



DEPARTMENT OF SUSTAINABLE DEVELOPMENT-URBAN DESIGN & PLANNING  
**SITE PLAN APPLICATION**

Rev: 2 | Revision Date: 3/27/2019 | I.D. Number: DSD.UDP.SP

**DEVELOPMENT REVIEW COMMITTEE (DRC)  
 SITE PLAN APPLICATION**

**PRE-APPLICATION MEETING REQUEST:** Prior to formal submittal of a Development Review Committee site plan application, applicants are encouraged to schedule an appointment with Urban Design & Planning Division staff to obtain feedback regarding subject proposals, rezoning and right-of-way vacation requests, as well as any other considerable development projects. This meeting provides the applicant with an opportunity to obtain feedback and general direction, prior to expending significant effort on design and preparation of submittal documents.

**DEADLINE:** Submittals must be received by 12:00 PM each business day. Pursuant to Section 47-24.1(1), the Department will review all applications to determine completeness within five (5) business days. Applicants will be notified via email, if plans do not meet the submittal requirements and if changes are required.

**FEES:** All applications for development permits are established by the City Commission, as set forth by resolution and amended from time to time. In addition to the application fee, any additional costs incurred by the City including review by a consultant on behalf of the City, or special advertising costs shall be paid by the applicant. Any additional costs, which are unknown at the time of application, but are later incurred by the City, shall be paid by the applicant prior to the issuance of a development permit.

<input type="checkbox"/> Planned Districts (PUD/PDD)	\$12,760.00
<input type="checkbox"/> Site Plan Level IV	\$4,590.00
<input type="checkbox"/> Site Plan Level III	\$3,500.00
<input type="checkbox"/> Site Plan Level II in Regional Activity Center	\$4,290.00
<input type="checkbox"/> Site Plan Level II	\$2,470.00
<input type="checkbox"/> Change of Use <i>(requiring Development Review)</i>	\$930.00
<input type="checkbox"/> Parking Reduction <i>(in addition to Site Plan fee)</i>	\$970.00
<input type="checkbox"/> Flexibility Units/Acreage <i>(in addition to Site Plan fee)</i>	\$60.00

**NOTES:** Optional 15-minute time slots are available during DRC meetings for scheduling to applicants, to obtain signatures on completed DRC plans (including Pre-Planning and Zoning Board, Pre- City Commission and Final DRC plans) from all representatives at one time, in preference to scheduling individual appointments. Appointments are subject to availability. To make an appointment, please call 954-828-5020 latest by Friday at 12:00 noon prior to the meeting date.

**INSTRUCTIONS:** The following information is requested pursuant to the City's [Unified Land Development Regulations \(ULDR\)](#). The application must be filled out accurately and completely. Please print or type and answer all questions. Indicate N/A if does not apply. To obtain information on a property such as land use, zoning, ownership, folio, lot size, etc., please visit <http://gis.fortlauderdale.gov/zoninggis>.

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Approved by: Ella Parker, Urban Design and Planning Manager  
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**A. DEPARTMENT INFORMATION: (FOR STAFF USE ONLY)**

Case Number		Submittal Date		Intake By	
Civic Association				City Commission District	

**B. OWNER/APPLICANT CONTACT INFORMATION:** For purpose of identification, the **PROPERTY OWNER** is the **APPLICANT**

Property Owner's Name		Signature	
Address, City, State, Zip			
Phone Number		Email	
Proof of Ownership	[ ] <u>Warranty Deed</u> or [ ] <u>Tax Record</u>		

**C. AGENT CONTACT INFORMATION:** If **AGENT** is to represent **OWNER**, notarized letter of consent is required

Agent's Name		Signature	<i>Courtney Callahan Crush</i>
Address, City, State, Zip			
Phone Number		Email	
Letter of Consent Submitted	[ ] <u>Yes</u> or [ ] <u>No</u>		

**D. DEVELOPMENT INFORMATION**

Project Name			
Project Address	(Provide Address Verification Letter)		
Legal Description			
Tax ID Folio Numbers	(For all parcels in development)		
Description of Project			
Total Estimated Cost of Project	\$ (Including land costs)	Site Adjacent to Waterway	Yes No

**E. PROPERTY USE INFORMATION**

	Existing	Proposed
Land Use Designation		
Zoning Designation		
Use of Property		
Number of Residential Units		
Non-Residential SF (and Type)		
Bldg Sq.Ft. (include structured parking)		

**F. DIMENSIONAL REQUIREMENTS**

	Required Per ULDR	Proposed
Lot Size (SF / Acreage)	/	/
Lot Density (Units/Acres)	/	/
Lot Width		
Building Height (Feet / Floors)	/	/
Structure Length		
Floor Area Ratio (F.A.R.)		
Lot Coverage		
Vehicular Use Area		
Parking Spaces		

Setbacks (indicate direction N,S,E,W)	Required Per ULDR	Proposed
Front [ ]		
Side [ ]		
Side [ ]		
Rear [ ]		

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# R.K. Center Mixed Use 901 N Federal Highway

## DRC Narrative

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### **Section 1: R.K. Center Description**

R.K. Center is proposed on the south side of Sunrise Boulevard, along Federal Highway. The property is zoned Regional Activity Center – Urban Village District (RAC-UV) and within the ‘Near Downtown’ character area of the Downtown Master Plan.

The entire project entails three (3) separate properties with 3 separate independent site plan applications. This application focuses on the mixed-use Site I – 901 N Federal Highway.

R.K. Center proposes three (3) towers – one 15 story tower and two 30 story towers– comprising a mixed-use project that includes multifamily residences; retail spaces; restaurant spaces; and extensive public realm improvements. R.K. Center is geared for an active urban lifestyle and is designed to provide amenities for the project as well as the general public and surrounding neighborhoods.

The architecture of R.K. Center takes its inspiration from the mid-century modern era in which the original Searstown was developed while adding modern flare and materials to create a truly “Fort Lauderdale” style to the project.

Active ground floor uses are proposed around the entire site to present a pedestrian face to all sides. Both food service and street front retail uses are proposed.

**Section 2: Comprehensive Plan Compliance**

R.K. Center is consistent with the goals, permitted uses and development intensity set forth in the RAC land use designation which is intended to encourage quality development and give definition to the urban form.

**Section 3: Sec. 47-13.2.1, Intent and Purpose of RAC-UV district**

***Sec. 47-13.2.1. Intent and purpose of each district.***

A. *Downtown Regional Activity Center (RAC). This land use designation applies to the geographic area containing a mixture of large-scale business, cultural, educational, governmental and residential uses which are in close proximity to mass transit resources (airport, port, rail and bus terminal). The purpose is to foster an active downtown within which one can work, live, entertain and shop without commuting to other districts in the city. The various RAC districts are described below.*

*3. RAC-UV Urban Village District is intended to support the RAC-CC district by providing a mix of uses including institutional, office, commercial and residential. This area will encourage housing for the Downtown RAC. The RAC-UV regulations require ground floor retail, service and arts activity on the main street where pedestrians are encouraged. Also, residential uses will be permitted above business uses and encouraged to be located abutting the public street/sidewalk to promote an urban character.*

R.K. Center has been designed to meet the intent and purpose of the RAC-UV zoning district. R.K. Center proposes a mix of residential units with community amenities features much desired by the community. Further, R.K. Center proposes ground floor commercial uses in a pedestrian friendly atmosphere, hoping to be the catalyst for future development in the surrounding area. Further still, R.K. Center proposes wide pedestrian friendly sidewalks; and lush street tree canopies in accordance with the master plan for the area.

**Section 4: Sec. 47-13.10, Permitted uses in the RAC-UV District**

Pursuant to section 47-13.10 of the ULDR, residential; retail; and restaurant are permitted uses.

## **Section 5: Sec. 47-13.20 – Downtown RAC**

- A. *Applicability: The following regulations shall apply to those uses permitted within the Downtown RAC district, as shown on the List of Permitted and Conditional Uses, Sections 47-13.10 to 47-13.14.*

The proposed multifamily dwellings, restaurant and retail uses are Permitted Uses in the RAC-UV District.

- B. *Density. The permitted density within the Downtown RAC is provided in the City of Fort Lauderdale Comprehensive Plan, Permitted Land Uses, as amended from time to time, and per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulations.*
1. *Allocation of units.*
    - a. *The department shall review development permits to ensure compliance with the maximum number of dwelling units.*
    - b. *Unit allocation shall be on a first come, first served basis and allocated at the time of site plan approval.*
    - c. *Upon expiration of approved site plan, the unused density shall be returned to the density pool from which density was allocated.*
  2. *1989 Density. Regulations for the assignment of the five thousand one hundred (5,100) dwelling units allocated by the 1989 Comprehensive Plan are provided in Section 47-13.20.C through Section 47-13.20.0.*
  3. *Post 2003 Units. Dwelling units in excess of the five thousand one hundred (5,100) in the Downtown RAC, as certified by amendments to the Comprehensive Plan, shall be allocated in accordance with the following:*
    - a. *Application and Review Process. A development application shall be submitted to the department as provided in ULDR, Section 47-24.1.*
    - b. *Criteria. An application for a development permit requesting the allocation of Post 2003 units shall be reviewed for compliance with the ULDR regulations, as applicable to the proposed development, and shall meet the Downtown Master Plan ("DMP") design guidelines or has proposed alternative designs which meet the intent of the DMP. In the event compliance with the ULDR would not permit consistency with the design guidelines, the design guidelines shall govern.*
    - c. *Effective date. The development permit shall not take effect until the 30-day city commission request for review has expired. Effective date shall be the 30-day expiration.*

Understood.

- C. *General design and density standards:*
1. *First floor exterior walls parallel to public rights-of-way: First floor exterior walls parallel to any public rights-of-way within RAC districts shall not be permitted to extend for more than twenty (20) feet, unless such walls contain windows, doors, recesses of four (4) feet or more, or other transparent or decorative elements.*

The entire ground floor of the building and rights-of-way are provided with transparent and active use of retail, and walk-up lobbies for a depth that exceeds twenty (20) feet.

*2. Roof lines: Roof lines within the RAC-CC and RAC-AS districts shall be designed with sloping roofs or stepped roof forms. Flat roofs may be permitted, but must have a parapet facing any street front. Mechanical roof-top equipment must be screened from all grade-level views within any RAC district.*

Not applicable, this project is within the RAC-UV, however, mechanical roof-top equipment will be screened from all grade-level views. Additionally, as can be seen in the plan set, the unique roof structures meet the intent of this requirement and provide for an impactful visually appealing skyline.

*3. Design Criteria: Within all RAC districts principal structures shall provide a minimum of four (4) of the following architectural features: variation in rooflines, terracing, cantilevering, angling, balconies, arcades, cornices, architectural ornamentation, color and material banding, or courtyards, plazas or landscaped areas which encourage pedestrian interaction between the development site and public areas. Every façade of a principal structure shall contain at least three (3) of the above architectural features.*

Architectural features included in the design of the R.K. Center exceed the required minimum of four elements to be used in an RAC District, and a minimum of three on each façade. The architectural elements proposed include variation in roof lines, terracing and step backs, contemporary cornices, architectural ornamentation, stepping and amenity open space which encourage pedestrian interaction between the development site and public areas. R.K. Center proposes 819 multifamily residential units. See Section 8 for compliance with Downtown Master Plan Design Guidelines.

