Please refer to the Erosion Control Phased Exhibits (ESC1.00-ESC1.20) for more details for all erosion control measures to be installed within the project's construction sequence.

**ENG Response (7/31/24):** Comment addressed.

11. For surface or ground-level parking lot layout:

- a. Show and label total number of parking stalls, dimension areas including drive aisle widths, and typical parking stall width/depth.

**Applicant REV 1 Response:** Acknowledged. All parking stall and drive aisle dimensions, including width and depth, is shown on Sheet SP-1. The total number of parking spaces provided is shown on Sheet A-1.1.

**ENG Response (7/31/24):** Comment addressed.

- b. Per ULDR Section 47-20.11.A, drive aisle width shall be 24' (min.) adjacent to 90-degree angle parking stalls, 18' (min.) adjacent to 60-degree angled parking stalls, 13' (min.) adjacent to 45-degree angled parking stalls, and 12' (min.) adjacent to 30-degree angled parking stalls. Reconfigure parking stalls shown at end of drive aisle, to eliminate 180 degree back-out maneuver.

**Applicant REV 1 Response:** Acknowledged. All drive aisle and parking stalls comply with ULDR Section 47-20.11.A. All necessary areas have turnaround spaces, so no back-out maneuvering is required. Refer to Sheets SP-1 and A-2.6.5.

**ENG Response (7/31/24):** Comment addressed.

- c. The minimum clear width and depth parking stall dimensions shall be 8'-8" and 18'-0", respectively.

**Applicant REV 1 Response:** Acknowledged. All surface parking spaces measure 9'-0" x 18'-0" and have a 2' overhang over the sidewalk or curb. Within the parking decks and garage, all parking stalls are also shown as 9'-0" x 18'-0". Please refer to Sheets SP-1, A-2.6.1 through A-2.6.5, and GA-2.1.1 through GA-2.2.2.

**ENG Response (7/31/24):** Comment addressed.

12. For all levels in the parking garage:

- α. 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.

- i. Garage 1 slope exceeds the 5% on sheet A-2.6.1 – A-2.6.5.

**Applicant REV 1 Response: Acknowledged. All ramps have been updated to meet the 5% max and 12% max. Refer to A-2.6.1 through A-2.6.5, and GA-2.1.1 through GA-2.2.2.**

**ENG Response (7/31/24): Comment addressed.**

13. 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.

- α. The proposed grading shown along the perimeter of the site depicts stormwater runoff offsite. Refer to sections E, F, G and I.

**Applicant REV 1 Response: Acknowledged. Please note Typical Sections E, F, G and I have been renumbered. Please refer to Typical Sections F, G, H, I, and J on Sheets C3.20-C3.21 Typical Sections for additional information as to how stormwater runoff shall be contained onsite.**

**ENG Response (7/31/24): Comment addressed.**

14. 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 the proposed design will meet applicable South Florida Water Management District design criteria.

- α. Will the project be phased in sequential order (1, 2, 3)? If phasing is proposed adequate drainage for each phase shall be provided in the drainage calculations.

**Applicant REV 1 Response: Acknowledged. Please refer to the uploaded Stormwater Statement and Proposed Drainage Basin Map for additional details for stormwater calculations per phase.**

**ENG Response (7/31/24): The stormwater calculations are acceptable as they are broken into three phases. However, the plans C4.10-C4.16 indicate an interconnected system and does not clearly identify adequate stormwater for each phase.**

**Applicant REV 2 Response: Acknowledged. Sheets C4.10 - C4.15 have been revised to clearly show the stub out connection for the contractor to provide for each future phase during construction. The system after the project has been developed in its entirety will be a combined system.**

**Applicant REV 3 Response: No changes made from previous revision.**

15. Discuss if pedestrian lighting is proposed; if not, discuss the possibility of the addition of pedestrian lighting along City Right-of-Way, which requires perpetual maintenance by the Applicant via a Maintenance Agreement executed with the city. Please contact the Case Planner for details to match the area.

**Applicant REV 1 Response: Acknowledged.**

**ENG Response (7/31/24): Comment closed.**

16. 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

**Applicant REV 1 Response: Acknowledged. Per the approved Sediment and Erosion Control and Demolition Plans, no staging/storage, construction fence, and construction gate shall be located within the City/County Public Right-of-Way. Please refer to the included Approved/Stamped Sediment and Erosion Control and Demolition Plans for additional details.**

**ENG Response (7/31/24): Comment closed.**

17. Proposed public and private improvements shall consider the construction limitation per Code of Ordinance Section 25-7 on all streets, alleys and sidewalks which are under the jurisdiction of the city, as these may be closed for construction for a period not to exceed seventy-two (72) hours.

**Applicant REV 1 Response: Acknowledged.**

**ENG Response (7/31/24): Comment closed.**

18. **New Comment: Provide permanent Sidewalk Easement as appropriate along north side of NW 66th Street to accommodate portion of pedestrian clear path (coordinate required width with TAM) that may be located beyond public Right-of-Way and show / label delineation in the plans.**

**Applicant REV 2 Response: A sidewalk easement along NW 66th Street and N Andrews Ave have been clearly labeled**

and added to the Civil Plans. Refer to Sheets C2.10 - C2.15 Pavement Marking and Signage Plans for details.

**Applicant REV 3 Response:** No changes made from previous revision.

19. **New Comment:** Provide permanent Sidewalk Easement as appropriate along west side of N Andrews Avenue to accommodate portion of pedestrian clear path (coordinate required width with BCHCED and TAM) that may be located beyond public Right-of-Way; show / label delineation in the plans.

**Applicant REV 2 Response:** A sidewalk easement along NW 66<sup>th</sup> Street and N Andrews Ave have been clearly labeled and added to the Civil Plans. Refer to Sheets C2.10 - C2.15 Pavement Marking and Signage Plans for details.

**Applicant REV 3 Response:** No changes made from previous revision.

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.

**FIRE - Case Number: UDP-S24021**

**CASE COMMENTS:**

Please provide a response to the following:

1. Please provide a fire department access plan showing roads and access into and through-out the site per FFPC(1) 18.1.3.1  
**Applicant REV 1 Response: Acknowledged.** Please refer to the Fire Truck Maneuverability Exhibit for fire truck access through the proposed site. Additionally, please refer to the FT1.00-FT1.30 Temporary Fire Access to the site during the construction phasing.

**GENERAL COMMENTS**

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

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

**15.1 Application.**

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

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

Minimum thresholds that require an evaluation are as follows:

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

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

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

**Applicant REV 1 Response: Acknowledged.**

**FLOOD** - Case Number: UDP-S24021

**CASE COMMENTS:**

Please provide a response to the following:

1. 2020 FEMA FIRM-7.0 ft NAVD. Proposed FFE of residences and detached parking garages compliant at 8.5 ft NAVD.  
Applicant REV 1 Response: Acknowledged. More details will be provided during the permit set.
2. New Comment: 2020 FEMA FIRM (Now 2024 FIRM)-AE 7.0 ft NAVD. Provide Floodproofing plan for all structures below 8.5 ft NAVD.  
Applicant REV 2 Response: Acknowledged. Flood proofing has been added on Sheets C3.10 - C3.20 Paving Grading Plan.  
Applicant REV 3 Response: No changes made from previous revision.
3. New Comment : Define 0'-0" on elevation sheets  
Applicant REV 2 Response: Acknowledged. The FFE of 8.50' (NAVD) has been added to all elevation sheets A-3.1 through A-3.6.2.C.  
Applicant REV 3 Response: Acknowledged. The FFE of 8.50' (NAVD) has been added to all elevation sheets A-3.1 through A-3.9.2C
4. New Comment: Provide detailed elevations of ground floor specifically showing fire, utility rooms and any storage areas.  
Applicant REV 2 Response: Acknowledged. Each building includes a ground-level floor plan featuring fire, utility, and storage rooms, all set at the building's overall Finished Floor Elevation (FFE) of 8.50' (NAVD). Refer to the Civil sheets and Architectural sheets A-2.1.1, A-2.2.1, A-2.3.1, A-2.4.1, A-2.5.1, A-2.6.1, A-2.7.1, A-2.8.1, and A-2.9.1. for further details.  
Applicant REV 3 Response: Acknowledged. Each building includes a ground-level floor plan featuring fire, utility, and storage rooms, all set at the building's overall Finished Floor Elevation (FFE) of 8.50' (NAVD). Refer to the Civil sheets and Architectural sheets A-2.1.1, A-2.2.1, A-2.3.1, A-2.4.1, A-2.5.1, A-2.6.1, A-2.7.1, A-2.8.1, and A-2.9.1. for further details.

**Floodproofing Requirement**

- 1) Meet all requirements of FBC 1612, ASCE 24-14, and FEMA Technical Bulletin 3
- 2) Completed Floodproofing certificate (section II)
- 3) Emergency operations plan (draft)
- 4) Panel legend (if applicable) panel numbering and map of location of installation
- 5) Panel Installation instructions
- 6) Proposed storage location of the panels and all required hardware for code compliant installation

Applicant REV 2 Response: Acknowledged. All buildings will comply with the requirements outlined above per FBC and FEMA standards.

Applicant REV 3 Response: Acknowledged. All buildings will comply with the requirements outlined above per FBC and FEMA standards.

**GENERAL COMMENTS**

The following comments are for informational purposes.

1. Additional comments may follow pending submission of the complete plan set.

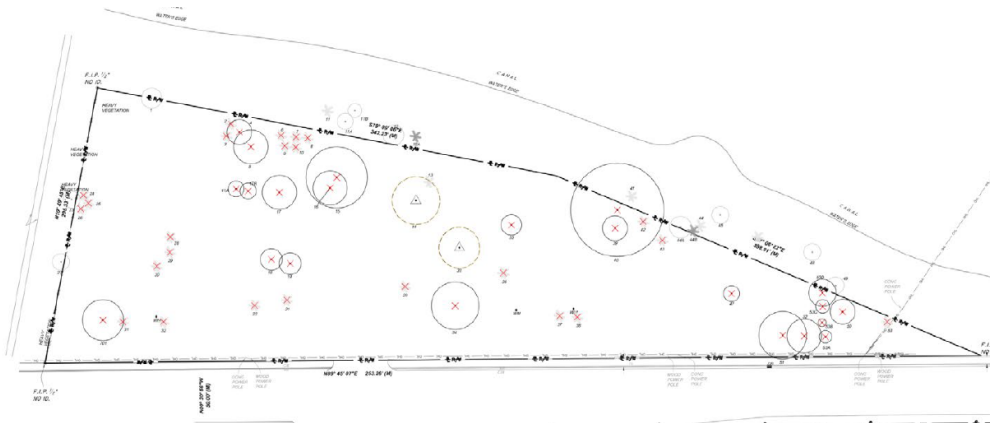
Applicant REV 1 Response: Acknowledged.

**LANDSCAPE** - Case Number: UDP-S24021

**CASE COMMENTS:**

Please provide a response to the following.