*5. RAC fencing: Within the RAC districts, chain-link fencing shall not be permitted along any pedestrian priority or image street. In all other areas of the RAC, any chain-link fencing shall be black or green vinyl coated. Temporary fencing may be permitted pursuant to Section 47-19.5.*

No chain-link fence is proposed.

*6. Existing Structure:*

Existing structures will be removed.

*D. Parking regulations:*

- 1. Off-street parking regulations are as provided in Section 47-20, Parking and Loading Requirements, except as provided herein:
  - a. RAC-CC and RAC-AS districts. Development within the RAC-CC and RAC-AS districts shall be exempt from providing off-street parking requirements, except for a**

*nonresidential use on a parcel located within one hundred (100) feet of a parcel zoned RAC-UV, RAC-RPO, or RAC-TMU.*

*b. RAC-UV, RAC-WMU, and RAC-RPO districts. RAC-UV, RAC-WMU and RAC-RPO district residential parking requirements are reduced from the general parking requirements as provided in Table 3, Section 47-20, Parking and Loading Requirements.....*

1,350 parking spaces are provided.

*2. Parking garage. The minimum design standards for a parking garage are:*

*a. Sloped garage ramps facing and within one hundred (100) feet of pedestrian priority and image streets and the seawall or high water mark of the New River shall have ornamental grating or other architectural features which screen the sloped ramp from view from the pedestrian priority and image street.*

The garage accesses are located on NE 9<sup>th</sup> Street; NE 5<sup>th</sup> Ave.; and Flagler Drive and meet the minimum design standards.

*b. Parked vehicles shall be screened from view from abutting public rights-of-way, excluding alleys. Screening may be provided by intervening buildings, architectural detailing such as ornamental grating, or landscaping.*

Opaque vehicle crash concrete wall, architectural elements including pilasters, artistic screening panel, and ornamental grille are used for screening of parked vehicles.

*c. Pedestrian walkways shall be provided between a parking garage and any principal or accessory building it serves and to abutting public spaces.*

Direct pedestrian access connections are provided.

*d. A parking garage shall meet the following architectural guidelines:*

*i. When a parking garage is provided for a principal structure on the same plot, the design of the parking garage shall complement and contain architectural features consistent with the principal structure, or*

*ii. When a parking garage is the principal use on a plot, it shall be designed so that the uppermost parapet or roof of the parking garage contains elevational changes averaging at least three (3) feet in height and ten (10) feet in length every fifty (50) horizontal feet or less.*

The facades of the garages are designed to complement and become part of the composition of the architecture of the principal structures.

*E. Open space for residential uses: Exempt*

R.K. Center provides much more than the required open space - providing 143,152 SF of open space (90,922 at grade and 52,230 on amenity levels).

*F. RAC landscape requirements. Surface parking lots within the RAC district shall meet the landscape requirements for vehicular use areas as specified in Section 47-21, Landscaping and Tree Preservation Requirements.*

Not applicable, no surface parking lot is proposed for the R.K. Center

*G. Signs: Sign requirements are:*

- 1. Downtown RAC district signs shall be as permitted in the central beach area zoning district pursuant to Section 47-22.4.C.13, except that message center signs and time and temperature signs shall be permitted, as provided in Section 47-22, Sign Requirements.*

All signs will meet requirements of Section 47-22.

*H. Street and waterway treatment:*

*There are hereby identified streets and a waterfront corridor located within the downtown RAC which are currently accommodating, or are intended to accommodate, intensive pedestrian traffic, or which serve as major pedestrian streets and major vehicular entryways, or major gateways into the downtown, and which will, therefore, require adjacent development to accommodate said pedestrian and vehicular usage and aesthetic considerations. The streets and waterfront corridor are identified below:*

*1. Pedestrian priority streets.*

- a. LasOlas Boulevard, from Brickell Ave. to the east RAC boundary.*
- b. Brickell Avenue, from Las Olas Blvd. to S.W. 2nd Street.*
- c. S.W. 2nd Street, from Brickell Ave., West to S.W. 7th Ave.*
- d. Andrews Avenue, from Broward Blvd. to Las Olas Blvd.*
- e. S.E. 6th Street, from Andrews Ave. to S.E. 3rd Ave.*
- f. S.E. 4th Avenue from Las Olas Blvd. to the New River.*

*Special regulations for pedestrian priority streets are provided in subsection H.*

*2. Image streets.*

- a. N.E./N.W. 6th Street (Sistrunk Boulevard), from the FEC rail line to Federal Highway.*
- b. N.E./S.E. 3rd Avenue from N.E. 6th Street to S.E. 6th Street.*
- c. Andrews Ave. from Flagler Dr. to Broward Blvd. and from Las Olas Blvd. South to RAC boundary.*
- d. Broward Boulevard from S.W./N.W. 7th Avenue to N.E./S.E. 8th Avenue.*
- e. Federal Highway from N.E. 6th Street to S.E. 2nd Street.*

*Special regulations for image streets are provided in subsection I.*

The proposed R.K. Center is not located on an Image Street or Pedestrian Priority Street however, great efforts in design have been expended to create an exemplary pedestrian experience on all street frontages.

*L. All other RAC district streets:*

1. *Setback:*

*a. A minimum setback of five feet shall be provided from the property line along the street.*

R.K. Center provides much greater than five-foot street setbacks on all streets – see site plan for details. In general, the pedestrian realm has been prioritized to create wide expansive sidewalks and engaging pedestrian friendly areas.

2. *Street trees:*

Street trees are designed to meet requirements of subsection H.7.

3. *Location of street trees:*

Street trees are located to meet requirements of subsection H.8.

*M. Effect on other applicable ULDR provisions:*

The design of the R.K. Center meets other applicable ULDR provisions.

**Section 6: Sec. 47-21.11, Landscape Requirements**

Detailed compliance with the Downtown Master Plan Design Guidelines is provided in Section 8 herein. The landscaping proposed meets the intent of the code by placing street trees within the right-of-ways on all adjoining streets. All species used are the designated tree for that particular street. Tree spacing meets the required maximum for trees.

**Section 7: Sec. 47-25.2, Adequacy Requirements**

*A. Applicability. The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.*

Applicant understands this requirement. The adequacy requirements stated in ULDR Section 47-25.2 are applicable to the R.K. Center to evaluate the demand it will place on public services and facilities.

*B. Communications network. Buildings and developments shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.*

Applicant understands this requirement. The proposed R.K. Center will not adversely affect the City's communication network.

*C. Drainage facilities. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.*

Applicant understands this requirement. The storm water management facilities implemented into the R.K. Center will meet the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2<sup>1</sup>/<sub>2</sub>) inches of runoff from the impervious surface (whichever is greater).

*D. Environmentally sensitive lands.*

*1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:*

- a. Broward County Ordinance No. 89-6.*
- b. Section 5-198(l), Chapter 5, Article IX of the Broward County Code of Ordinances.*
- c. Broward County Ordinance No. 84-60.*

*2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.*

R.K. Center is not located on environmentally sensitive lands.

*E. Fire protection. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.*

R.K. Center will be designed to ensure that fire protection service shall be adequate to protect occupants and property. Specifically, adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

*F. Parks and open space.*

*1. The manner and amount of providing park and open space is as provided in Section 47-38A, Park Impact Fees, of the ULDR.*

*2. No building permit shall be issued until the park impact fee required by Section 47-38A of the ULDR has been paid in full by the applicant.*

Applicant understands this requirement. The Applicant will ensure that the R.K. Center meets the park dedication requirements listed in ULDR Section 47-25.2.

*G. Police protection. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention Through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.*

Police protection services will be adequate to protect people and property in the proposed R.K. Center. The R.K. Center will include adequate CCTV and security controls and monitoring, and natural surveillance to protect the building's residents, employees and visitors.

*H. Potable water.*

*1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.*

The Property is platted. Adequate potable water service systems will be designed to meet the needs of the proposed R.K. Center, in accordance with City engineering standards, the Florida Building Code, and applicable health and environmental regulations.

*2. Potable water facilities.*

*a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.*

Understood, the Property is platted.

*b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.*

Understood, the Property is platted.

*c. Where the county is the projected service provider, a similar written assurance will be required.*

Understood, the Property is platted.

*I. Sanitary sewer.*

*1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.*

The Property is platted. The Applicant will provide adequate sanitary sewer systems to meet the needs of the proposed R.K. Center, in accordance with City engineering standards, the Florida Building Code, and applicable health and environmental regulations. Septic tanks will not be utilized on the Property.

*2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.*

Understood, the Property is platted.

*3. Where the county is the projected service provider, a written assurance will be required.*

Understood, the Property is platted.

*4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.*

Understood, the Property is platted.

*J. Schools. For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.*

R.K. Center will obtain a student generation letter from the Broward County School Board.

*K. Solid waste.*

*1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.*

*2. Solid waste facilities. Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.*

The city currently provides solid waste service to the existing site. The Applicant will procure adequate solid waste collection facilities and services in connection with the proposed R.K. Center and will provide evidence to the City demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

*L. Stormwater. Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.*

R.K. Center will provide adequate storm water facilities and systems so that the removal of storm water will not adversely affect adjacent streets and properties or the public storm water facilities and systems in accordance with the Florida Building Code, City engineering standards and other accepted applicable engineering standards.

*M. Transportation facilities.*

*1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.*

Understood, the Property is platted. The Applicant will mitigate the R.K. Center's transportation impacts through payment of its Transit Oriented Concurrency assessment fee. The funds, in combination with those from other planned developments and other Broward County funds, will be used to implementation the County's 5-year County Transit Program.

*2. Regional transportation network. The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.*

Understood, the Property is platted. The R.K. Center participation in the Transit Oriented Concurrency program mitigates any potential impacts on the regional transportation system.

3. *Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.*

Applicant understands this requirement. The local streets providing access to R.K. Center have adequate capacity and provides safe and efficient access.

4. *Traffic impact studies.*

a. *When the proposed development may generate over one thousand (1,000) daily trips;*

*or*

b. *When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half ( 1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half ( 1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:*

i. *Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.*

ii. *Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.*

iii. *If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.*

iv. *A further detailed analysis and any other information that the review committee considers relevant.*

v. *The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.*

vi. *When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.*

R.K. Center (Keith Team) has coordinated with the City's TAM department and will provide study upon completion.

*5. Dedication of rights-of-way. Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.*

So noted. Ten (10) feet will be dedicated on Federal Highway, required for the property pursuant to the Broward County Traffic ways Plan or the City's Comprehensive Plan.

*6. Pedestrian facilities. Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.*

R.K. Center will provide sidewalks, pedestrian crossings and other pedestrian-friendly facilities, to encourage safe and adequate pedestrian movement on-site and along roadway frontages.

*7. Primary arterial street frontage. Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.*

So noted. R.K. Center is designed to line the primary street(s) with ground floor active uses and the garage screening is designed to be an integral part of the architecture of the building.

*8. Other roadway improvements. Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.*

So noted. R.K. Center's participation in the Transit Oriented Concurrency program mitigates its traffic impacts. Additionally, turn lanes are proposed as presented in the Civil Engineering sheets of the plan set.

*9. Street trees. In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the developments on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.*

Trees have been provided in accordance with the above requirement. See the landscape plans included in the application documents.

*N. Wastewater.*

*1. Wastewater. Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.*

Applicant understands this requirement. The Applicant will provide adequate wastewater services for the needs of the proposed R.K. Center, including adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards.

*O. Trash management requirements. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.*

The Applicant will ensure that all trash collection is appropriately provided for.

*P. Historic and archaeological resources.*

*1. If a development or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.*

Not applicable, the property is not an archaeological nor historical resource.

*Q. Hurricane evacuation. If a development or site is located east of the River, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.*

Not applicable, the Property is not located east of the Intracoastal waterway.

**Section 8: Section: 47-13.20.B.4.b.3 Downtown Master Plan Design Guideline Compliance**

The proposed R.K. Center is located on the south side of Sunrise Boulevard abutting Flagler Drive to the west and Federal Highway to the East. The property is zoned Regional Activity Center – Urban Village (RAC-UV), and is located in the ‘Near Downtown’ character area of the Downtown Master Plan. The proposed R.K. Center is a multiple use project that includes multifamily residential units and other amenities and supportive functions.

**1. VISIONS AND PLANNING PRINCIPLES OF THE DOWNTOWN MASTER PLAN:**

*The Downtown Master Plan encourages a compact urban form with a strong neighborhood feel, primarily residential, with some service commercial and employment uses.*

The current property is inhospitable and discourages pedestrian activities. The proposed R.K. Center provides a residential choice and lifestyle that does not exist in the current in the Near Downtown area. R.K. Center provides interconnectivity with other developments in the evolving neighborhood

*Principle 1 – Capture a greater share of regional redevelopment:*

R.K. Center is designed to be an interconnected community. It enhances future development and urban vitality of Near Downtown area by offering a community lifestyle.

*Principle 2 – Increase residential opportunities in Downtown, with supporting amenities:*

R.K. Center increases residential opportunities and offers choices in the Near Downtown area.

*Principle 3 – Strengthen areas of varied neighborhood character and distinct identity:*

R.K. Center will help connect and strengthen the neighborhood. Building a community of mixed uses married with green space that is needed within the Near Downtown.

*Principle 4 – Focus most intense development in a compact core:*

The proposed density is consistent with the objective in achieving a peak in a compact by placing the tower on the edge of Sunrise Boulevard and gradually scaling down into surrounding neighborhoods. The proposed building height is consistent Downtown Master Plan Guidelines.

*Principle 5 – Surround the core with strong, walkable, mixed-income neighborhoods:*

R.K. Center adds to the key mix to the neighborhood. Broward County Transit bus routes pass in front of the R.K. Center on Federal Highway. R.K. Center is located on one of the largest corridors in Fort Lauderdale. R.K. Center will provide walkable, pedestrian friendly streetscape

to serve as a catalyst and link for active use of the neighborhood in both east-west and north-south directions.

*Principle 6 – Create extroverted pedestrian friendly buildings:*

To the greatest extent possible, R.K. Center is designed with a substantial amount of green space, open airspace, and transparency bringing a better pedestrian experience to the surrounding community.

*Principle 7 – Get greater value from past investments and existing resources:*

R.K. Center is maximizing the utilization of an otherwise under-utilized resource as a partially vacant property in downtown to become part of a strong foundation for the growth.

*Principle 8 – Make the Las Olas – Riverwalk Corridor a top priority:*

Not applicable, the R.K. Center property is not part of the Riverwalk Corridor.

*Principle 9 – Return the river to its central role and better connect the two sides:*

Not applicable, the R.K. Center property is not connected to the Las Olas Riverwalk Corridor.

*Principle 10 – Green the Downtown with a connected system of parks, trails and streets:*

Landscape materials similar to the design vocabulary used in the existing downtown will be integrated with a pedestrian walkway.

*Principle 11 – Provide alternatives to the car: walking, transit and cycling:*

R.K. Center is designed as an integral part of a 24/7 live, work play downtown to reduce vehicular use. R.K. Center is accessible to public transit.

*Principle 12 – Connect to surrounding neighborhoods, the beach, and regional destinations:*

R.K. Center is centrally located among other existing developments in the neighborhood and will serve as a pivotal link to strengthen the area among other office, residential and transitional use developments in the Near Downtown area.

**FRAMEWORK GOALS OF THE DOWNTOWN MASTER PLAN:**

**Las Olas&Riverwalk Corridor:**

*Goal 1 – Strengthen the Las Olas Corridor*

*Goal 2: Complete the Riverwalk Corridor*

*Goal 3: Connect the North and South sides of the Riverwalk*

*Goal 4: Better connect the Riverwalk and the Las Olas Corridor*

R.K. Center is located far North of from Las Olas Boulevard.

***Heritage & Legacy:***

*Downtown's cultural heritage legacy remains one of its greatest strengths and office users of the proposed development will have easy access to the Performing Arts Center, the Museum of Science, the Museum of Art, Florida Atlantic University, Broward Community College, and the Public Library.*

*Goal 1 – Encourage preservation of historic features related to Fort Lauderdale's urban form:*

R.K. Center meets the goal by respecting the existing street grid pattern of the RAC and will encourage restoration of the vibrant street life and main street quality.

*Goal 2 – Encourage preservation of existing designated historic structures and interiors:*

There are no historic structures on the property.

*Goal 3 – Encourage preservation of existing, non-designed structures and interiors of architectural and cultural significance:*

There are no structures of architectural significance on the property.

*Goal 4 – Encourage preservation of historic and significant landscapes:*

There are no historic significant landscapes on the property.

**Environment:**

The proposed R.K. Center meets criteria of Smart growth strategies to promote environmentally sustainable approach to city-building through mixed-use, vibrant, walkable communities and areas of high density uses.

*Goal 1 – Reduce pollution of the New River:*

The use of parking garage eliminates the need for surface parking, and reduces runoff. Storm water discharge will meet all State, County and City Engineering standards.

*Goal 2 – Decrease air pollution in Downtown:*

R.K. Center meets the goal of reducing the number of necessary automobile trips within the Downtown district. The proposed building has multiple levels of recreation to improve the microclimate of a traditional downtown.

*Goal 3 – Encourage environmentally-friendly, fuel/energy efficient ‘green’ building design:*

R.K. Center is designed with environmentally sustainable principles and practices. The design of the building with multiple landscape treatments and amenity floors will reduce heat gain to the building.

*Goal 4 – Increase pedestrian comfort in Downtown:*

Aside from meeting Code required canopy trees, the ground floor will invite the community in at all sides providing both pedestrian comfort and walkability.

**Open Space Framework:**

*Goal 1 – Improve the quality of existing parks and public spaces:*

*Goal 2 – Encourage the creation of new parks and public spaces in Downtown:*

*Goal 3 – Link parks and open spaces into an interconnected recreational and pedestrian network of trails and linear parks:*

*Goal 4 – Encourage a network of green streets throughout Downtown:*

The proposed R.K. Center will fill the gap in providing continuous pedestrian oriented, tree-lined streets in both north-south and east-west direction.

**Movement & Access:**

The proposed R.K. Center, located nine blocks north of Broward Boulevard, and is situated between Federal Highway and Sunrise Boulevard, which provides convenient and easy access to various mass transit systems including the Broward County Downtown Transit Terminal, Broward County Transit bus service, Fort Lauderdale Transit Management City Cruiser, the Tri-Rail Shuttle Service.

*Goal 1 – Respect the publicly owned street grid and alley system:*

R.K. Center is designed to respect the existing publicly owned street grid.

*Goal 2 – Make limited number of alterations to the street grid:*

No alterations to the street grid are proposed.

*Goal 3 – Make Fort Lauderdale bicycle friendly:*

The Applicant is supportive of city-wide programs to encourage bicycle use. Covered visitor bicycle parking and secured resident bicycle storage is provided.

*Goal 4 – Design a user-friendly mass transit system:*

The Applicant is supportive of designing a user-friendly mass transit system.

*Goal 5 – Create a multi-modal transit hub at the historic Flagler Rail Line:*

The Applicant is supportive of creating a multi-modal transit hub within walking distance to R.K. Center.

**Land Use & Building Type:**

The proposed ground floor with multiple uses meets the objectives and intensity of use of the City Center District of the Regional Activity Center.

*Goal 1 – encourage mixed-use development, with an emphasis on mixed-use buildings:*

R.K. Center proposes multifamily residential community and ground floor retail space, along with other active uses within mixed use buildings.

*Goal 2 – Encourage variety in Office development:*

Not applicable.

*Goal 3 – Encourage a variety of housing options in Downtown:*

R.K. Center offers a housing option that complements the current downtown.

*Goal 4 – Create a diversity of retail located where it counts:*

The proposed ground floor retail space will serve the residents of the R.K. Center as well as the neighborhood.

*Goal 5 – Create Character Areas of distinct quality:*

The program for R.K. Center is developed to build on the distinctive quality of the existing downtown and become an integral part of the fabric of the Near Downtown mixed-use Center.

*Goal 6 – Encourage and strengthen Special Use Districts:*

Not applicable

*Goal 7 – Reduce the negative impacts of parking garages:*

The façade of the garage is wrapped with distinctive screening and designed, as well as architectural elements including pilasters, aluminum mesh screen, and ornamental grille to screen parked vehicles.

*Goal 8 – Create Landmarks for the future:*

The architecture of the R.K. Center is designed to create a landmark building with clean contemporary lines and variation in form. The building will enhance the skyline of the existing neighborhood.

**Design Guidelines:**

**Principles of Street Design:**

*S1 – Maintain a fine-grained street grid: discourage vacations.*

The project does not propose to vacate any streets

*S2 – Utilize Traffic Calming rather than barricading streets:*

No street barricading is proposed. R.K. Center is designed to encourage pedestrian activities and linkages.

*S3 – Maximize on-street parking on all Downtown streets except major arterials:*

On street parking has been incorporated in all available areas.

*S4 – Provide adequate bike lanes in a planned network:*

Bike lanes have been incorporated into the design in all applicable and available locations.

*S5 – Maximize street trees on all Downtown streets: Palms -22ft.; Shadetrees - 30 ft.*

Tree planting will meet Downtown Design Guidelines.

*S6 – Encourage location of primary row of street trees between sidewalk and street:*

Street trees are proposed to be located between sidewalk and street.

*S7 – Maximum spacing for street trees: Palms -22ft.; Shadetrees - 30 ft.*

Shade trees are proposed 30 Feet apart and palm trees 22 Feet apart at the intersection of Sunrise Blvd. and Federal Hwy.

*S8 – Minimum horizontal clearance (from building face) fortrees: Palms - 6ft; Shade trees - 12ft.*

Minimum horizontal clearance has been provided throughout the site. See Site Plan Sheet SP-101

*S9 – Encourage shade trees along streets and palm trees to mark intersections:*

Shade trees are proposed along all the streets and clusters of palms mark the intersections.

*S10 – Eliminate County “Corner Chord” requirement:*

County Corner Cord is not proposed.

*S11 – Encourage curb radius reduction at street intersections to a preferred maximum of 15 feet, or a preferred maximum of 20 feet at major arterial roadways:*

Curb radius varies throughout the site and they are existing, except the new drive from US-1 which is 10 FT radius – See sheet SP-101

*S12 – Discourage curb cuts on “primary” streets.*

The density of the project requires that multiple site access points be utilized to provide multiple ingress/egress points. The widths of these access point have been reduced to the minimum required and coordinated with FDOT where applicable.