1. Please provide mitigation in equivalent replacement and in equivalent value. Indicate how the mitigation will be provided on Landscape plans. Verify that mitigation equivalency has been calculated correctly, especially for specimen trees. Here is a link to a city web page to help with mitigation calculations.  
<https://www.fortlauderdale.gov/home/showpublisheddocument/67614/637889169624700000>  
**Applicant REV 1 Response:** Thank you. Please see revised calculations on sheet L-112.  
**COFL:** Accepted.
2. Tree preservation requirements apply, trees that may be saved by relocation should be done. Please investigate saving trees and palms on the site by relocation.  
**Applicant REV 1 Response:** Thank you, noted. We have evaluated all existing trees and palms with the arborist and came up with a tree relocated list for trees with the highest survivability rate. Please see list on sheet L-112  
**COFL Comment:** Proposed tree relocated list is accepted. However, no new development work is proposed on the parcel of land located to the north of West McNab Road (see image below). Removal of all trees on site at time of demolition will not be permitted unless a Building Permit Application has been submitted for redevelopment. Only trees and palms within 5 feet of a building or utility demolition area footprint may be removed without an active development application. Please refer to approved demolition and landscape tree permits (BLD-RDEM-24040741 & LND-TREE-24040164) for list of approved trees for removal on this parcel, and update tree disposition plans accordingly.



**Applicant REV 2 Response:** Noted. Separate Tree disposition removal permit is on-going for Demo. DRC plans reflecting final removal intent. Tree Removal permit containing remainder trees to be removed and final list of relocated trees to be obtained subsequently.

**Applicant REV 3 Response:** No changes made from previous response.

3. Provide required street trees in an area located between the roadway and the property line, as per ULDR 47-21.13. B.16.  
**Applicant REV 1 Response:** Street trees have been located lining the streets along the property line within private property as there is not enough right of way space to plant the street trees in the right of way.  
**COFL Comment:** Site constraints along W McNab Road and N Andrews Avenue are acknowledged. NW 66 Street, as proposed, illustrates no hardship in complying with this requirement. Please revise to comply with this requirement.  
**Applicant REV 2 Response:** As coordinating during our call with the reviewer, there is an existing water main running along the curb line and all the way through the planter abutting the road. Street trees have been pushed to other side of the sidewalk because of this reason. Please see clip below of conflict.  
**Applicant REV 3 Response:** No changes made from previous response.





4. Provide sections and/or diagrams exhibiting compliance with Uptown Urban Village Landscape, Sidewalk and Streetscape requirements (5.9) as per Illustrations of Design Standards – Form Based Code.

**Applicant REV 1 Response:** Noted. Please refer to new sheet L-310 for new sections provided.

**COFL Comment:** Sections depicting W McNab Road and N Andrews Avenue are accepted. NW 66 Street section is not accepted. NW 66 Street section, as proposed, does not comply with the requirements of Section 5.9. Please revise.

**Applicant REV 2 Response:** Section has been modified as discussed with the reviewer to show conflicts for which we could not add the street trees and show the conflict with the water main in section profile.

**Applicant REV 3 Response:** No changes made from previous response.

5. 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.

**Applicant REV 1 Response:** All proposed travel lanes are curbed. Please refer to the revised landscape plans for an added dashed line fronting the travel lanes at 4' offset from the travel lane for coordination with tree trunks.

**COFL:** Accepted.

6. A 10 feet sight triangle is required at the intersection of a driveway and street, measured from where the intersection of the driveway and paved travel lane meet. This area must be clear of obstructions between 2.5 feet and 8 feet above elevation of adjoining pavement, per ULDR 47-2.2. Q.1 and ULDR 47-35. Illustrate and label this triangle on landscape plan, and confirm landscaping is installed outside of sight triangles.

**Applicant REV 1 Response:** Noted. Please refer to the revised landscape plan for red dashed line showing the sight visibility triangles. We have adjusted the landscape to not interfere with such.

**COFL:** Accepted.

7. A 25 feet sight triangle is required at the intersection of two streets, measured from the intersection point of extended property lines at a street and a street. This area must be clear of obstructions between 2.5 feet and 8 feet above elevation of adjoining pavement, per ULDR 47-2.2. Q.3 and ULDR 47-35. Illustrate and label this triangle on landscape plan, and confirm landscaping is installed outside of sight triangles.

**Applicant REV 1 Response:** Noted. Please refer to the revised landscape plan for red dashed line showing the sight visibility triangles. We have adjusted the landscape to not interfere with such.

**COFL:** Accepted.



8. Tree canopy within a sight triangle requires a clearance of 8 feet. Please maintain tree canopy 60% to tree clear trunk 40% ratio heights adjust overall height of trees in sight triangles.

**Applicant REV 1 Response:** Noted. Refer to the revised landscape plans and schedule for tree specifications with 8' Clear trunk.

**COFL Comment:** Not accepted. Plant schedule specifications require revision to comply with this requirement. Several instances of conflicting specification remarks on tree height and trunk height for proposed trees within site triangles (see below). Please revise.

SPREAD: 7' | 6' SINGLE STRAIGHT TRUNK | 8'  
 CLEAR TRUNK

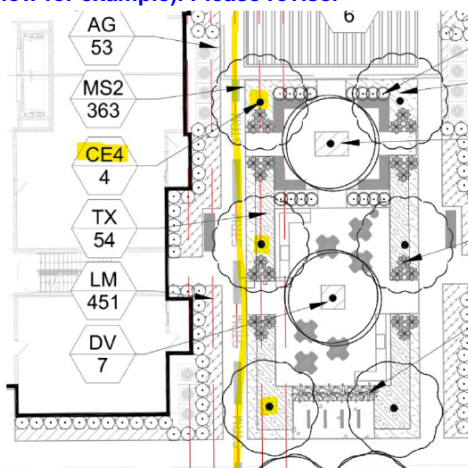
**Applicant REV 2 Response:** Please see revised planting plans and planting schedule.

**Applicant REV 3 Response:** No changes made from previous response.

9. Illustrate and label the horizontal clearance from tree trunk to edge of utility on the landscape plan. Landscaping must provide a minimum horizontal clearance of 5 feet for small trees and palms, and a minimum of 10 feet for large trees and palms from underground utilities.

**Applicant REV 1 Response:** Noted. Please see revised landscape plans for incorporated dimensions from utilities.

**COFL Comment:** Corrections required. Several instances of large shade species proposed within setback requirement (see below for example). Please revise.



**Applicant REV 2 Response:** Thank you, noted. Please refer to revised plans for removal or relocation of the trees that were in conflict or in close proximity to utilities.

**Applicant REV 3 Response:** No changes made from previous response.

10. Utilities must be protected using a root barrier fabric wrap or equivalent. Landscape Plans must illustrate and label existing and proposed utilities in the right-of-way to confirm no utility conflicts exist, and illustrate the above setback and wrap requirement if applicable. Provide root barrier fabric wrap detail.

**Applicant REV 1 Response:** Please refer to updated landscape plans for specified root barrier as well as detail "K" on sheet L-350.

**COFL:** Accepted.

11. 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.

**Applicant REV 1 Response:** Noted. Civil has updated their drawings to remove any utility conflicts from required planting areas such as parking islands. Please see revised landscape plans with overlaid utilities.

**COFL Comment:** Corrections required. See comment response below for example of proposed tree-light fixture conflict that requires revision.

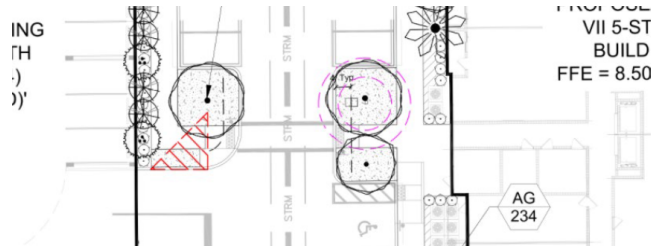
**Applicant REV 2 Response:** Noted. Please refer to revised plans for the relocation of removal of the trees in conflict with light fixtures.

**Applicant REV 3 Response:** No changes made from previous response.

12. Light fixtures with an overall height of more than ten feet shall be located a minimum of 15 feet away from shade trees, as per ULDR Section 47-21.12. Please illustrate on plans.

**Applicant REV 1 Response:** Acknowledged. Refer to Landscape plans.

**COFL Comment:** Not accepted. See below for one of many examples of proposed tree-light fixture conflict that needs to be corrected.



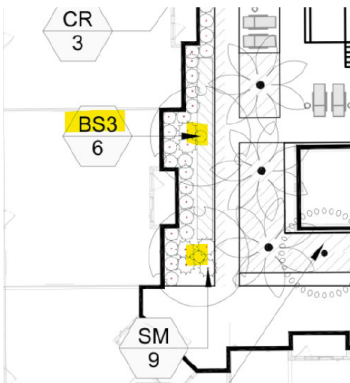
**Applicant REV 2 Response:** Noted. Please refer to revised plans for the relocation of removal of the trees in conflict with light fixtures.

**Applicant REV 3 Response:** No changes made from previous response.

13. Shade trees must be located a minimum of fifteen feet away from structures. Section 47-21.9. F.1. Please illustrate on plans.

**Applicant REV 1 Response:** Noted. See revised landscape plans for dimensions added.

**COFL Comment:** Not accepted. See below for one of many examples of proposed shade tree conflict with proposed structure. Please revise.



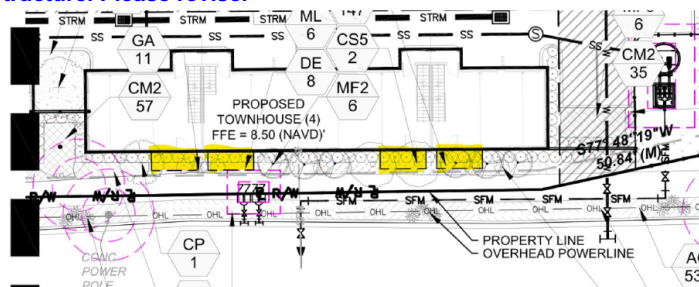
**Applicant REV 2 Response:** Noted. Per our call with the reviewer we have adjusting the planting selection abutting structures to be small trees and palms maximum.

**Applicant REV 3 Response:** No changes made from previous response.

14. Small trees and palms must be located a minimum of seven and one-half feet away from structures. Palms may be planted closer to each other to form clusters. Please illustrate on plans.

**Applicant REV 1 Response:** Noted. See revised landscape plans for dimensions added.

**COFL Comment:** Not accepted. See below for one of many examples of proposed small tree conflict with proposed structure. Please revise.



**Applicant REV 2 Response:** Per our conversation with reviewer, we are able to plant small canopy trees and palms abutting the structure and we have revised the planting plan as such. Please refer to updated planting plans.