*S13 – Encourage reduced lane widths on all streets:*

See SP -101 and SP -102 for lane widths. The lane configuration is proposed based on the streetscape design provided in the Downtown MP and in accordance with FDOT requirements.

*S14 – Encourage reduced design speeds on all RAC streets (15- 40 mph).*

Traffic calming design solutions, such as on-street parking and reduced traffic lane widths, are being proposed to slower the traffic.

*S15 – Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements). Note: Design of Local streets with public r.o.w.s greater than 60' will require consultation with Urban Design & Planning Division.*

The utilization of on street parking will help encourage slower travel speeds.

*S16 Bury all power lines in the Downtown Area.*

The underground of overhead utilities will be incorporated.

**Principles of Building Design:**

*B1 – Framing the street: building “streetwall” should generally meet setback line:*

The building meets the setback lines on all of the rights-of-way except for along us-1 where additional setbacks have been provided to accommodate multi-modal expansion and larger tree canopies as well as larger sidewalks due to the scale and extent of the frontage.

*B2 – Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'.*

One of the primary design features of the project is the large ground level pedestrian public open space that traverses through the site from the southeast corner towards flagler drive

*B3 – Framing the street: minimum and maximum building "streetwall" heights: (see character area guidelines for specifics).*

Building setbacks and façade articulation with balconies are provided on all street frontages. Streetwalls vary in height to breakdown building mass and add visual interest.

*B4 – Framing the street: encourage maximum building "streetwall" length of 300':*

Each right-of-way has a maximum streetwall length of less than 300 feet except for the us-1 frontage which exceeds 400' in length. US-1 offers a unique opportunity to emphasize the curve of the roadway and to provide a dramatic statement. due to the nature of us-1 as a highly traveled roadway, the building operates on a couple of different levels, one of which is the experience of the building as one drive by. Because of this a conscious effort was made to provide a large curved upper facade that will incorporate lighting and large glass visual connections. the ground level in contrast is broken up into areas of less than 300 feet to operate at a different scale from the pedestrian experience.

*B5 – Preferred Maximum "floorplate" area for towers:*

The near downtown character area encourages maximum floor plates of 12,500 sf for residential towers of 15-30 levels which the 2 taller towers conform to. the northern tower is 15 levels and as such has a suggested maximum floor plate of 18,000 sf which is also in conformance.

*B6 – Where buildings with towers are located with frontages on multiple streets, the towers are encouraged to orient towards the "Primary Street":*

The orientation of the towers was sited in order to maximize the separation between each tower and to present the narrow end of the tower towards us-1

*B7 – Where towers are located on streets < or = 60ft, increased step backs from the 'shoulder' are encouraged to reduce the impact on the street.*

Not applicable

*B8 – Surface parking: discourage parking and access along the Primary Street frontage:*

There is no proposed surface parking along the street frontage.

*B9 – Parking garages: encourage access from secondary streets and alleys.*

A majority of the vehicular access points are from secondary streets except for one proposed along us-1. The utilization of this curb cut is to provide sufficient ingress and egress for the proposed size and density of the project and to allow for a better distribution of traffic. The parking garage will not be visible from the primary streets.

*Encourage street level activities and minimize visual exposure of parking, with active space on the ground floor of a parking garage. Upper floors of a parking garage should not be visible along primary streets, waterways, and parks. Active spaces on the upper floors are encouraged as a preferred design.*

*B10 – Encourage main pedestrian entrance to face street:*

Because of the scale of the site, each right-of-way presents itself with a pedestrian entrance.

*B11 – Maximize active uses and 'extroverted' ground floors with retail in strategic locations:*

All of the rights-of-way have proposed, ground level commercial uses except for Flagler Drive and NE 5<sup>th</sup> Street which have been lined with walk-up townhome units.

*B12 – Encourage pedestrian shading devices of various types:*

The project incorporates multiple shading device designs. Along US-1 and overhang coupled with canted columns provides deep shading due to its eastern orientation and the potential density of pedestrians. The northern edge utilizes a large cantilevered screen wall element which recessed the base of the building to provide cover and the town home units incorporate metallic overhangs to contribute to the "high quality" materials near the ground level experience.

*B13 – Encourage balconies and bay windows to animate residential building facades:*

Each building utilizes extensive balconies and the ground level walk-up townhomes utilize bay windows.

*B14 – In residential buildings, encourage individual entrances to ground-floor units:*

Ground level townhome units are lined along Flagler Drive and NE 5<sup>th</sup> Avenue.

*B15 – High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor:*

The ground level is lined with commercial uses and the utilization of the open, public access, connector breezeway encourages pedestrian interaction.

*B16 – Building Design guidelines do not apply to Civic Buildings and Cultural Facilities:*

Not applicable.

*B17 – Discourage development above rights-of-way: (air rights).*

No development above rights-of-way is proposed.

*B18 – Mitigate light pollution:*

The garage will be enclosed and hidden from exterior views and direct light will not be visible from the garage interior. all exterior spaces will utilize fixtures and photometrics that will be designed to minimize light spillover off of the property.

*B19 – Mitigate noise pollution:*

All efforts will be made to mitigate noise. Acoustical louvers will be utilized for mechanical equipment that require exterior ventilation.

*B20 – Vertical open space between towers on adjacent lots:*

This property has no adjacent lots.

*B21 – Vertical open space between multiple towers on a single development site:*

The tower separation between the northern and central tower is approximately 118' and the tower separation between the central and southern tower is approximately 140'.

*B22 – Residential: Encourage minimum ground floor elevation of 2 ft above public sidewalk level for individual ground floor entrances to private units.*

The townhomes are elevated 2 feet.

*B23 – Avoid drive thrus in the wrong places:*

Not applicable. No drive thrus are proposed for R.K. Center.

*B24 – The Fifth Façade: Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).*

The project has an extensive green roof system for residents.

**Quality of Architecture:**

*Q1 – Skyline Drama: Encourage towers to contribute to the overall skyline composition.*

One of the primary design concepts for the towers was to orient the towers in such a way to address the skyline composition. The site's location provides an approach from east or west in sunrise as well as north along US-1. In addition, the approach from Flagler was also considered. The placement of the towers provides a staggered massing which juxtaposes the towers against each other in a dynamic way as one approaches the site. The tops were also oriented to face both east and west to address each approach and to avoid a "back" of building concept

*Q2 – Expressive 'tops': Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.*

The towers are under 37 stories but have expressive tops.

*Q3 – Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors.*

The first 2 levels of the project uses high quality materials such as formed architectural concrete, glass, aluminum panels, and composite panels.

*Q4 – Respect for historic buildings:*

Though the site and existing buildings on site are not "historic", the project was designed in a mid century style in the 1950's and as such the project pays homage to the time period by incorporating design ideals of that time period. (see design concept narrative).

*Q5 – Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.*

The parking podium is not exposed to the street

*Q6 – Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment(solar orientation, wind direction, rain). Examples: Open breezeway corridors oriented toward prevailing winds; energy efficient glazing; above ground storm water capture and reuse through bio-swales and rain gardens; solar roof panes/awnings.*

The orientation of the towers was to maximize.

*Q7 – Creative façade composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level.*

The composition of the façade is a key design element for the project.

*Q8 – Original self-confident design: Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary.*

The project encompasses beautiful glass framing with Mid-Century architectural designs. RK Center incorporates pedestrian pathways throughout the project to adding commercial to make

a fully active ground floor. The balconies, sky lounges, amenity decks, and walk up townhomes add dimension and movement to each building.

**Storefronts:**

*SF1 – Retail Location Strategy: Encourage ground floor retail in preferred locations.*

The location along Sunrise and US-1 make the site a strategic retail/commercial area and as such ground level as well as upper level commercial space is one of the key programmatic elements of the project.

*SF2 – Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.*

As this project is part of the masterplan that involves 3 separate sites, the opportunities to provide a variety of storefronts and a variety of visual interests is exceptional. Each project has a unique program from ground level restaurants, commercial, retail, office, townhomes, etc., that will by nature provide a variety of uses and activity both from an aesthetic standpoint as well as a programmatic one.

*SF3 – Encourage durable materials for ground floor retail and cultural uses.*

See response Q-3

*SF4 – Encourage 15 ft minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.*

The ground level shall be as flush with the adjacent grade as allowable except for the townhomes which shall be approximately 2 feet above the sidewalk.

*SF5 – Encourage significant glass coverage for transparency and views:*

A vast majority of the ground level façade is clear glass.

*SF6 – Encourage pedestrian shading device minimum 5 feet:*

See response B-12

*SF7 – Encourage multi-level storefront displays to disguise unfriendly uses or blank walls:*

There are no proposed blank walls.

*SF8 – Encourage well designed night lighting solutions:*

Night lighting is a primary design element for the project. (See design concept narrative).

**Character Area Guidelines:  
Near Downtown**

*2A Frame the street with appropriate street wall heights: shoulder: 3-7 floors,*

The shoulder varies in height from 3 to 4 stories.

*2B Encourage maximum building height of 30 floors*

The maximum building height is 30 floors.

*2c Encourage more slender towers to compliment the skyline and provide more light and air to streets/open spaces below.*

The narrow ends of the tower are only 55 ft to 70 ft wide. The composition of the towers in "I" shapes create a dynamic movement to the forms and the varying heights within each individual tower as well as between the towers themselves compliments this language. The large open "sky lounges" and the raising of the towers off of the amenities level help to allow light and air to access the streets and provides an interesting architectural composition.

*Tower Guidelines*

*Non-Residential: preferred 32,000 GSF floor plate max.*

*Residential: buildings up to 15 floors: preferred 18,000 GSF floor plate max.*

*Residential: buildings over 15 floors: preferred 12,500 GSF floor plate max.*

R.K. Center complies.

# RK Center - Mixed-Use (Parcel 1)

FORT LAUDERDALE, FLORIDA

A NEW PROPOSED DEVELOPMENT BY RK CENTERS

DEVELOPER  
**RK CENTERS**  
17100 COLLINS AVENUE, SUITE 225  
SUNNY ISLES BEACH, FLORIDA 33160  
TELEPHONE: 305.949.4110

ARCHITECT  
**FSMY ARCHITECTS & PLANNERS**  
888 SOUTH ANDREWS AVENUE, SUITE 300  
FORT LAUDERDALE, FLORIDA 33316  
TELEPHONE: 954.764.6575

CIVIL ENGINEER  
**KEITH**  
2312 SOUTH ANDREWS AVENUE  
FORT LAUDERDALE, FLORIDA 33316  
TELEPHONE: 954.788.3400

LANDSCAPE ARCHITECT  
**KEITH**  
2312 SOUTH ANDREWS AVENUE  
FORT LAUDERDALE, FLORIDA 33316  
TELEPHONE: 954.788.3400

LAND USE ATTORNEY  
**CRUSH LAW, P.A.**  
400 SOUTH EAST 12TH STREET, BUILDING C  
FORT LAUDERDALE, FLORIDA 33316  
TELEPHONE: 954.522.2010

TRAFFIC ENGINEER  
**KEITH**  
2312 SOUTH ANDREWS AVENUE  
FORT LAUDERDALE, FLORIDA 33316  
TELEPHONE: 954.788.3400



AERIAL CIRCLE DENOTES 700 FOOT RADIUS

PARCEL 1

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LP-501	LANDSCAPE DETAILS
LI-501	IRRIGATION DETAILS

**FSMY**  
ARCHITECTS • PLANNERS  
FALKANGER SNYDER MARTINEAU & YATES  
888 SOUTH ANDREWS AVE. SUITE 300  
FORT LAUDERDALE, FLORIDA 33316  
PH:(954)764-6575 FAX:(954)764-8622  
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CA # AAC000447

DESIGNED JY/CK DRAWN JY/CK CHECKED JY

REVISIONS

DATE: 12.06.19 COMM: 19023

RK VILLAGE  
(SEARSTOWN SITE)  
PARCEL I

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

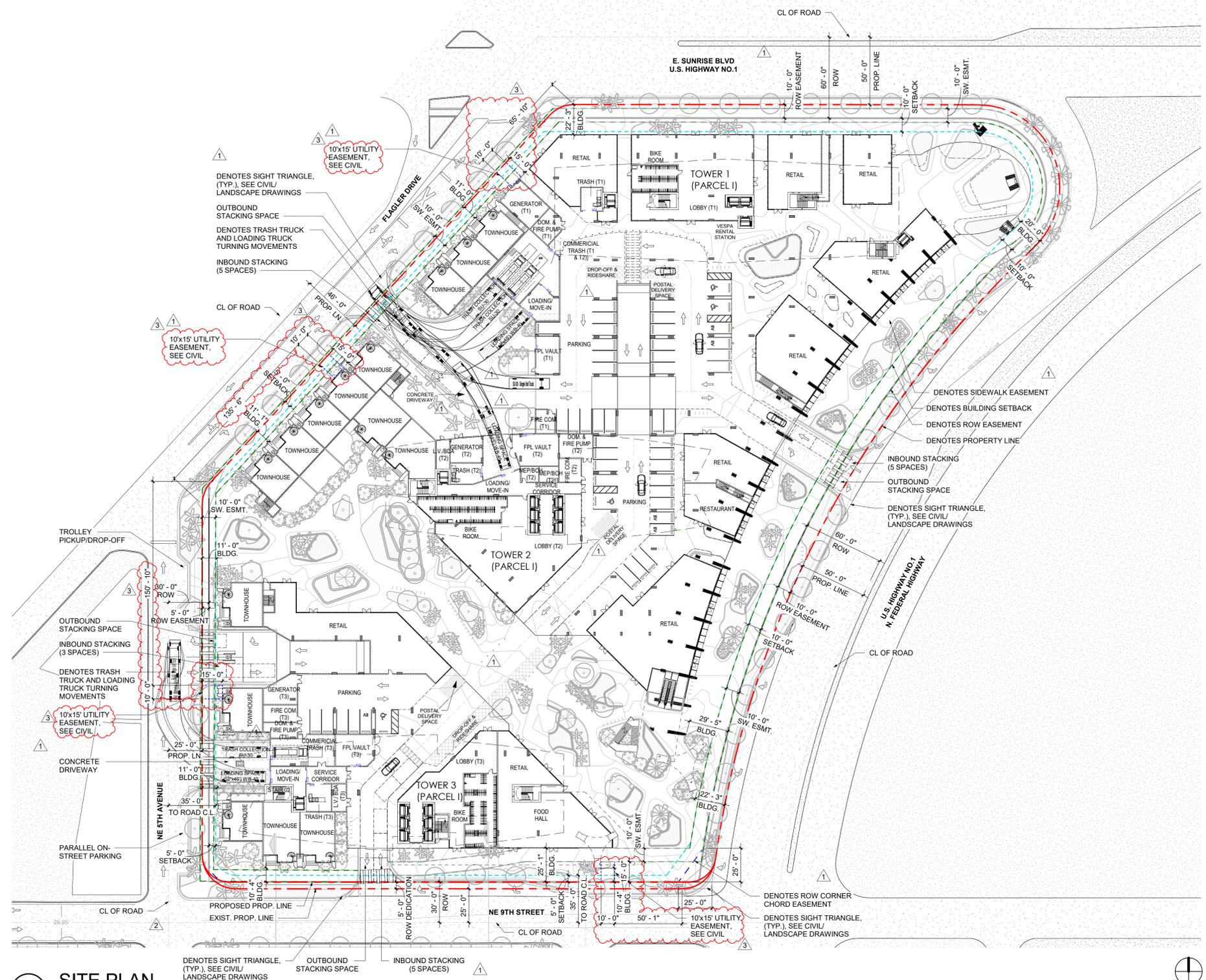
COVER SHEET

DRC

AS-000

DEPARTMENT OF SUSTAINABLE DEVELOPMENT - URBAN DESIGN AND PLANNING  
DEVELOPMENT REVIEW COMMITTEE SITE PLAN

12/13/2019 9:32:45 AM



**1 SITE PLAN**  
AS-101  
1" = 40'-0"

**LEGEND**

- PROPERTY LINE
- EASEMENT (R.O.W.)
- EASEMENT (UTILITY)
- SETBACK
- SIDEWALK EASEMENT
- TOWER STEPBACK

**FIRE PROTECTION**

PROJECT SHALL COMPLY WITH ALL APPLICABLE SECTIONS OF NFPA AND THE FLORIDA BUILDING CODE  
PER FBC 903.2.11.3, BUILDING WILL HAVE FIRE SPRINKLERS.

**NOISE CONTROL**

PROJECT SHALL COMPLY WITH CHAPTER 17 - NOISE CONTROL ORDINANCES OF THE CITY OF FORT LAUDERDALE, WITH SPECIFIC REGARD TO MECHANICAL NOISE BAFFLING.

**POLICE**

ALL EXTERIOR WINDOWS, DOORS, AND STOREFRONT TO BE IMPACT RATED  
EXTERIOR SLIDING GLASS DOORS SHALL BE EQUIPPED WITH BUGLETRY  
DETERRENT FEATURES SUCH AS TRACK BLOCKS, DOOR PINS, OR SIMILAR.  
STAIRWELLS SHALL BE EGRESS-ONLY ON THE FIRST LEVEL  
BUILDING TO BE FITTED WITH INTERCOM/VIDEO ACCESS CONTROL SYSTEM AT ENTRY/EXIT POINTS, ELEVATORS, PARKING GARAGE AND COMMON AREAS TO SECURE RESIDENT ONLY AREAS FROM PUBLIC ACCESS AREAS.  
EACH UNIT AND COMMERCIAL UNIT WILL BE PRE WIRED FOR A MONITORED SECURITY SYSTEM AND THE POOL DECK WILL INCORPORATE SAFETY FEATURES TO PREVENT UNSUPERVISED CHILDREN FROM ACCESSING THE POOL.  
UNIT ENTRY DOORS SHALL BE SOLID, IMPACT RESISTANT WITH A DEADBOLT AND SHALL BE FITTED WITH 180 DEGREE PEEP HOLE DOOR VIEWERS

**POLICE**

ACCESS CONTROL SHALL BE PROVIDED FOR MECHANICAL, ELECTRICAL AND MAINTENANCE ROOMS WHERE APPLICABLE.  
THE INTERIOR OF THE GARAGE SHALL USE LIGHT REFLECTING PAINT WHERE NEEDED FOR VISIBILITY AND SECURITY.  
EMERGENCY COMMUNICATION DEVICES SHALL BE PLACED IN THE PARKING GARAGE, POOL AND COMMON AREAS.  
PARKING GARAGE WILL PROVIDE ACCESS CONTROL FOR RESIDENTS.  
VALET SHALL HAVE SECURE KEY MANAGEMENT SYSTEM FOR VEHICLES ON SITE.  
EXTERIOR LANDSCAPING AND LIGHTING SHALL FOLLOW CPTED GUIDELINES.  
OFFICE, COMMERCIAL STOREFRONT, AND COMMON AREA DOORS SHALL BE LOCKABLE FROM INSIDE AND PROVIDE SAFE SHELTER IN THE CASE OF AN ACTIVE THREAT.

**LEGAL DESCRIPTION**

PARCEL I:  
ALL OF BLOCK A OF GREEN STAR PARK, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 33, PAGE 11 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

**SITE PLAN DATA**

A. LAND USE DESIGNATION	REGIONAL ACTIVITY CENTER
B. ZONING DESIGNATION	RAC-UV
C. SITE AREA - GROSS	245,755 S.F. (5.642 ACRES)
D. WATER/WASTE WATER SERVICE PROVIDER	CITY OF FORT LAUDERDALE
E. RESIDENTIAL DEVELOPMENT	
DWELLING UNIT BREAK DOWN AND TYPE	
TOWER 1 (64 STUDIO + 64 1BR + 40 2BR)	168 UNITS
TOWER 2 (115 STUDIO + 92 1BR + 92 2BR)	299 UNITS
TOWER 3 (115 STUDIO + 92 1BR + 92 2BR)	299 UNITS
TOWNHOMES	19 UNITS
LINER UNITS	12 UNITS
<b>TOTAL</b>	<b>797 UNITS</b>
F. NON-RESIDENTIAL FLOOR AREA	
- RETAIL/OFFICE	78,631 S.F.
- RESTAURANT (320)	3,958 S.F.
- RESTAURANT (106)	1,241 S.F.
- FOOD HALL	2,837 S.F.

G. PARKING DATA	
REQUIRED	
RETAIL:	184.3 PARKING SPACES
OFFICE:	130.2 PARKING SPACES
RESTAURANT (106):	12.4 PARKING SPACES
RESTAURANT (320):	40 PARKING SPACES
FOOD HALL:	28.4 PARKING SPACES
2,837 / 100 =	28.4 PARKING SPACES
SUBTOTAL	395.3 PARKING SPACES
SHOPPING CENTER 10% REDUCTION (-39.5):	355.8 PARKING SPACES
RESIDENTIAL UNITS	
797 UNITS X 1.2 =	956.4 PARKING SPACES
<b>TOTAL PARKING REQUIRED</b>	<b>1,312 PARKING SPACES REQUIRED</b>
PROVIDED	
LEVEL 01	48 PARKING SPACES
LEVEL 02	216 PARKING SPACES
LEVEL 03	216 PARKING SPACES
LEVEL 04	208 PARKING SPACES
LEVEL 05	208 PARKING SPACES
LEVEL 06	208 PARKING SPACES
LEVEL 07	208 PARKING SPACES
<b>TOTAL PARKING PROVIDED</b>	<b>1,312 PARKING SPACES PROVIDED</b>
<b>(INCLUDES 28 HANDICAPPED SPACES, 5 OF WHICH ARE VAN ACCESSIBLE (1 PER 6 HDCP))</b>	

LONG-TERM BICYCLE STORAGE	
TOWER 1: 168 RESIDENTIAL UNITS X 0.5 =	84 BICYCLES
TOWER 2: 299 RESIDENTIAL UNITS X 0.5 =	150 BICYCLES
TOWER 3: 299 RESIDENTIAL UNITS X 0.5 =	150 BICYCLES
<b>TOTAL LONG TERM</b>	<b>384 BICYCLES</b>
SHORT-TERM BICYCLE STORAGE:	SEE LANDSCAPE DRAWINGS

H. BUILDING FOOTPRINT COVERAGE:	
ALLOWED: 90% OF 245,755 S.F.	PROVIDED: 142,174 S.F. / 58%

I. BUILDING HEIGHT	
TOWER 1	160'-0"
TOWER 2	306'-0"
TOWER 3	306'-0"

J. TOWER FLOORPLATES	PREFERRED	PROVIDED
TOWER 1	18,000 S.F.	18,000 S.F.
TOWER 2	12,500 S.F.	12,500 S.F.
TOWER 3	12,500 S.F.	12,500 S.F.
		495'-0"