**Applicant REV 3 Response:** No changes made from previous response.

15. In order to improve the appearance of vehicular use areas and to protect and preserve the appearance, character and value of the surrounding neighborhoods, minimum landscape requirements are established for such Vehicular Use Areas. Review ULDR Section 47-21.12 for landscape requirements for vehicular use areas and illustrate such requirements on plans and in landscape calculations table. Requirements for Peninsular and island landscape areas 47-21.12.4 are not met in some locations.

**Applicant REV 1 Response:** Noted. See revised landscape plans for parking islands adjusted to meet the min. 8' wide and provide a tree per island. Dimensions have been added at each parking island as well and the open space exhibit on sheet EX-001 shows graphically the VUA areas counted towards the requirement.

**COFL:** Accepted.

16. As per Section 47-21.9.G. Each tree shall have pervious area surrounding it sufficient to support the species, as determined by the department. Shade species with a minimum caliper of three (3) inches, two hundred and twenty-five (225) square feet with fifteen (15) feet being the smallest dimension. Shade species with a minimum caliper of two (2) inches, ninety (90) square feet with eight (8) feet being the smallest dimension.

- c. Tree planting areas that are reduced in width will require structural soil or a product engineered for root growth under paved areas to provide this root development area.

**Applicant REV 1 Response:** Noted. All shade trees with pavement constraints have been proposed with structural soil to at least 8' diameter area. Please see new exhibit for structural soil on new sheet L-311

**COFL Comment:** Not accepted. Many proposed large shade trees appear to be missing from this diagram, especially parking lot island trees. Please revise to show compliance with this requirement.

**Applicant REV 2 Response:** Refer to revised diagram showing large shade trees with structural soil.

**Applicant REV 3 Response:** No changes made from previous response.

17. 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.

**Applicant REV 1 Response:** Please refer to new sheet L-311 for structural soil limits diagram and detail.

**COFL:** Structural soil details and specifications accepted.

18. A suspension modular paving system product may be used in place of CU Structural Soil. 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 a detail of product of use for root development under paved areas.

**Applicant REV 1 Response:** Noted. Structural soil proposed instead.

**COFL:** Accepted.

19. Additional comments may be forthcoming after next review of new plans and written comment responses prior to final DRC sign off.

**Applicant REV 1 Response:** Acknowledged. Noted. Thank you.

**COFL Comment:** Additional comments may be forthcoming after next review of new plans and written comment responses prior to final DRC sign off.

**Applicant REV 2 Response:** Acknowledged.

#### **GENERAL COMMENTS:**

The following comments are for informational purposes. Please consider the following:

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 apply for these at time of DRC submittal.

**Applicant REV 1 Response:** Acknowledged.

2. Note that tree removal at time of demolition will not be permitted unless the Master Permit for redevelopment has

been submitted for review.

**Applicant REV 1 Response: Acknowledged and will comply.**

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.

**Applicant REV 1 Response: Acknowledged and will comply.**

4. Approval from jurisdiction for landscape installation in Right Of Way preferred prior to final DRC sign off but may be provided at time of permit submittal. If jurisdiction approval is obtained after DRC final sign off and the plans require any change, Administrative Review will be required prior to permit review.

**Applicant REV 1 Response: Acknowledged and will comply.**

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

**Applicant REV 1 Response: Acknowledged and will comply.**

**POLICE** - Case Number: UDP-S24021

**CASE COMMENTS:**

Please provide a response to the following:

1. Residential entry doors should be impact resistant glass or metal and should be equipped with a 180- degree view peephole if it is a solid door or does not have a sidelight panel area as defined in Section 768.0706(2)(a)(7) FSS.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
2. All dwelling entry doors should be equipped with at least a one-inch deadbolt as defined in Section 768.0706(2)(a)(4) FSS.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
3. Sliding glass windows should be equipped with burglary deterrent features such as track blocks, door pins, or similar devices.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
4. Residential units should be pre-wired for an alarm system.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
5. A video surveillance system (VSS) should be employed throughout the property with a focus on entry/exit points, elevators, parking garage, hallways, pool and common areas. It should be capable of retrieving an identifiable image of a person and video retention should be a minimum of 30 days as defined in Section 768.0706(2)(a)(1) FSS.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
6. All Lighting should conform to IES and CPTED standards and illumination requirements as defined by Section 768.0706(2)(a)(2) FSS. The parking area should be illuminated at an intensity of at least an average of 1.8 fc per square foot at 18 inches above the surface from dusk until dawn or controlled by a photocell or similar electronic device that provided light from dusk until dawn.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
7. Lighting in walkways, laundry rooms, common areas, and porches. Such lighting must be illuminated from dusk until dawn or controlled by a photocell or similar electronic device that provided light from dusk until dawn as defined in Section 768.0706(2)(a)(3) FSS.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
8. Emergency communication devices should be placed in the parking garage, pool, and common areas. These should be easily identifiable and accessible.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
9. Pool areas should be equipped with a child proof access control feature to prevent unsupervised children access to the pool. Locked gates with key or fob access along pool fence areas as defined in Section 768.0706(2)(a)(6) FSS.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
10. Light reflecting paint should be used in the parking garage to increase visibility and safety.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
11. The parking garage entry should be equipped with high-speed gates or crossbars, or in-ground spikes to prevent unauthorized intrusion or "piggybacking".  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
12. Stairs should be egress-only at the ground level to avoid unauthorized intrusion.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
13. There should be access control for mechanical, electrical and maintenance rooms where applicable.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**
14. Elevators should be access controlled for residents only.  
**Applicant REV 1 Response: Acknowledged and taken into consideration.**

15. Landscaping should follow CPTED guidelines.  
**Applicant REV 1 Response:** Acknowledged and taken into consideration.
16. Stairs should be egress-only at the ground level to avoid unauthorized intrusion.  
**Applicant REV 1 Response:** Acknowledged and taken into consideration.
17. Fort Lauderdale Police/Fire Dispatch should be notified of access for first responders.  
**Applicant REV 1 Response:** Acknowledged and will comply.

**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.

**SOLID WASTE** - Case Number: UDP-S24021

**CASE COMMENTS:**

Please provide a response to the following:

1. Garbage, Recycling and Bulk Trash shall be provided.  
Applicant REV 1 Response: Acknowledged and will comply.
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.  
Applicant REV 1 Response: This comment has been taken into consideration,
3. Solid Waste Services shall be provided by a Private Contractor licensed by the City.  
Applicant REV 1 Response: Acknowledged and will comply.
4. Solid Waste charges shall be included in the monthly maintenance fee as prescribed in owner's association documents (multi-family).  
Applicant REV 1 Response: Acknowledged and will comply.
5. Service Days shall be: No restriction for Commercial collection. Service may not occur earlier than 7:00 am or later than 10:00 pm within 250 feet of residential.  
Applicant REV 1 Response: Acknowledged and will comply.
6. 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).  
Applicant REV 1 Response: Acknowledged and will comply.
7. Provide on the site plan a garbage truck turning radius for City review. Indicate how truck will circulate within property.  
Applicant REV 1 Response: Acknowledged. Please see Sheet GT-R1 for the garbage truck maneuverability exhibit showing the trash pickup vehicular circulation through the site.
8. Containers: must comply with 47-19.4  
Applicant REV 1 Response: Acknowledged and will comply.
9. Provide letter from chute company indicating make and model of proposed equipment and that it will meet the capacity needs of building.  
Applicant REV 1 Response: To be submitted once received.  
Applicant REV 2 Response: Acknowledged. The trash chutes have been removed from Phase 1 and replaced with a compactor. Please refer to Sheet SP-1, TC-2.1, TC-2.2, and TC-2.3 for the location.  
Applicant REV 3 Response: Refer to Solid Waste Management Plan with information provided by project's waste consultant.
10. Recommend trash chute accommodate recycling.  
Applicant REV 1 Response: This comment has been taken into consideration,
11. Draw equipment on the plan to show it will fit in trash room.  
Applicant REV 1 Response: Acknowledged. Equipment is shown on plans. Refer to sheets A-2.1.1, A-2.2.1, A-2.3.1, A-2.4.1, A-2.5.1, A-2.6.1, A-2.7.1, TC-2.1,
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.  
Applicant REV 1 Response: Acknowledged. Valet trash services will be provided.
13. Submit a Solid Waste Management Plan on your letterhead containing the name of project, address, DRC case number, number of units if applicable, and indicate whether it is Pre or Final DRC.  
Applicant REV 1 Response: To be submitted once received.  
Applicant REV 2 Response: This letter is forthcoming.  
Applicant REV 3 Response: Refer to Solid Waste Management Plan Refer to Solid Waste Management Plan with information provided by project's waste consultant.

14. More comments could be forth coming.

- *This letter is to be approved and signed off by the Sustainability Division and should be attached to your drawings. Please email an electronic copy to Gwoolweaver@fortlauderdale.gov . The letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and containers requirements to meet proposed capacity.*
- *Community Inspections will reference this Solid Waste Plan for sanitation compliance issues at this location.*

**Applicant REV 1 Response:** Acknowledged and to be submitted once received.

**Applicant REV 2 Response:** This letter is forthcoming.

**Applicant REV 3 Response:** Refer to Solid Waste Management Plan Refer to Solid Waste Management Plan with information provided by project's waste consultant.

#### **GENERAL COMMENTS**

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

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

Applicant REV 1 Response: Acknowledged.



**TRAFFIC ENGINEERING** - Case Number: UDP-S24021

**CASE COMMENTS:**

1. 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.

**Applicant REV 1 Response:** Applicant held a methodology meeting prior to DRC submittal and included a Traffic Study dated March 2024 included with the initial DRC submittal. Please refer to the Traffic Study previously uploaded.

**Applicant REV 2 Response:** (2) \$4,000.00 checks delivered to UD&P for City's outside consultant to issue review comments for Traffic Study and Parking Reduction Study.

**Applicant REV 3 Response:** Applicant has not received Traffic Study comments at the time of this resubmittal.

2. 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.

**Applicant REV 1 Response:** Acknowledged.

**CITY RESPONSE:** the table formatting is acceptable but the parking ratios used and parking being provided does not meet the city's minimum requirements. Tandem parking may only be allocated to the same unit and used to meet the parking requirement of a unit that requires two or more parking spaces.

**Applicant REV 2 Response:** As will be required if the proposed Uptown LUPA (PC 24-6 and PCT 24-3) is adopted, the Project is proposed to set aside 15% affordable workforce housing units for a minimum of 30 years at up to 120% of the MFI. As confirmed with the City's Traffic Engineer, multifamily developments are eligible for a Site Plan Level I (Administrative) parking reduction, contingent upon a minimum of 10% of units within a development being set aside as affordable, for no less than 30 years, at or below 120% of the MFI. A parking reduction methodology meeting is scheduled for December 6, 2024 after which Applicant will submit a parking reduction study for consideration.

**Applicant REV 3 Response:** The newly adopted Uptown code amendments, Case No. UDP-T25001, provide specific parking reduction criteria for Uptown residential projects which the Project satisfies. Refer to Applicant's UPDATED Parking Demand Study prepared by Kimley-Horn & Associates dated April 1, 2025 and Architectural Sheet A-1.1 for parking and long-term/short-term bicycle parking data table per phase and built-out.

3. In the parking data table tabulate the parking requirements for each phase and how the parking requirements are going to be met during each phase. If a phase is dependent on another phase to provide its parking requirement and the parking has not been constructed, then the dependent phase shall not receive a certificate of occupancy until the required parking is constructed.

**Applicant REV 1 Response:** Acknowledged and proposed phasing complies by providing the required parking for each respective phase. Refer to parking tables on sheet A-1.1., also provided below:

PARKING PHASE I		
Client Program (1 sp / bedroom)*		
	# of units or SF	# Spaces
1 BD @ 1 sp/du	180 units	180 sp
2 BD @ 2 sp/du	114 units	228 sp
3BD @ 3 sp/du	35 units	105 sp
Guest @ 15%		sp
<b>Sub-Total</b>	<b>329 units</b>	<b>513 sp</b>
<b>Total Required</b>		<b>513 sp</b>
Provided Client Program		
	Standard	HC
Surface Parking	376 sp	9 sp
Tandem Parking	60 sp	sp
Garage Parking	67 sp	2 sp
<b>Sub-Total</b>	<b>503 sp</b>	<b>11 sp</b>
<b>Grand Total</b>	<b>514 sp</b>	
EV Spaces: (2%)		
Bicycle Parking: 8 sp		

1.56 sp/du

PARKING PHASE II		
Client Program (1 sp / bedroom)*		
	# of units or SF	# Spaces
1 BD @ 1 sp/du	146 units	146 sp
2 BD @ 2 sp/du	107 units	214 sp
3BD @ 3 sp/du	15 units	45 sp
Th @ 2 sp/du	20 units	40 sp
Guest @ 15%		sp
<b>Sub-Total</b>	<b>288 units</b>	<b>445 sp</b>
<b>Total Required</b>		<b>445 sp</b>
Provided Client Program		
	Standard	HC
Surface Parking	152 sp	5 sp
Parallel Parking	9 sp	sp
Townhome Parking	31 sp	1 sp
Parking Deck Typ 1	136 sp	3 sp
Parking Deck Typ 2	106 sp	3 sp
<b>Sub-Total</b>	<b>434 sp</b>	<b>12 sp</b>
<b>Grand Total</b>	<b>446 sp</b>	
EV Spaces: (2%)		
Bicycle Parking: 24 sp		

1.55 sp/du

PARKING PHASE III		
Client Program (1 sp / bedroom)*		
	# of units or SF	# Spaces
1 BD @ 1 sp/du	189 units	189 sp
2 BD @ 2 sp/du	154 units	308 sp
3BD @ 3 sp/du	12 units	36 sp
<b>Sub-Total</b>	<b>355 units</b>	<b>533 sp</b>
<b>Total Required</b>		<b>533 sp</b>
Provided Client Program		
	Standard	HC
Parking Garage		
Level 1	67 sp	1 sp
Level 2	58 sp	1 sp
Level 3-8	384 sp	6 sp
Roof	43 sp	sp
Surface Parking	2 sp	1 sp
<b>Sub-Total</b>	<b>554 sp</b>	<b>9 sp</b>
<b>Grand Total</b>	<b>563 sp</b>	
EV Spaces: (2%)		
Bicycle Parking: 8 sp		

1.59 sp/du

**CITY RESPONSE:** the table formatting is acceptable but the parking ratios used and parking being provided does not meet the city's minimum requirements. Tandem parking may only be allocated to the same unit and used to meet the parking requirement of a unit that requires two or more parking spaces.

**Applicant REV 2 Response:** As will be required if the proposed Uptown LUPA (PC 24-6 and PCT 24-3) is adopted, the Project is proposed to set aside 15% affordable workforce housing units for a minimum of 30 years at up to

120% of the MFI. As confirmed with the City's Traffic Engineer, multifamily developments are eligible for a Site Plan Level I (Administrative) parking reduction, contingent upon a minimum of 10% of units within a development being set aside as affordable, for no less than 30 years, at or below 120% of the MFI. A parking reduction methodology meeting is scheduled for December 6, 2024 after which Applicant will submit a parking reduction study for consideration.

**Applicant REV 3 Response:** The newly adopted Uptown code amendments, Case No. UDP-T25001, provide specific parking reduction criteria for Uptown residential projects which the Project satisfies. Refer to Applicant's UPDATED Parking Demand Study prepared by Kimley-Horn & Associates dated April 1, 2025 and Architectural Sheet A-1.1 for parking and long-term/short-term bicycle parking data table per phase and built-out.

4. The parking data tables are using incorrect minimum parking rates and shall use the parking rates in ULDR Section 47-20.2. Using the minimum parking rates in ULDR Section 47-20.2 will result in the proposed site being under parked and not meeting the minimum parking requirements. Since this property is not in a RAC zoning area a parking reduction cannot be requested for residential use through ULDR Sec. 47-20.3.

**Applicant REV 1 Response:** Acknowledged. Applicant is requesting a parking reduction for the affordable units AND market rate units within the Project. 1,523 total parking spaces are proposed, which equates to approximately 1.57 space/du, where the ULDR currently requires 1,793 total parking spaces based on the current unit/bedroom mix.

ULDR Section 47-20.3.A.2.b. currently permits administrative parking reductions for affordable units. As shared with City staff, Applicant is proposing the ULDR text amendment below for City staff's consideration which would allow market rate units areas within a TOD future land use designation (such as the Uptown TOD) to qualify for a parking reduction to be reviewed on a case-by-case basis similar to how RACs are currently treated.

**APPLICANT'S DRAFT ULDR TEXT AMENDMENT:** [OUTDATED AND REMOVED AS PART OF REV 3 SUBMITTAL]

**CITY RESPONSE:** City can only grant a parking reduction for proposed residential developments outside of a Regional Activity center if the proposed residential development has an affordable housing component that meets the minimum requirements in section 47-23.16 of the city of Fort Lauderdale ULDR. Please provide a parking study to justify the reduction request.

**Applicant REV 2 Response:** As will be required if the proposed Uptown LUPA (PC 24-6 and PCT 24-3) is adopted, the Project is proposed to set aside 15% affordable workforce housing units for a minimum of 30 years at up to 120% of the MFI. As confirmed with the City's Traffic Engineer, multifamily developments are eligible for a Site Plan Level I (Administrative) parking reduction, contingent upon a minimum of 10% of units within a development being set aside as affordable, for no less than 30 years, at or below 120% of the MFI. A parking reduction methodology meeting is scheduled for December 6, 2024 after which Applicant will submit a parking reduction study for consideration.

**Applicant REV 3 Response:** The newly adopted Uptown code amendments, Case No. UDP-T25001, provide specific parking reduction criteria for Uptown residential projects which the Project satisfies. Refer to Applicant's UPDATED Parking Demand Study prepared by Kimley-Horn & Associates dated April 1, 2025 and Architectural Sheet A-1.1 for parking and long-term/short-term bicycle parking data table per phase and built-out.

5. All parking must be provided in accordance with the 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.

**Applicant REV 1 Response:** Acknowledged. All drive aisle and parking stalls comply with ULDR Section 47-20.11. Refer to sheet SP-1

**City Response:** Accepted

6. 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. The minimum inbound stacking requirement is five (5) stacking spaces, the minimum outbound stacking requirement is one stacking space for each phase on each driveway approach. The site does not meet the minimum requirement measured from the back of sidewalk into the site at the N Andrews Avenue and West McNab Road driveways. There are parking spaces that conflict with this minimum stacking requirement. Update the plans so that there are no conflicts with the minimum stacking requirement.

**Applicant REV 1 Response:** Acknowledged. The site has been updated to meet requirements. Refer to Civil drawings for stacking. Vehicle stacking has been revised to exclude stacking at the proposed parking stalls as requested. Please refer to the Civil Plans Sheet C2.10-C2.16 Pavement Marking & Signage Plan for additional details.

**City Response:** Accepted

7. Identify which driveway access points and drive aisles will be open during each phase.  
**Applicant REV 1 Response:** Refer to Sheet SP-01 which shows the driveway access points and drive aisles proposed to be open during each phase. Also refer to Engineering sheets FA1.00 Phase 1 Temporary Fire Access, FA1.10 Phase 2 Temporary Fire Access, and FA1.30 Phase 3 Temporary Fire Access.  
**City Response:** Accepted
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.  
**Applicant REV 1 Response:** Acknowledged. Sight triangles are provided on the civil plans as a red dashed line. Please refer to Sheets C2.10-2.16 Pavement Marking & Signage Plan for details.  
**City Response:** Accepted
9. Provide a 10' X 10' sight triangle at the proposed driveways starting at the back of sidewalk and driveway through lanes intersection points, no structures or obstructions shall be placed in this sight triangle. This sight triangle is required to provide clear visibility of the drivers exiting the driveway being able to see the pedestrians walking on the sidewalk against the building.  
**Applicant REV 1 Response:** Acknowledged. Sight triangles are provided on the civil plans as a red dashed line. Please refer to Sheets C2.10-2.16 Pavement Marking & Signage Plan for details.  
**City Response:** Accepted
10. 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.  
**Applicant REV 1 Response:** Acknowledged. Please refer to the included Passenger Vehicle Maneuverability Exhibit for vehicle movement and turning radii through the ground floor.  
**City Response:** Accepted
11. Per Section 47-20.5.C.4 of the City of Fort Lauderdale Unified Land Development Code Dead-end parking areas shall be prohibited, except where the number of parking spaces in the dead end area is less than twenty-one (21) and a turnaround area is provided which will accommodate a two (2) point turn around by a standard passenger car or where the number of parking spaces in the dead end is ten (10) or less (AASHTO "P" Design Vehicle). The proposed parking garage is considered the dead-end area, the total parking in the parking garage leading up to the 7<sup>th</sup> floor is greater than 21 parking spaces the parking garage shall provide a drive aisle where inbound vehicles will be able to loop around to exit without having to make a 2 point turn around.  
**Applicant REV 1 Response:** Acknowledged. A Turn around space has been added to all dead-end conditions. Refer to sheets SP-1 and A-2.6.5.  
**City Response:** Accepted
12. Provide a minimum of 7 feet wide sidewalk on NW 66<sup>th</sup> Street. 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. The back of sidewalk shall be placed on the right of way/easement line. Sidewalk shall continue through the proposed driveways.  
**Applicant REV 1 Response:** Acknowledged. Please refer to the civil plans for the proposed 7-foot sidewalk along NW 66<sup>th</sup> Street. 7' sidewalk incorporated and labeled on landscape plans and SP-1.  
**City Response:** Accepted
13. Provide a minimum of an 8 feet wide sidewalk on N Andrews Avenue. 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. The back of sidewalk shall be placed on the right of way/easement line. Sidewalk shall continue through the proposed driveways.  
**Applicant REV 1 Response:** Acknowledged. Please refer to the civil plans for the proposed 10-foot (8-foot clear width) sidewalk along N Andrews Ave. 7' sidewalk incorporated and labeled on landscape plans and SP-1.  
**City Response:** Accepted
14. 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.  
**Applicant REV 1 Response:** Acknowledged.  
**City Response:** Accepted

15. Ensure all access points, sidewalks, walkways, and curb cuts are unobstructed and ADA accessible with appropriate slopes and detectable 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.