K. STRUCTURE LENGTH		
L. NUMBER OF STORIES		
	ALLOWED	PROVIDED
TOWER 1	30 STORIES	15 STORIES
TOWER 2	30 STORIES	30 STORIES
TOWER 3	30 STORIES	30 STORIES

M. SETBACKS FROM STREET CENTERLINE (MASTERPLAN DESIGN GUIDELINES)	REQUIRED	PROVIDED
EAST (U.S. 1)	10'-0"	22'-7"
WEST (NE 5TH AVE)	10'-0"	20'-0"
WEST (FLAGLER)	5'-0"	15'-7"
SOUTH (NE 9TH ST)	5'-0"	25'-1"
NORTH (U.S. 1)	10'-0"	22'-7"

N. OPEN SPACE	
LEVEL 01 (GRADE)	90,922 SF
LEVEL 08 (AMENITY LEVEL)	52,230 SF
<b>TOTAL</b>	<b>143,152 S.F.</b>

O. VEHICULAR USE AREA SEE LANDSCAPE DRAWINGS

P. LANDSCAPE AREA SEE LANDSCAPE DRAWINGS

Q. LOADING ZONES REQUIRED (RAC-UV)	
MULTIFAMILY RESIDENTIAL:	N/A
MULTI-TENANT COMMERCIAL (86,705 SF)	2 (TYPE II)
PROVIDED:	
TYPE II (12x45) LOADING ZONE:	3 (TYPE II)

**FSM**  
ARCHITECTS • PLANNERS  
FALKANGER SNYDER MARTINEAU & YATES

888 SOUTH ANDREWS AVE. SUITE 300  
FORT LAUDERDALE, FLORIDA 33316  
PH:(954)764-6575 FAX:(954)764-8622

**JEFF FALKANGER, DOUG SNYDER  
LARRY MARTINEAU, JIRO YATES**

DESIGNED DRAWN CHECKED  
JY/CK JY/CK JY

CA # AAC000447

3 DRC Comments	03.29.2021
2 DRC Comments	01.15.21
1 DRC Comments	03.23.20

**REVISIONS**

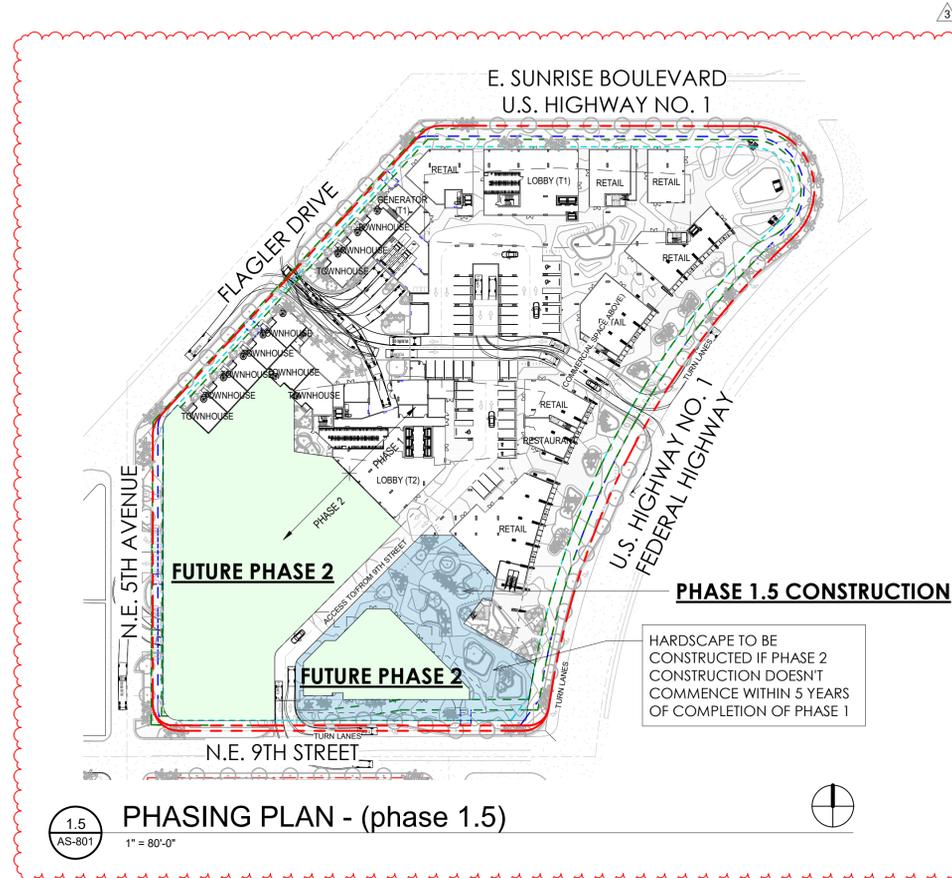
DATE:	COMM:
12.13.19	19023

**RK CENTER  
MIXED-USE  
(PARCEL I)**

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

SITE PLAN  
DRC

**AS-101**

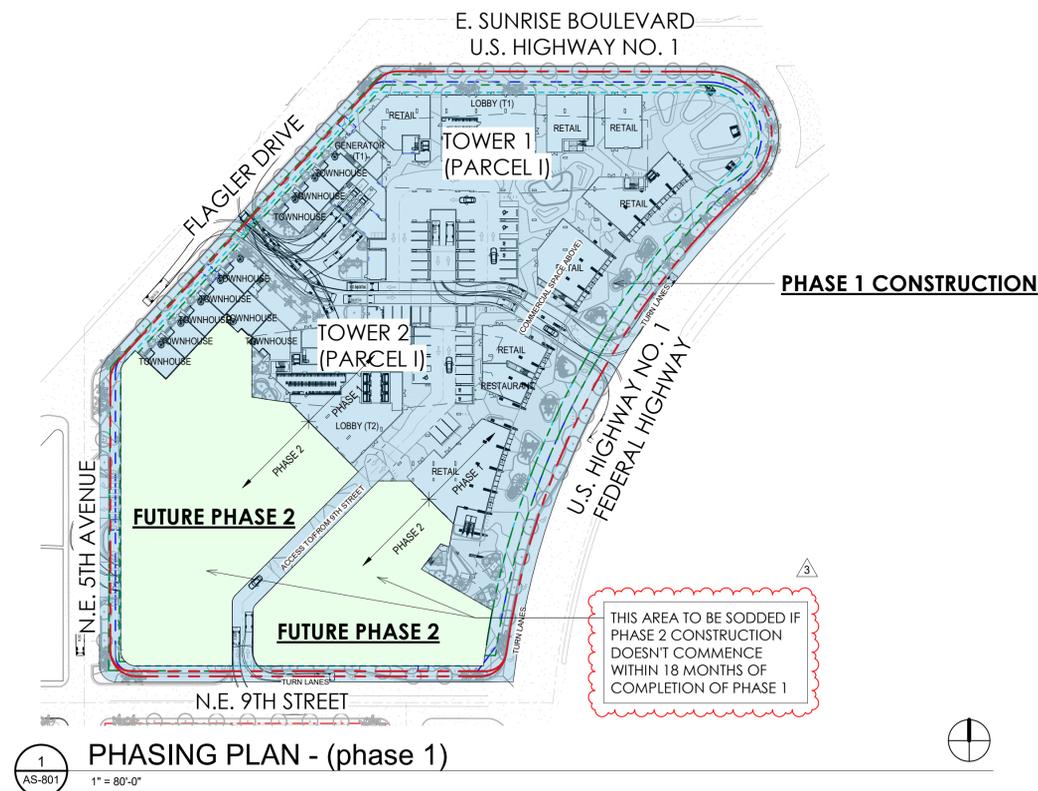


1.5 PHASING PLAN - (phase 1.5)

AS-801 1" = 80'-0"

2 PHASING PLAN - (phase 2)

AS-801 1" = 80'-0"



1 PHASING PLAN - (phase 1)

AS-801 1" = 80'-0"

PHASE 1 SCOPE

TOWER 1  
TOWER 2  
COMMERCIAL  
RESTAURANT  
PARKING GARAGE  
TOWNHOUSES  
TURN LANES  
ACCESS TO/FROM 9TH STREET  
DOG PARK AT AREA OF FUTURE PHASE 2 SCOPE

PHASE 2 SCOPE

TOWER 3  
COMMERCIAL  
FOOD HALL  
PARKING GARAGE  
TOWNHOUSES  
CENTRAL PARK SPACE

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888 SOUTH ANDREWS AVE. SUITE 300  
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PH: (954)764-6575 FAX: (954)764-8622

**JEFF FALKANGER, DOUG SNYDER  
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DESIGNED	DRAWN	CHECKED
JY/CK	JY/CK	JY

3 DRC Comments 03.29.2021

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12.13.19	19023

RK CENTER  
MIXED-USE  
(PARCEL I)

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

CONSTRUCTION PHASING PLAN

DRC

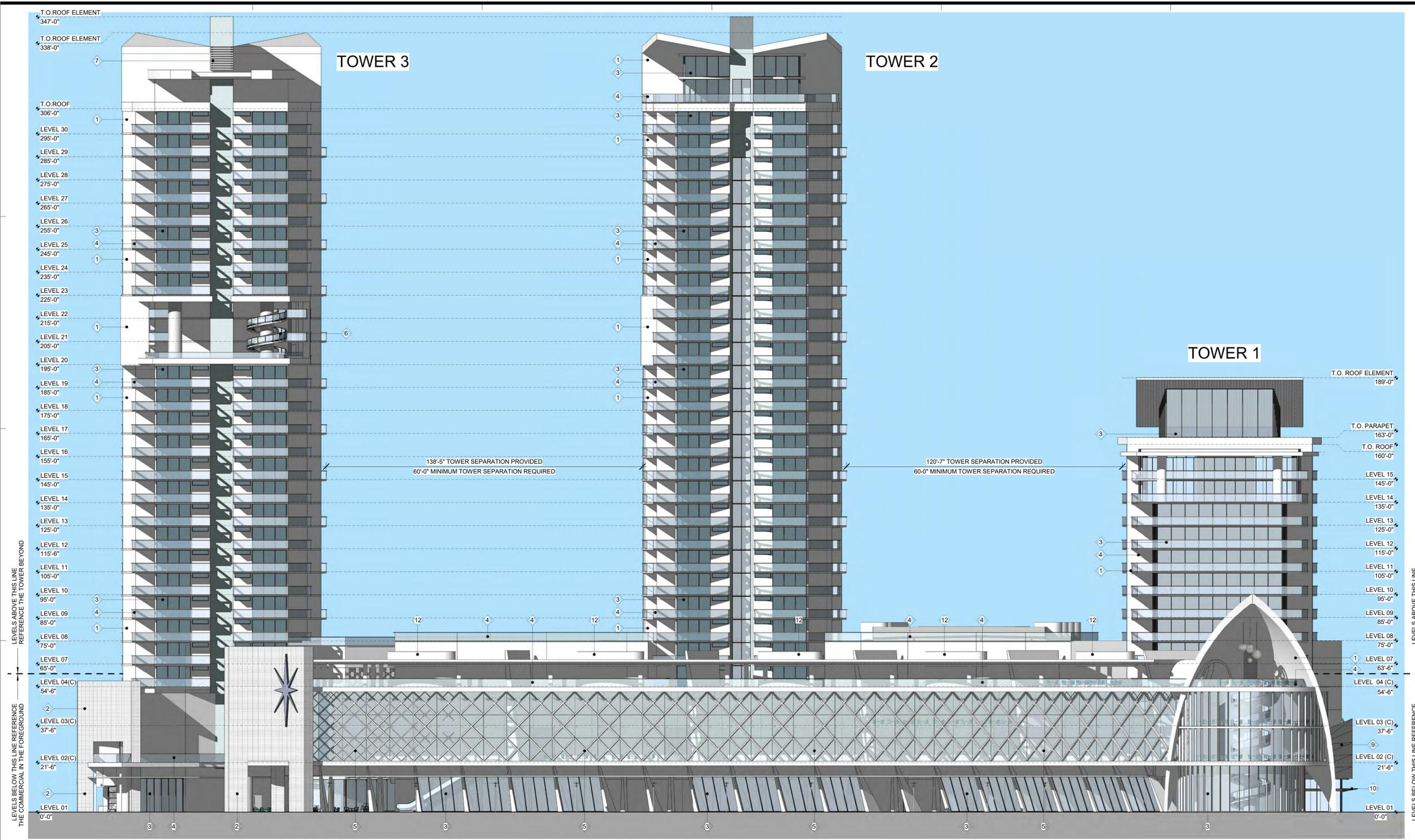
AS-801

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DESIGNED	DRAWN	CHECKED
JY/CK	JY/CK	JY