**Applicant REV 1 Response:** Acknowledged. All proposed sidewalks and curb ramps shall comply with current ADA standards. All curb ramps shall be in compliance with the City of Fort Lauderdale, Broward County, and Florida Department of Transportation. Detectable warnings are provided at all crosswalk locations. Refer to Civil sheets and SP-1.

**City Response:** Accepted

16. 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.

**Applicant REV 1 Response:** Acknowledged. Bicycle parking has been added to the site and is shown on Sheet SP-1 and all landscaping sheets. The total number of bicycle parking spaces is listed on Sheet A-1.1.

**City Response:** Accepted

17. Additional comments may be provided upon further review.

**Applicant REV 1 Response:** Acknowledged.

**City Response:** Accepted

18. **NEW COMMENT:** As per the adopted Uptown Master Plan, Section 4.6, Mobility Concept, tertiary streets are required: (1) east-west right-of-way from NW 2nd Street to North Andrews Avenue, and (2) north-south right-of-way from McNab Road to NW 66th street. The street cross section design includes the following on-street parking, pedestrian lighting, two 10-foot travel lanes and 7 feet to 10 feet sidewalks. 90 degree pack out parking shall not be in these streets but parallel parking may be in these streets. Identify the location of these streets on the site plan.

**Applicant REV 2 Response:** Tertiary streets are defined as "...internal connectors identified primarily for service and site access to individual development sites" (emphasis added, see ULDR Sec. 47-37B.6.D). The previous east-west internal private street that was part of the site layout of the now demolished mobile home park and was envisioned as remaining on the development site per the Uptown Master Plan Mobility Concept has been reconfigured in Applicant's proposed site plan. The new site layout, which better serves the functional needs of the proposed development, no longer maintains the east-west connection, but the development still adheres to the intent of the Uptown Master Plan by preserving a north-south internal street that is consistent with the objectives of improving connectivity and mobility with pedestrian-friendly infrastructure that connects to a new proposed 7' wide sidewalk on NW 66th Street. Further, as confirmed by City staff at the October 22, 2024 DRC Meeting for the Plat (UDP-P24006), tertiary streets on the development site are not required to be dedicated in fee simple or easement by plat or other instrument. Therefore, Applicant is requesting an alternative design deviation from the street cross section design to allow for flexibility in the design while still meeting the intent of connectivity and site access.

**Applicant REV 3 Response:** An alternative design deviation is requested to not provide the east-west tertiary street from NW 2nd Avenue to North Andrews Avenue envisioned by the UMP or the street zone required for the north-south NW 2nd Avenue tertiary street from McNab Road to NW 66th Street proposed to remain. As confirmed again by Planning at our February 27, 2025 meeting, the NW 2nd Avenue tertiary street and other internal streets to the development site are not required to be dedicated in fee simple or easement by plat or other instrument. Refer to ULDR and UMP narratives for justification.

## **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.

**Applicant REV 1 Response:** Acknowledged and taken into consideration.

**City Response:** Accepted

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.

**Applicant REV 1 Response:** Acknowledged and will comply.

**City Response:** Accepted

**URBAN DESIGN & PLANNING - Case No: UDP-S24021**

Provide a response to the following case comments.

**CASE COMMENTS:**

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.  
Applicant REV 1 Response: Acknowledged and will comply.  
**CITY COMMENT:** Comment addressed.
  - 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.  
Applicant REV 1 Response: Applicant will provide a summary of all public outreach efforts prior to Planning and Zoning Board consideration.  
**CITY COMMENT:** Comment addressed.
2. Pursuant to State Statute 166.033(1), the application must be deemed approved, approved with conditions, or denied within 180 days of completeness determination, October 2, 2024, 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.  
Applicant REV 1 Response: Applicant acknowledges that a waiver of the timeframe was approved.  
**CITY COMMENT:** Comment addressed.
3. The site is currently designated Employment Center on the City's Future Land Use Map; however, the City is processing a land use amendment for the Uptown Project Area to Transit Oriented Development designation, which would permit the proposed use in this designation. This is not a determination on consistency with Comprehensive Plan Goals, Objectives and Policies.  
Applicant REV 1 Response: Acknowledged.  
**CITY COMMENT:** Comment addressed.
4. Be advised that there is a rezoning application being processed by the City on behalf of the applicant to rezone the property from Residential Mid Rise Multifamily/Medium High Density District (RMM-25) to Uptown Urban Village Northeast District (UUV-NE), and the proposed site plan application has been reviewed based on UUV-NE zoning  
Applicant REV 1 Response: Refer to uploaded Ordinance Nos. C-24-25 and C-24-26 approving the rezoning from RMM-25 to UUV-NE: DRC-Rezoning Approval Ordinances-Cypress.  
**CITY COMMENT:** Comment addressed.
5. Pursuant to ULDR, Section 47-24, this application requires review and approval by the Planning and Zoning Board (PZB). Note that fees are assessed for PZB review and the applicant is responsible for all public notice requirements. If applicant gives a presentation to the PZB then a copy of the presentation shall be provided to the case planner at [jhetzel@fortlauderdale.gov](mailto:jhetzel@fortlauderdale.gov).  
Applicant REV 1 Response: Acknowledged and will comply as applicable.  
**CITY COMMENT:** Comment addressed.

6. Provide a Plat Determination Letter from Broward County Planning Council verifying whether the property needs to be platted or re-platted. If a plat or re-plat is not required, contact the Broward County, Development Management and Environmental Review Section, at (954) 357-8695 to ensure that the proposed project is consistent with the latest recorded plat restriction(s). If a plat note or non-vehicular access line (NVAL) amendment is needed, a separate application is required, which is reviewed administratively and can be found here: [Administrative Review Application](#)

**Applicant REV 1 Response:** Refer to uploaded Platting Determination (DRC-Platting Determination-Cypress) from the Broward County Planning Council which confirms replatting is required. Applicant is submitting a separate Platting application and requests that, as is typical, replatting be a condition of building permit issuance for the principal buildings rather than of Final DRC approval.

**CITY COMMENT:** There are implications to the site plan design from platting such as changes to curb curbs and nonvehicular access lines, dedication of right-of-way, easements, etc. The plat application must be submitted to City and County prior to the next resubmittal review of the site plan.

**Applicant REV 2 Response:** Non-vehicular access lines are not proposed to be amended. Refer to DRC Plat Application Case No. UDP-P24006 reviewed at the October 22, 2024 DRC meeting.

**Applicant REV 3 Response:** As agreed with Engineering on 8/1/2024, Applicant accepts the following condition of approval in order to allow the Site Plan to obtain Final DRC Approval *prior to City Commission approval of the Plat but require plat recordation prior to master building permit issuance for a principal building: "Prior to issuance of a master building permit, a copy of the recorded plat (per application Case No. UDP-P24006) shall be provided."*

7. 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.

**Applicant REV 1 Response:** Applicant is requesting to provide as a condition of Final DRC approval.

**CITY COMMENT:** Condition of Final DRC is acceptable.

8. Be advised that the Site Plan Level III application submitted to the City did not contain all the necessary information to conduct a full review of the applicant's request and plans. Any missing information, noncompliant issue, or other documents needed is stated herein and staff reserves the right to generate new review comments based on the resubmittal of the application and plan set.

**Applicant REV 1 Response:** Acknowledged.

**CITY COMMENT:** Resubmittal still does not demonstrate compliance with the City's ULDR nor the site plan submittal requirements per the City's DRC application and specifications. Therefore, the following comments are being generated due to missing information, noncompliance with ULDR, and specifics on the resubmitted plans.

**8A. The following application specifications are missing from the submittal:**

- **Site plan minimum scale is 1" = 30'. Provide additional sheets depicting the site plan at this scale.**

**Applicant REV 2 Response:** Refer to Sheets SP-2, SP-3 & SP-4.

**Applicant REV 3 Response:** No changes made from previous response. Refer to sheets SP-2, SP-3 & SP-4 for 1"=30' scale site plans

- **Site photometrics were not included in the plan set.**

**Applicant REV 2 Response:** Acknowledged. Refer to Sheets E-1PH.

**Applicant REV 3 Response:** Photometrics are included in this REV 3 plan set.

- **Building material details including images of products in real life application of such.**

**Applicant REV 2 Response:** Acknowledged. Refer to Sheets A-3.1.1C-A-3.9.2C.

**Applicant REV 3 Response:** Building material details are provided on sheets A-3.1.1C through A-3.9.2C

- **Renderings consistent with the listed type.**

**Applicant REV 2 Response:** Acknowledged. The overall renderings presented do not yet reflect the updated townhomes and site plan configuration; however, they still provide a general sense of the site layout. The zoomed-in renderings do accurately represent the building designs. Please refer to Sheets RE-1 through RE-5 for more details.

**Applicant REV 3 Response:** Refer to sheets RE-1 through RE-5. Updated renderings are being prepared and will be supplemented prior to Planning signoff.



- **Roof plans do not contain the required information.**  
Applicant REV 2 Response: Acknowledged. Roof plans have been updated. Refer to Sheets A-2.1.5, A-2.2.5, A-2.3.5, A-2.4.5, A-2.5.5, A-2.6.5, A-2.7.5, A-2.8.5, A-2.9.5.  
Applicant REV 3 Response: No changes made from previous response. Refer Sheets A-2.1.5, A-2.2.5, A-2.3.5, A-2.4.5, A-2.5.5, A-2.6.5, A-2.7.5, A-2.8.5, A-2.9.5.
- **Dimensions on floor plans.**  
Applicant REV 2 Response: Acknowledged. All floor plans have been dimensioned. Refer to Sheets A-2.1.1-A-2.9.5.  
Applicant REV 3 Response: All floor plans have been dimensioned. Refer to Sheets A-2.1.1 through A-2.9.5.
- **Details on compliance with the Uptown zoning requirements; building lengths, required articulation, etc.**  
Applicant REV 2 Response: Refer to Sheet A-1.1.  
Applicant REV 3 Response: Acknowledged. Refer to Architectural Sheets and ULDR and UMP narrative for point-by-point analysis and alternative design deviation justifications where applicable.
- **Location of open space to meet code requirements and by phase.**  
Applicant REV 2 Response: Acknowledged. Refer to Landscaping Sheet EX-001 for detailed information on the Open Space requirements.  
Applicant REV 3 Response: The project exceeds the minimum required open space, providing 104,729 square feet where a minimum of 97,300 square feet is required and complying with the minimum requirement per phase. Refer to Sheet A-1.1. Open Space Requirements Table and Landscape Sheet EX-001 for area exhibit.
- **Project renderings.**  
Applicant REV 2 Response: Acknowledged. Refer to Sheets RE-1-RE-5.  
Applicant REV 3 Response: Refer to Sheets RE-1 through RE-5. Updated renderings are being prepared and will be supplemented prior to Planning signoff.

8B. The project does not meet the ULDR, Section 47-37B and does not comply with the Uptown Master Plan (UMP). Staff has consistently stated this from the preliminary development meeting to issuance of the DRC Comment Report and is restating it again with this review. The project needs to meet the design intent for the zoning district. This includes meeting the dimensional standards in the ULDR and the overall design concepts in the UMP. Staff has commented in more detail below. Please note, future resubmittals that do not comply with the zoning and master plan will be rejected.

Applicant REV 2 Response: As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain deviations and an associated text amendment that would lift the maximum of three deviation requests similar to how deviations are requested in the Downtown RAC. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.

Applicant REV 3 Response: The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.

8C. Project does not meet the following UUV-NE zoning requirements:

- **Section 47-37B.3, Development permit and approval process; maximum of three deviations is permitted.**  
Applicant REV 2 Response: As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain deviations and an associated text amendment that would lift the maximum of three deviation requests similar to how deviations are requested in the Downtown RAC. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.  
Applicant REV 3 Response: Comment addressed with Uptown code amendment (Case No. UDP-T25001). The City Commission approved the Uptown code amendments on first reading, and second reading/adoption is scheduled for April 15, 2025.

- **Section 47-37B.3, Uses; single residential use is not permitted**  
Applicant REV 2 Response: As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain text amendments that would allow single residential use. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.  
Applicant REV 3 Response: Comment addressed with Uptown code amendment (Case No. UDP-T25001) as single residential use is now permitted.
- **Section 47-37B.5, Dimensional standards; maximum height is 75 feet. Proposed height is 84 feet.**  
Applicant REV 2 Response: Alternative design deviation requested for the 8-story building only. Refer to Table on Sheet A-1.1.  
Applicant REV 3 Response: Comment addressed with Uptown code amendment (Case No. UDP-T25001) as the maximum permitted height is now 8-stories (90 feet).
- **Section 47-37B.5, Dimensional standards; minimum setback of 10 feet.**  
Applicant REV 2 Response: Alternative design deviation requested for the 8-story building only. Refer to Table on Sheet A-1.1.  
Applicant REV 3 Response: Alternative design deviation requested for the 8-story building only. Refer to ULDR deviation justification narrative.
- **Section 47-37B.5, Dimensional standards; maximum length of building is 300 feet.**  
Applicant REV 2 Response: Alternative design deviation requested for the 8-story building only. Refer to Table on Sheet A-1.1.  
Applicant REV 3 Response: Alternative design deviation requested for the 8-story building only. Refer to ULDR deviation justification narrative.
- **Section 47-37B.5, Dimensional standards; setback of 30 feet.**  
Applicant REV 2 Response: Alternative design deviation requested for the 8-story building only. Refer to Table on Sheet A-1.1.  
Applicant REV 3 Response: Alternative design deviation requested for the 8-story building only. Refer to ULDR deviation justification narrative.
- **Section 47-37B.6.B, Special regulations; open space is not clearly delineated with total square feet for the open space areas.**  
Applicant REV 2 Response: Refer to Landscaping Sheet EX-001 for detailed information on the Open Space requirements.  
Applicant REV 3 Response: The project exceeds the minimum required open space, providing 104,729 square feet where a minimum of 97,300 square feet is required and complying with the minimum requirement per phase. Refer to Sheet A-1.1. Open Space Requirements Table and Landscape Sheet EX-001 for area exhibit.
- **Section 47-37B.6.D, Street hierarchy, project does not depict the two tertiary streets in the UMP for this site.**  
Applicant REV 2 Response: Tertiary streets are defined as "...internal connectors identified primarily for service and site access to individual development sites" (emphasis added, see ULDR Sec. 47-37B.6.D). The previous east-west internal private street that was part of the site layout of the now demolished mobile home park and was envisioned as remaining on the development site per the Uptown Master Plan Mobility Concept has been reconfigured in Applicant's proposed site plan. The new site layout, which better serves the functional needs of the proposed development, no longer maintains the east-west connection, but the development still adheres to the intent of the Uptown Master Plan by preserving a north-south internal street that is consistent with the objectives of improving connectivity and mobility with pedestrian-friendly infrastructure that connects to a new proposed 7' wide sidewalk on NW 66<sup>th</sup> Street. Further, as confirmed by City staff at the October 22, 2024 DRC Meeting for the Plat (UDP-P24006), tertiary streets on the development site are not required to be dedicated in fee simple or easement by plat or other instrument. Therefore, Applicant is requesting an alternative design deviation from the street cross section design to allow for flexibility in the design while still meeting the intent of connectivity and site access.  
Applicant REV 3 Response: An alternative design deviation is requested to not provide the east-west tertiary street from NW 2<sup>nd</sup> Avenue to North Andrews Avenue envisioned by the UMP or the street zone required for the north-south NW 2<sup>nd</sup> Avenue tertiary street from McNab Road to NW 66<sup>th</sup> Street proposed to remain. As confirmed again by Planning at our February 27, 2025 meeting, the NW 2<sup>nd</sup> Avenue tertiary street and other internal streets to the development site are not required to be dedicated in fee simple or easement by plat or other instrument.



Refer to ULDR and UMP narratives for alternative design deviation justification.

- **Section 47-37B.6.F, building design; articulation of 2 feet., high quality building material for the first 2 levels, building corner treatment.**  
**Applicant REV 2 Response:** Acknowledged. The elevations have been enhanced with high-quality materials siding stocco band framework, decorative brackets and more throughout the first two levels and the tower corner elements, featuring an updated pattern. Please refer to Sheets A-3.1.1 to A-3.9.2 for further details.  
**Applicant REV 3 Response:** Response above remains applicable. Refer to sheets A-3.1.1 to A-3.9.2C.\_
- **Section 47-37B.6.H, Parking; surface parking areas are limited to 200 spaces for parking area.**  
**Applicant REV 2 Response:** Alternative design deviation requested to exceed the 200 parking spaces for parking area.  
**Applicant REV 3 Response:** An alternative design deviation is NOT requested. Refer to Architectural Sheet EX-4 which shows less than 200 spaces are proposed per development block and phase.
- **Section 47-37B.6.J, Streetscape zones; not provided per code.**  
**Applicant REV 2 Response:** Alternative design deviation requested for West McNab Road and NW 66<sup>th</sup> Street where existing bridge wall conditions and utility conflicts prevent compliance with the streetscape zone requirement. Per Landscape comments above, streetscape zones/sections depicting W McNab Road and N Andrews Avenue are accepted by the City. A letter the Engineer of Record has been provided showing the existing conditions of the sidewalk along W McNab Rd. Further, NW 66<sup>th</sup> Street section has been modified as discussed with the Landscape reviewer to show conflicts for which we could not add the street trees and show the conflict with the water main in section profile. See Landscape Sheets L-309 and L-310.  
**Applicant REV 3 Response:** Response above remains applicable. See Landscape Sheets L-309 and L-310. Refer to ULDR and UMP narratives for alternative design deviation justification.
- **Section 47-37B.6.L, Sense of place elements; not provided per code.**  
**Applicant REV 2 Response:** The integration of amenitized lake area and pocket parks, street trees and landscaping, pavement treatment and façade variety within the development fosters a sense of place and identity.  
**Applicant REV 3 Response:** Response above remains applicable.

**8C. Project does not meet the following UMP design requirements:**

- UMP, Master Plan Framework 4.4, future development that promotes transit-supportive design and layout, minimizes surface parking areas, and creation of pedestrian-friendly streets with buildings that have active ground levels with multiple entrances and storefronts. Proposed project is based on a suburban design layout and does not meet this design intent. The UMP contained a conceptual master plan that may provide a visual on addressing this matter. See images below

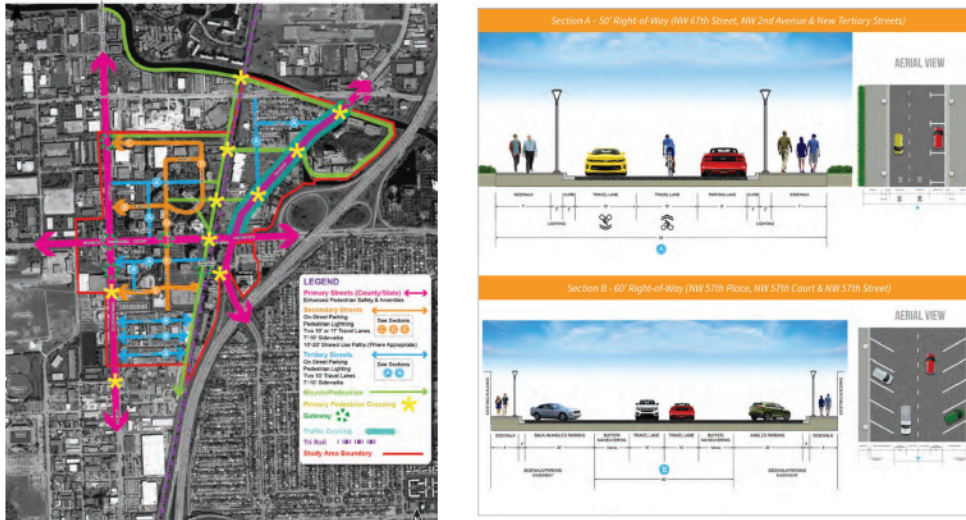


map 4.9: Conceptual Master Plan

**Applicant REV 2 Response:** Refer to response to #9 and #10 below.

**Applicant REV 3 Response:** The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.

- UMP, Master Plan Framework 4.6, mobility concept depicts two tertiary streets to create a street grid for this area that would include street cross section for sidewalks, travel lanes, landscape, and bicycle/pedestrian pathways. Proposed project does not reflect this layout. See image below.



**Applicant REV 2 Response:** Tertiary streets are defined as “...internal connectors identified primarily for service and site access to individual development sites” (emphasis added, see ULDR Sec. 47-37B.6.D). The previous east-west internal private street that was part of the site layout of the now demolished mobile home park and was envisioned as remaining on the development site per the Uptown Master Plan Mobility Concept has been reconfigured in Applicant’s proposed site plan. The new site layout, which better serves the functional needs of the proposed development, no longer maintains the east-west connection, but the development still adheres to the intent of the Uptown Master Plan by preserving a north-south internal street that is consistent with the objectives of improving connectivity and mobility with pedestrian-friendly infrastructure that connects to a new proposed 7’ wide sidewalk on NW 66<sup>th</sup> Street. Further, as confirmed by City staff at the October 22, 2024 DRC Meeting for the Plat (UDP-P24006), tertiary streets on the development site are not required to be dedicated in fee simple or easement by plat or other instrument. Therefore, Applicant is requesting an alternative design deviation from the street cross section design to allow for flexibility in the design while still meeting the intent of connectivity and site access.