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DATE:	COMM:
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RK VILLAGE  
(SEARSTOWN SITE)  
PARCEL I

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

EXTERIOR ELEVATION - EAST

DRC

AS-201

12/12/2019 8:30:40 PM

**1 EAST ELEVATION**  
AS-201 1" = 20'-0"

KEYNOTE #12 EXAMPLE



KEYNOTES 3 & 4 EXAMPLE



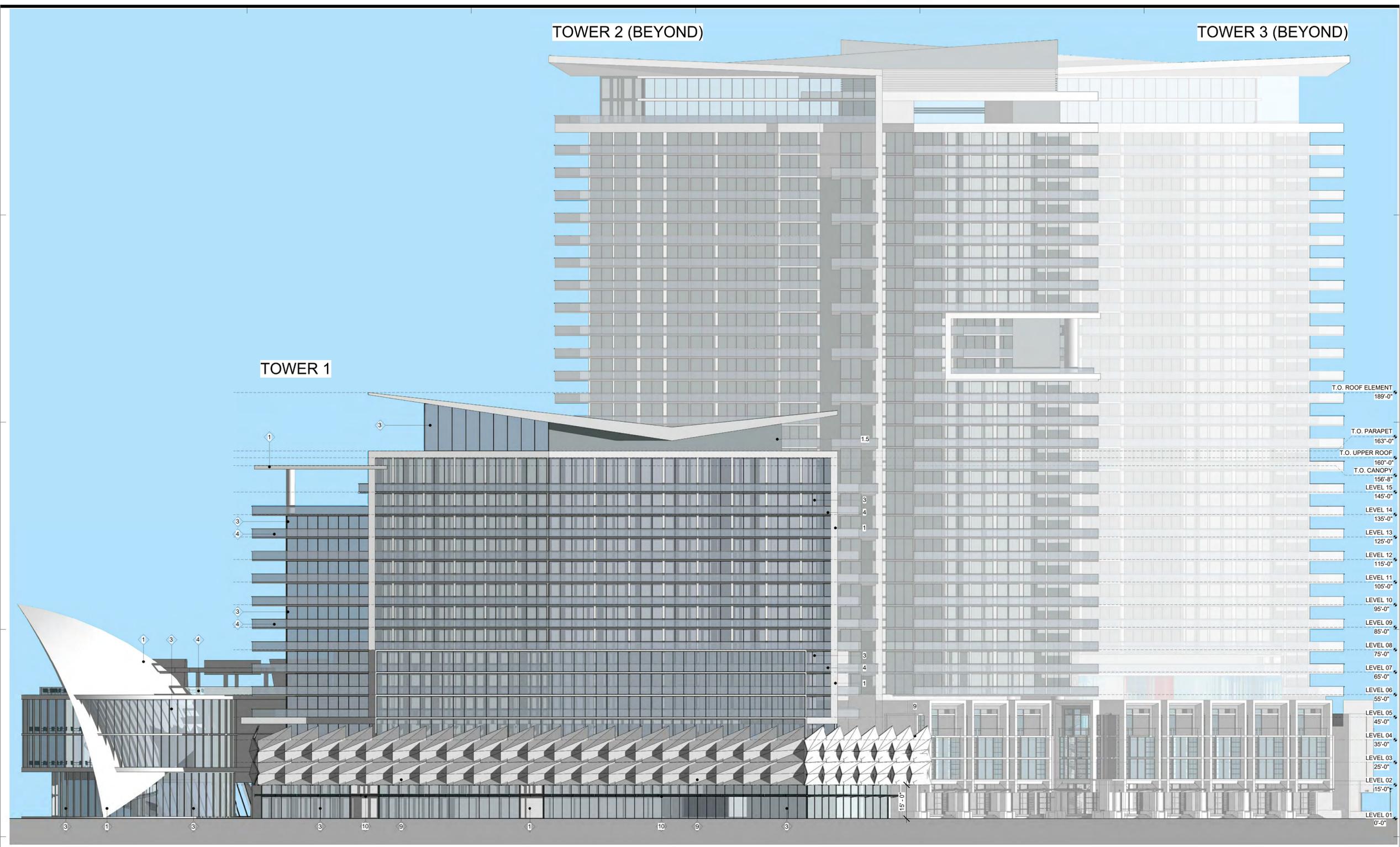
KEYNOTE #5 EXAMPLE



MATERIALS LEGEND

- |    |   |    |  |
|----|---|----|--|
| 1  | SMOOTH FINISH WHITE PAINTED STUCCO                      | 7  | EXTRUDED ALUMINUM SCREEN                               |
| 13 | SMOOTH FINISH GREY PAINTED STUCCO                       | 8  | RAISED PLANTER   |
| 2  | STACKED BRICK   | 9  | 3D MESH SCREENING STRUCTURE OVER ALUMINUM FRAME CANOPY |
| 3  | CLEAR GLAZING SYSTEM WITH CLEAR ANODIZED ALUMINUM FRAME | 10 | EXTRUDED ALUMINUM SHADING DEVICE                       |
| 4  | CLEAR GLAZED RAILING WITH BRUSHED ALUMINUM RAILING CAP  | 11 | PAINTED MURAL  |
| 5  | SCREEN ELEMENT  | 12 | LIGHT SHAFT/LANDSCAPE PLANTER BELOW                    |
| 6  | SPIRAL STAIR AND CLEAR GLASS RAILING                    |    |  |

DESIGNED	DRAWN	CHECKED
JY/CK	JY/CK	JY



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DATE:	COMM:
12.06.19	19023

RK VILLAGE  
(SEARSTOWN SITE)  
PARCEL I

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

1 NORTH ELEVATION  
AS-202 1" = 20'-0"

KEYNOTES 3 & 4 EXAMPLE	KEYNOTE #9 EXAMPLE	KEYNOTE #5 EXAMPLE	MATERIALS LEGEND	
			1 SMOOTH FINISH WHITE PAINTED STUCCO	7 EXTRUDED ALUMINUM SCREEN
			1.5 SMOOTH FINISH GREY PAINTED STUCCO	8 RAISED PLANTER
			2 STACKED BRICK	9 3D MESH SCREENING STRUCTURE OVER ALUMINUM FRAME CANOPY
			3 CLEAR GLAZING SYSTEM WITH CLEAR ANODIZED ALUMINUM FRAME	10 EXTRUDED ALUMINUM SHADING DEVICE
			4 CLEAR GLAZED RAILING WITH BRUSHED ALUMINUM RAILING CAP	11 PAINTED MURAL
			5 SCREEN ELEMENT	12 LIGHT SHAFT/LANDSCAPE PLANTER BELOW
			6 SPIRAL STAIR AND CLEAR GLASS RAILING	