**Applicant REV 3 Response:** An alternative design deviation is requested to not provide the east-west tertiary street from NW 2<sup>nd</sup> Avenue to North Andrews Avenue envisioned by the UMP or the street zone required for the north-south NW 2<sup>nd</sup> Avenue tertiary street from McNab Road to NW 66<sup>th</sup> Street proposed to remain. As confirmed again by Planning at our February 27, 2025 meeting, the NW 2<sup>nd</sup> Avenue tertiary street and other internal streets to the development site are not required to be dedicated in fee simple or easement by plat or other instrument. Refer to ULDR and UMP narratives for alternative design deviation justification.



- The images below are being provided to guide the applicant in redesigning the site to meet the UMP design intent. These are just examples as there are other solutions to address this matter.

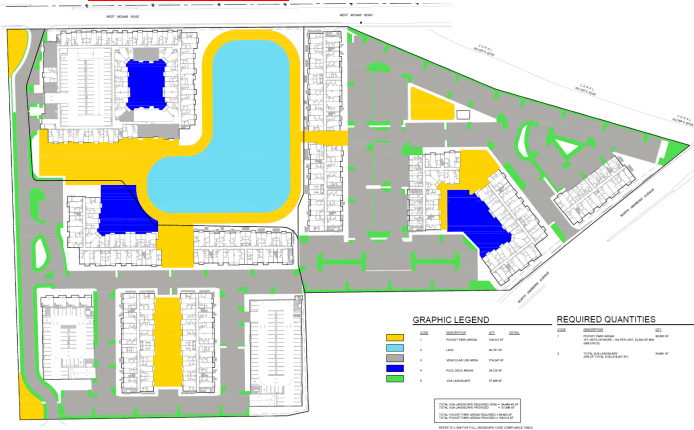


**Applicant REV 3 Response:** The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.

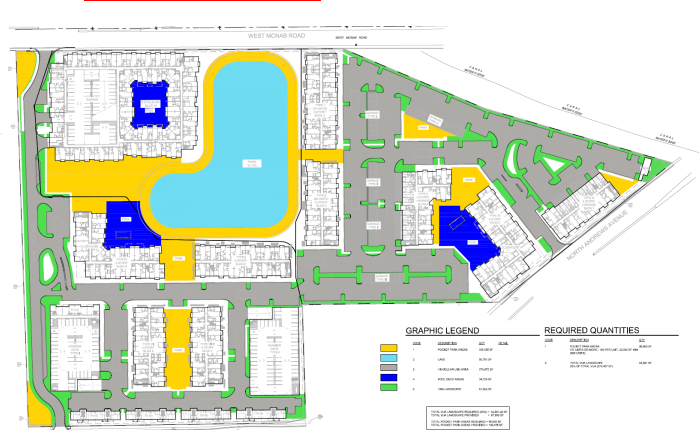
9. During preliminary development meetings, staff expressed and commented that the site plan design did not appear to meet the Uptown vision; however, the applicant submitted the site plan that was presented in the preliminary meetings for formal review. Indicate how the applicant addressed staff's preliminary comments from the meeting.

**Applicant REV 1 Response:** In response to staff comments, the site plan has been modified to align further with the Uptown vision. Some key modifications include: (1) Site Design and Layout: The original row of surface parking along NW 66<sup>th</sup> Street has been replaced with four 4-unit (16 units total), 3-story townhome buildings. This change enhances the building presence and activates the NW 66<sup>th</sup> Street (Secondary Street) frontage, consistent with the treatment along W. McNab Road and N. Andrews Avenue (Primary Streets) with the other residential building types. (2) While the Project supports the intensity encouraged by the UUV-NE zoning district in a horizontal fashion, the varying low- to mid-rise residential building types are well-suited to the mixed-income nature of the Project. (3) Streetscape Design: Additional internal sidewalk connections and crosswalks have been added and sidewalks widened to between 5 and 9 feet, improving connectivity to amenitized pocket park areas (shaded in orange below, totaling 109,455 square feet) and to the exterior sidewalks. The exterior sidewalks include a minimum 7-foot wide sidewalk on NW 66<sup>th</sup> Street, a 10-foot (8-foot clear width) sidewalk along N. Andrews Avenue, and an existing 5-foot wide sidewalk on W. McNab Road. Additional multimodal elements include the incorporation of bike racks and storage facilities throughout the Project to further encourage use of alternate modes of transportation and reduce car dependency. (4) Architectural Finishes: The Project features high-quality architectural finishes, including storefront glazing and sections of brick, stone, or wood paneling on the first and second levels, to enhance the pedestrian experience.

**Original Submittal:**



**DRC REV 1 Submittal:**



**Applicant REV 3 Response:** The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.

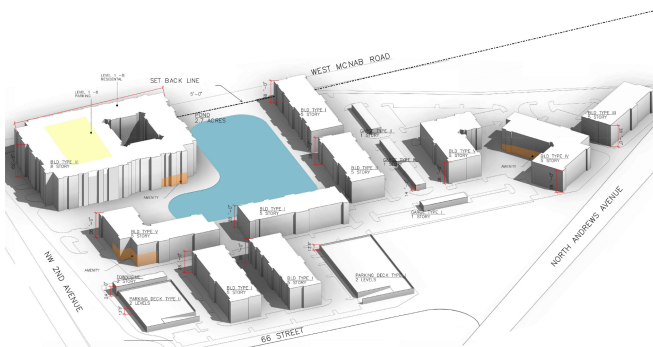
10. The project does not meet certain Uptown Master Plan (UMP) design intents and code requirements as outlined in ULDR, Section 47-37B. Staff has commented below under the applicable section and where necessary provided images to assist the applicant.

Section 47-37B.2 – Intent and purpose of each district.

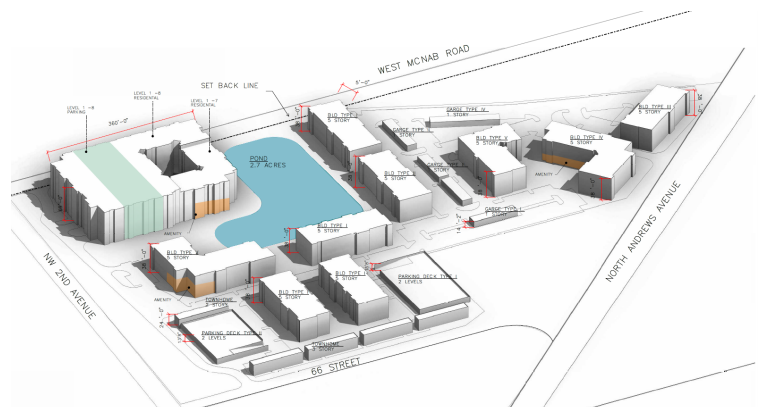
- Q. The overall intent of the Uptown Urban Village Northeast District (UUV-NE) is to contain a mixture of residential and non-residential uses with more intense development pattern that accommodates a variety of retail, restaurant and entertainment uses compatible with residential uses. As proposed, the proposed site plan does not meet the design intent for Uptown. The site layout and design is reflective of a suburban garden apartment development with multiple buildings separated by expansive surface parking and lacks several key design requirements for Uptown. Applicant must demonstrate compliance with the Uptown regulations and master plan vision this includes the following: (1) site design and layout that provide for building presence and ground floor activity fronting primary and secondary streets, (2) site layout reflective of perhaps a grid pattern, (3) streetscape design that includes wide sidewalks and multimodal elements, and (4) architectural finishes of higher quality materials.

**Applicant REV 1 Response:** In response to staff comments, the site plan has been modified to align further with the Uptown vision. Some key modifications include: (1) Site Design and Layout: The original row of surface parking along NW 66<sup>th</sup> Street has been replaced with four 4-unit (16 units total), 3-story townhome buildings. This change enhances the building presence and activates the NW 66<sup>th</sup> Street (Secondary Street) frontage, consistent with the treatment along W. McNab Road and N. Andrews Avenue (Primary Streets) with the other residential building types. (2) While the Project supports the intensity encouraged by the UUV-NE zoning district in a horizontal fashion, the varying low- to mid-rise residential building types are well-suited to the mixed-income nature of the Project. (3) Streetscape Design: Additional internal sidewalk connections and crosswalks have been added and sidewalks widened to between 5 and 9 feet, improving connectivity to amenitized pocket park areas (shaded in orange above, totaling 109,455 square feet) and to the exterior sidewalks. The exterior sidewalks include a minimum 7-foot wide sidewalk on NW 66<sup>th</sup> Street, a 10-foot (8-foot clear width) sidewalk along N. Andrews Avenue, and an existing 5-foot wide sidewalk on W. McNab Road. Additional multimodal elements include the incorporation of bike racks and storage facilities throughout the Project to further encourage use of alternate modes of transportation and reduce car dependency. (4) Architectural Finishes: The Project features high-quality architectural finishes, including storefront glazing and sections of brick, stone, or wood paneling on the first and second levels, to enhance the pedestrian experience.

Original Submittal:



DRC REV 1 Submittal:



**CITY COMMENT TO #9 AND #10:** See comments under 8B.

**Applicant REV 2 Response:** See Applicant's responses under 8B.

**Applicant REV 3 Response:** The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been

updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.

Section 47-37B.3.B – Development permit and approval process.

- b. Applicants that seek alternate design solutions can request a maximum of three deviations and must demonstrate that such deviations maintain the design intent. As proposed, the applicant is requesting more deviations than permitted by this section. Revise accordingly.

**Applicant REV 1 Response:** As discussed with City staff, Applicant is proposing certain ULDR text amendments for City staff's consideration which would reduce the number of deviations currently being requested from the UUV-NE dimensional standards. Please refer to response to #10e below for details and the submitted draft ULDR text amendment (screenshot below) as previously provided to City staff:

[OUTDATED AND REMOVED AS PART OF REV 3 SUBMITTAL]

**CITY COMMENT:** At this time, the City is not amending the ULDR. In addition, the proposed amendments above create a contradiction in design in relation to other dimensional requirements essential negating the need for setbacks. Staff does not support the proposed amendments above.

**Applicant REV 2 Response:** As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain deviations and an associated text amendment that would lift the maximum of three deviation requests similar to how deviations are requested in the Downtown RAC. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.

**Applicant REV 3 Response:** Comment addressed with Uptown code amendment (Case No. UDP-T25001). The City Commission approved the Uptown code amendments on first reading, and second reading/adoption is scheduled for April 15, 2025. Refer to ULDR and UMP narratives for alternative design deviation justification.

Section 47-37B.3.D – Density, affordable housing and flex allocation.

- c. Applications requesting residential dwelling units are subject to unit availability at the time of site plan approval on a first come, first served basis. At this time there are no flex units available for allocation and the City is processing a land use amendment that would have units for allocation. Be advised that the site plan cannot be approved until such units are available.

**Applicant REV 1 Response:** Applicant acknowledges that the Uptown LUPA is in process which would create a pool of market rate and affordable units for allocation.

**CITY COMMENT:** Project cannot be approved until units are available as part of the LUPA is adopted by second reading.

**Applicant REV 2 Response:** Acknowledged.

**Applicant REV 3 Response:** Comment addressed with adoption of Uptown LUPA on March 4, 2025.

Section 47-37B.4 – List of permitted and conditional uses.

- d. The proposed use is not a permitted use.

**Applicant REV 1 Response:** Applicant presented certain ULDR text amendments for City staff's consideration which would allow multifamily use as a standalone permitted use as currently contemplated by the City's adopted Uptown Master Plan (see screenshot of draft amendment below).

The Uptown Master Plan contemplates residential uses within a multifamily development OR as part of a mixed use development with residential as established in the permitted use tables (e.g. see pages 62-63, and 91). With the adoption of the Uptown TOD land use designation, there would no longer be a requirement to "flex" residential use as part of a Mixed Use Development as is currently required under the existing Employment Center land use.

Specifically, the PAN American MHP site is envisioned as follows: "*The manufactured home park site is intended to support multi-family or mixed-use development when it is redeveloped.*" (emphasis added) (see page 57, UUV-NE Intent and Purpose).

APPLICANT'S DRAFT TEXT AMENDMENT:

[OUTDATED AND REMOVED AS PART OF REV 3 SUBMITTAL]



**CITY COMMENT:** At this time, the City is not amending the ULDR. In addition, the proposed amendments above create a contradiction in project intent. The proposed amendment is opposite of having a transit oriented land use designation as it would allow residential in all of the area identified as UVV-NE. Staff does not support the proposed amendments.

**Applicant REV 2 Response:** As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain text amendments that would allow single residential use. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.

**Applicant REV 3 Response:** Comment addressed with Uptown code amendment (Case No. UDP-T25001). The City Commission approved the Uptown code amendments on first reading, and second reading/adoption is scheduled for April 15, 2025. Refer to ULDR and UMP narratives for alternative design deviation justification.

Section 47-37B.5 – Table of dimensional requirements for the Uptown Urban Village Zoning Districts.

- e. As proposed, the project does not meet the dimensional standards for UUV-NE. Demonstrate compliance with requirements.

**Applicant REV 1 Response:** Applicant presented certain ULDR text amendments for City staff's consideration, which would address some of the deviations currently being requested from the UUV-NE dimensional standards, including:

- Amending the maximum building height and maximum shoulder height from 75' to 8 stories. The current 75' maximum makes it challenging to construct an 8-story mid-rise building that emphasizes a high-quality ground level with a higher floor-to-floor height. The Project proposes a ground level floor-to-floor height of 12'-0" and typical residential floors is 9'-6", resulting in a total building height of 78'-6" building, exceeding the current 75' maximum.

By amending the maximum height and shoulder height, deviations from the maximum shoulder height, minimum front and corner tower stepback, and maximum tower floorplate would no longer be triggered for the Project. Additionally, such an amendment would promote the development of mid-rise buildings in Uptown and diversify the housing stock without unnecessarily burdening applicants with design standards that are more applicable to podium/tower design rather than mid-rise buildings that should be encouraged in the Uptown Urban Village.

Below is a summary of the current requested deviations:

*[OUTDATED TABLE REMOVED AS PART OF REV 3 RESPONSE]*

**Applicant REV 3 Response:** Refer to ULDR and UMP narratives for alternative design deviation justification.

Section 47-37B.6 - Uptown Urban Village Zoning District special regulations

- f. Project does not meet the intent for open space requirements, building design, mixed use development site layout, and sense of place elements.

**Applicant REV 1 Response:** Please refer to response #9 and #10a above.

**CITY COMMENT:** At this time, the City is not amending the ULDR. In addition, the proposed amendments above dilute the design intent for TOD land use designation and appears to be customized for a suburban style development. Staff does not support the proposed amendments.

**Applicant REV 2 Response:** As discussed with the Acting Deputy Development Services Director and Acting Urban Design & Planning Manager/Case Planner, the Applicant is seeking certain deviations and an associated text amendment that would lift the maximum of three deviation requests similar to how deviations are requested in the Downtown RAC. We understand City staff is working on updated text amendment language for Applicant's review and consideration. The Applicant acknowledges that such text amendments will require Planning and Zoning Board recommendation and City Commission approval.

**Applicant REV 3 Response:** The Project has been revised, to the extent feasible, to meet the newly adopted ULDR Uptown criteria, which introduce additional development block and pedestrian connectivity requirements for residential projects not part of a mixed-use development and require multimodal strategies for parking reductions. Following input from City staff at the February 27, 2025 meeting, buildings have been repositioned to enhance pedestrian connectivity and establish bike lanes along all development block fronts. For blocks adjacent to the lake, a continuous pedestrian pathway now encircles the lake area. Wider sidewalks have also been integrated throughout the site. All bicycle storage—both long-term and short-term—has been updated to satisfy the criteria, with long-term storage conveniently located along the newly designed bike lanes. For a detailed point-by-point analysis, please refer to the ULDR and UMP narratives.



11. Sheet A-1.1A, site data is inadequate and requires more information on open space, total parking for project, etc. Phasing data needs to include open space per phase as well as the parking data. Ensure the data is presented with required versus proposed.

**Applicant REV 1 Response:** Acknowledged. The site data on Sheet A-1.1 has been updated to show the total open space and the open space per phase. Parking tables on the same sheet display the total parking spaces and the parking spaces per phase.

**CITY COMMENT:** Comment not fully addressed. Open space totals were not broken into the phases.

**Applicant REV 2 Response:** Refer to Landscape Sheet EX-001.

**Applicant REV 3 Response:** The project exceeds the minimum required open space, providing 104,729 square feet where a minimum of 97,300 square feet is required and complying with the minimum requirement per phase. Refer to Sheet A-1.1. Open Space Requirements Table and Landscape Sheet EX-001 for area exhibit.

12. 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.

**Applicant REV 1 Response:** Acknowledged. Renderings have been developed and are shown on Sheets RE-1 through RE-5. Please note that these renderings do not include the new townhomes along NW 66th Street.

**CITY COMMENT:** Comment not addressed. Please refer to the application site plan specifications for the specific renderings needed for Site Plan Level III applications and provide accordingly.

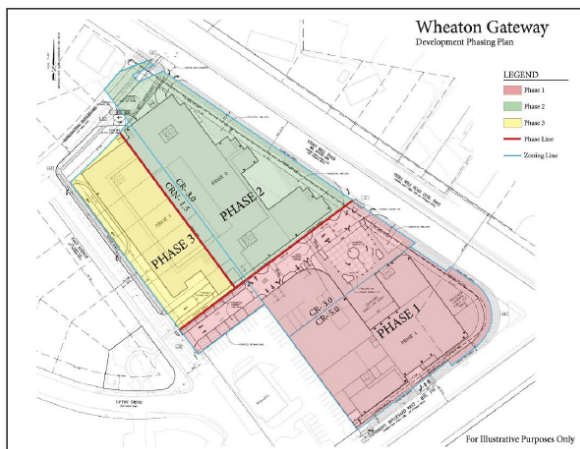
**Applicant REV 2 Response:** Acknowledged. The overall renderings presented do not yet reflect the updated townhomes and site plan configuration; however, they still provide a general sense of the site layout. The zoomed-in renderings do accurately represent the building designs. Please refer to Sheets RE-1 through RE-5 for more details. Current renderings to be provided in REV 3 submittal.

**Applicant REV 3 Response:** Refer to Sheets RE-1 through RE-5. Updated renderings are being prepared and will be supplemented prior to Planning signoff.

13. The proposed phasing delineated on the site plan is inadequate and lacks detailed information. The first phase should contain the perimeter enhancements for the project and sufficient parking, drainage area, etc. to meet the requirements of that phase. Provide anticipated timeframes for each phase and note plans accordingly.

**Applicant REV 1 Response:** Acknowledged. Please refer to the uploaded Stormwater Statement and Proposed Drainage Basin Map for additional details for stormwater calculations per phase.

**CITY COMMENT:** Comment not addressed. A detail phasing plan that graphically identifies the areas in each phase and the elements of the site included in each phase needs to be provided which can align with the stormwater sheets. See example below



**Applicant REV 2 Response:** Acknowledged. A Phasing Exhibit has been provided as requested clearly showing the limits of each phase of the development.

**Applicant REV 3 Response:** No changes made from previous revision.

14. 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.  
**Applicant REV 1 Response:** Acknowledged. All roof equipment will be concealed from the pedestrian line of sight. Please refer to Sheets EX-5 and EX-6.
- b. Provide detail drawing and information on screening materials  
**Applicant REV 1 Response:** Acknowledged. All roof equipment will be concealed from the pedestrian line of sight. Please refer to Sheets EX-5 and EX-6.
- c. Provide images of product screening material in real application. Screening must be 100% opaque.  
**Applicant REV 1 Response:** Acknowledged. All roof equipment will be concealed from the pedestrian line of sight. Please refer to Sheets EX-5 and EX-6.  
**CITY COMMENT:** Comments above not addressed. Screening must be part of the building volume and the current elevation for the buildings are not clear on the screening and appear to be visible.



**Applicant REV 2 Response:** All roof equipment will be concealed from the pedestrian line of sight. Please refer to Sheets EX-5 and EX-6.

**Applicant REV 3 Response:** All roof equipment will be concealed from the pedestrian line of sight. Please refer to sheet EX-13.

15. 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>

**Applicant REV 1 Response:** The park impact fee estimate is \$1,962,800.00 based on the current unit mix below:

Dwelling Unit Size	Qty x Price	Total
Less than 500 sq ft	0 x \$1650	\$0.00
501 to 1000 sq ft	515 x \$1875	\$965625.00
1001 to 1500 sq ft	441 x \$2175	\$959175.00
1501 to 2000 sq ft	16 x \$2375	\$38000.00
2001 to 2500 sq ft	0 x \$2525	\$0.00
2501 to 3000 sq ft	0 x \$2625	\$0.00
3001 to 3500 sq ft	0 x \$2725	\$0.00
3501 to 4000 sq ft	0 x \$2825	\$0.00
More than 4000 sq ft	0 x \$2900	\$0.00
Hotel/Motel Rooms	0 x \$1250	\$0.00

**CITY COMMENT:** Comment addressed.

16. 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.

**Applicant REV 1 Response:** Acknowledged.

**CITY COMMENT:** Comment addressed.

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

**Applicant REV 1 Response:** Acknowledged.

**CITY COMMENT:** Comment addressed.

18. 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.

**Applicant REV 1 Response:** To be determined and provided prior to DRC signoff if applicable.

**CITY COMMENT:** Comment addressed.