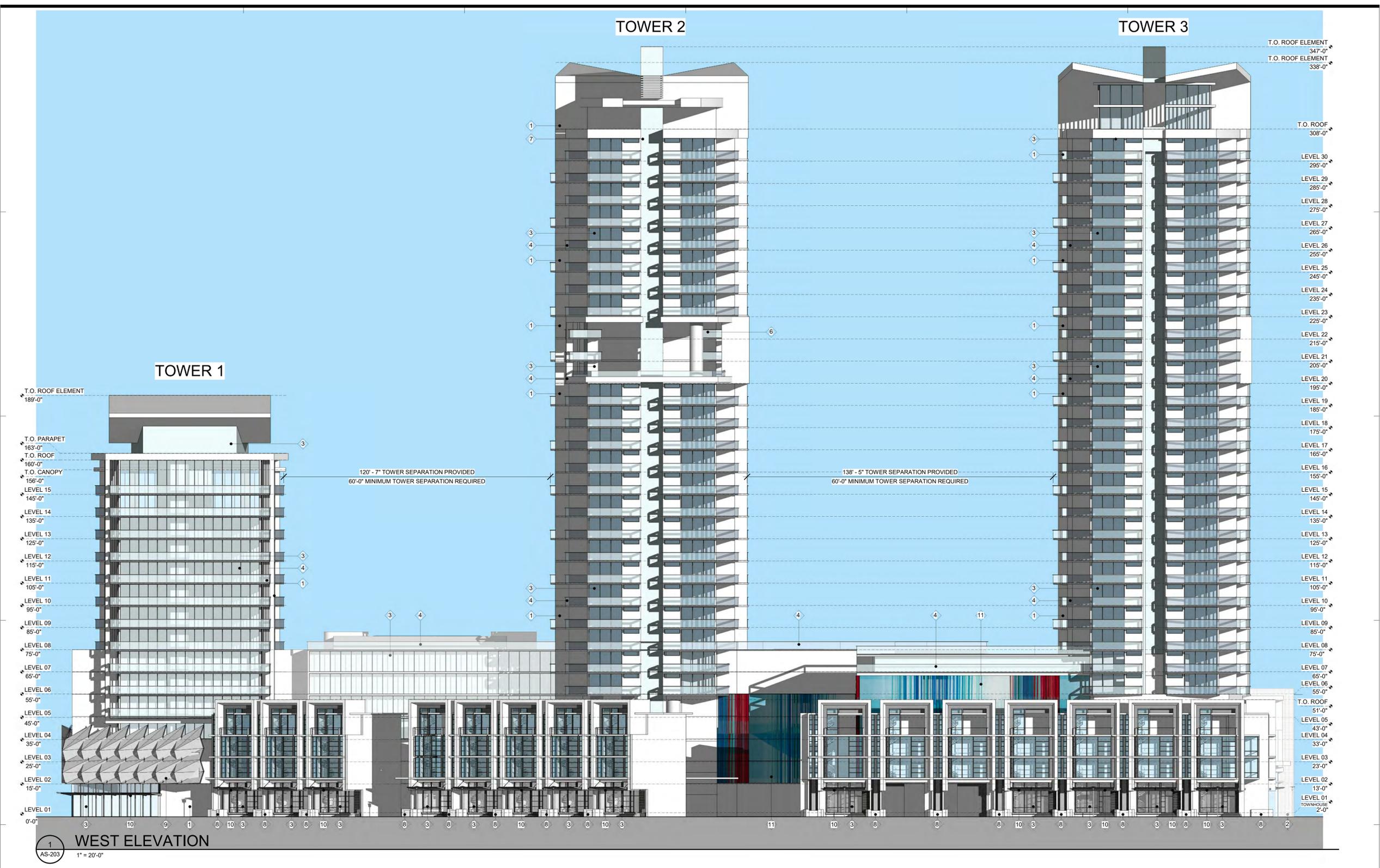
EXTERIOR ELEVATION - NORTH

DRG

AS-202

12/12/2019 8:27:35 PM

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JY/CK	JY/CK	JY



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12.06.19	19023

RK VILLAGE  
(SEARSTOWN SITE)  
PARCEL I

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

1 WEST ELEVATION  
AS-203 1" = 20'-0"

KEYNOTE #12 EXAMPLE



KEYNOTES 3 & 4 EXAMPLE



KEYNOTE #9 EXAMPLE



KEYNOTE #5 EXAMPLE



MATERIALS LEGEND

1	SMOOTH FINISH WHITE PAINTED STUCCO	7	EXTRUDED ALUMINUM SCREEN
1.5	SMOOTH FINISH GREY PAINTED STUCCO	8	RAISED PLANTER
2	STACKED BRICK	9	3D MESH SCREENING STRUCTURE OVER ALUMINUM FRAME CANOPY
3	CLEAR GLAZING SYSTEM WITH CLEAR ANODIZED ALUMINUM FRAME	10	EXTRUDED ALUMINUM SHADING DEVICE
4	CLEAR GLAZED RAILING WITH BRUSHED ALUMINUM RAILING CAP	11	PAINTED MURAL
5	SCREEN ELEMENT	12	LIGHT SHAFT/LANDSCAPE PLANTER BELOW
6	SPIRAL STAIR AND CLEAR GLASS RAILING		

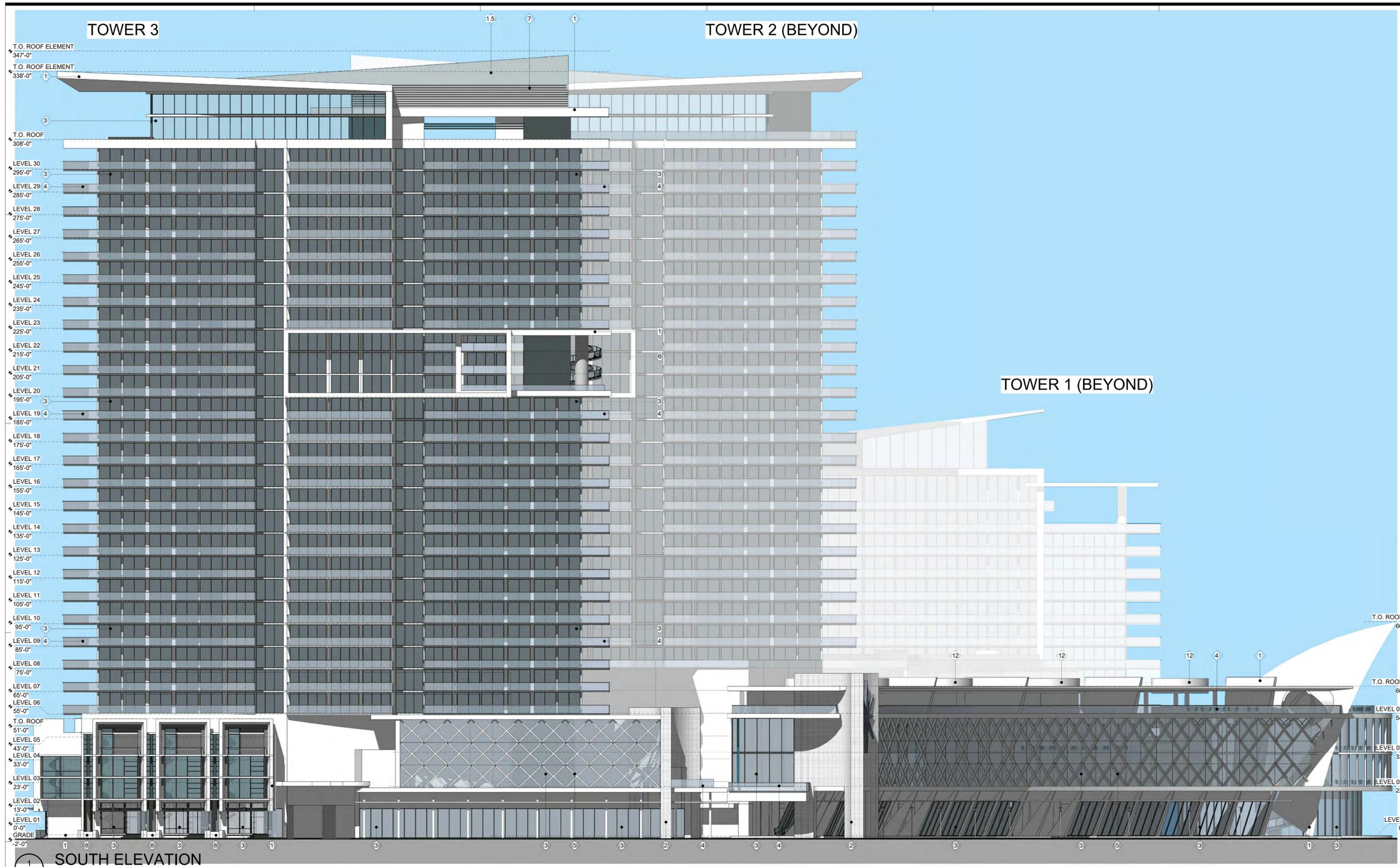
EXTERIOR ELEVATION - WEST

DRC

AS-203

12/12/2019 8:29:32 PM

DESIGNED	DRAWN	CHECKED
JY/CK	JY/CK	JY



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DATE:	COMM:
12.06.19	19023

RK VILLAGE  
(SEARSTOWN SITE)  
PARCEL I

901 NORTH FEDERAL HIGHWAY  
FORT LAUDERDALE, FL 33304

EXTERIOR ELEVATION - SOUTH

DRG

AS-204

12/12/2019 8:31:45 PM

KEYNOTE #12 EXAMPLE



KEYNOTES 3 & 4 EXAMPLE



KEYNOTE #5 EXAMPLE



MATERIALS LEGEND

- |     |   |    |  |
|-----|---|----|--|
| 1   | SMOOTH FINISH WHITE PAINTED STUCCO                      | 7  | EXTRUDED ALUMINUM SCREEN                               |
| 1.5 | SMOOTH FINISH GREY PAINTED STUCCO                       | 8  | RAISED PLANTER   |
| 2   | STACKED BRICK   | 9  | 3D MESH SCREENING STRUCTURE OVER ALUMINUM FRAME CANOPY |
| 3   | CLEAR GLAZING SYSTEM WITH CLEAR ANODIZED ALUMINUM FRAME | 10 | EXTRUDED ALUMINUM SHADING DEVICE                       |
| 4   | CLEAR GLAZED RAILING WITH BRUSHED ALUMINUM RAILING CAP  | 11 | PAINTED MURAL  |
| 5   | SCREEN ELEMENT  | 12 | LIGHT SHAFT/LANDSCAPE PLANTER BELOW                    |
| 6   | SPIRAL STAIR AND CLEAR GLASS RAILING                    |    |  |

1 SOUTH ELEVATION  
AS-204  
1" = 20'-0"

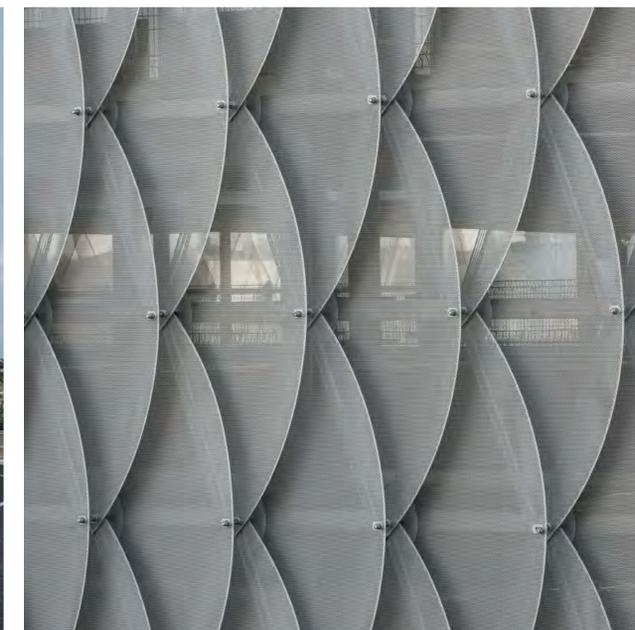
DESIGNED	DRAWN	CHECKED
JY	JY/LH	JY



**A. GLASS STOREFRONT**  
NOTE: GROUND FLOOR GLASS TO BE THE CLEAREST POSSIBLE PERMITTED BY THE FBC.



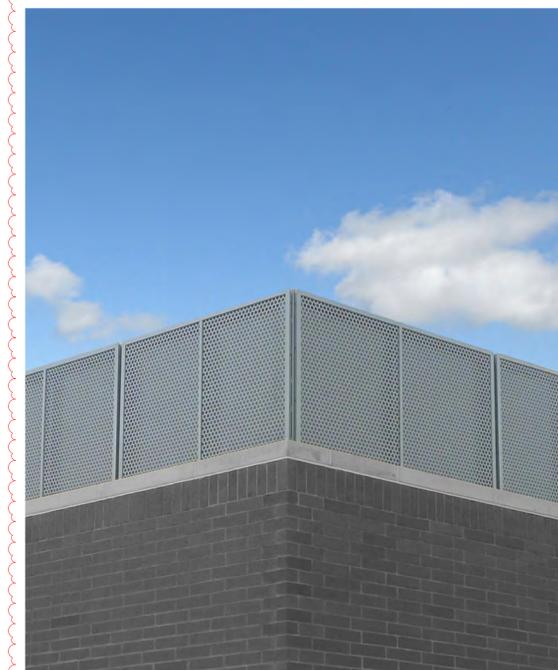
**B. METAL MESH GARAGE SCREENING**



**C. GLASS BALCONIES & FLOOR-TO-CEILING GLAZING**



**D. HISTORIC MIDCENTURY BREEZE BLOCK**



**E. METAL MESH ROOFTOP SCREENING**



**F. WOOD FRAMES**



**G. WOOD CLADDING**

3 DRC Comments	03.29.2021
2 DRC Comments	01.18.21
1 Revision 1	Date 1

R E V I S I O N S

DATE:	COMM:
12.13.19	19023

**RK CENTER HOTEL  
(PARCEL II)**

550 NE 9TH STREET  
FORT LAUDERDALE, FL 33304

MATERIAL REFERENCE IMAGES

DRC

**AS-205**

4/14/2021 3:28:10 PM