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Project Narrative Report

DATE: August 13,2021

PROPERTY OWNER: 1800 State Road LLC

APPRICANT: Davina Bean

PROJECT NAME: Self- Storage facility at I- 95 & State Rd 84

CASE NUMBER: UPD- SR21002

REQUEST: Site plan Level IV Review: Rezoning from Residential Multifamily Mid Rise/
Medium High density (RMM-25) to Community Business District (CB) with .10
Acres of commercial Flex Allocation for a 114,264 Square foot Self - Storage
facility

PROJECT ADDRESS: 1800 W State Road 84, Fort Lauderdale FL

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INTRODUCTION

1800 State Road LLC has prepared this application package for the opportunity to receive the City of Fort Lauderdale's approval in regards to a Site plan and rezoning application for the property located at 1800 West State Road, Ft. Lauderdale FL.

The proposed self-storage development is located on a 0.87-acre property at 1800 West State Road, Fort Lauderdale Florida. Our uses consist of self-storage. This new development will allow us to better serve the storage needs of the community and activate a property that is currently vacant.

DESCRIPTION OF REQUEST

This application contains a request for site plan Level IV review and to rezone a portion of the property currently zoned Residential Multifamily Mid Rise (RMM25) to Community Business (CB) district from City of Fort Lauderdale, FL. Per ULDR Section 47-28.1. G Allocation of commercial uses on residential land designated parcel, the rear Residential Multifamily Mid Rise/ Medium High Density (RMM-25) portion of the property is required to be rezoned to Commercial Business (CB).

The rezone will allow us the ability to construct a new interior access self-storage center on the existing B-2 portion of the property. The CB districts permits open space. The portion of the parcel rezoned to CB will be developed for open space and landscaped area and serve as a buffer with the residential abutting property.

EXISTING CONDITIONS

As noted in the introduction on the, the parcel is located at 1800 W State Road 84 and is identified as Folio 5042 21 01 0311.

The subject property is currently a parcel of partially paved vacant land, located between two-commercial uses.

The site is bounded by: State Road 84 to the North, U-Haul Truck facility to the west, commercial parcel to the east and single-family residential zone to the south.

The overall site is approximately 0.87 acres, 37,897 SF. Refer to Existing Conditions Map- Exhibit 1.

EXISTING LAND USE/CURRENT ZONING

The property is in the Interdistrict Corridor.

The Current zoning for the subject property is split zoned B-2 (General Business) – Majority of the parcel (33,017 SF) and a RMM25 (Residential Multifamily Mid-Rise) - Small rear triangular portion (4,880 SF).

Per Existing Zoning Map –Refer to Exhibit 2, the following land use districts are adjacent to the subject property:

North: B-2 (General Business)

South: RMM 25 (Residential Multifamily Mid Rise)

East: B-2 (General Business)

West: B-2 (General Business) and RMM 25(Residential Multifamily Mid Rise)

The existing land use is Commercial and Medium – High residential- Refer to Exhibit 3.

The proposed development is in the B-2 zone where the use of self –storage is a permitted use.

SECTION 47-28. 1 G - FLEXIBILITY RULES

Findings: For the allocation of commercial uses on residential land use designated parcels, we are rezoning the development site to community business (CB). No more than five percent (5%) of the total area within a flexibility zone which is designated residential on the city's plan, may be rezoned to CB. The parcel proposed for CB use shall not be greater than ten (10) contiguous acres; The total area of the parcel being rezoned is 4,880 SF (0.10 ac), out of the 0.87 acres, 37,897 SF property area. We are submitting a rezoning application per section 47-24.2 and Site plan approval Level IV, section 47-24.1.

PERMITTED USES

Per ULDR Section 47-6 Self-storage is permitted use in B-2 zoning district.
Per ULDR Section 47-5.18 the proposed use is not permitted in RMM25
Per ULDR Section 47-6.10 the proposed use is not permitted CB. CB district permits open space and landscaping.

PROPOSED STORAGE FACILITY DESCRIPTION

1800 State Road LLC is proposing to build a state-of-the-art interior access climate controlled self-storage building. The property is going to be used independently from abutting U-Haul center. The access to the property is from Road 84 through two existing curb cuts. The proposed access is through a right in only driveway and right out only driveway. We have included approval letter from FDOT. The parking area is located on the ground floor of the building.

The proposed interior access climate controlled self-storage is six- stories with 19,044 SF footprint and gross building square area of 114,264 SF.

Self-storage is a commercial type of use that serves the residential communities within a 3-5-mile radius. We feel the proposed storage use would be an appropriate for the property and there are proven benefits for allowing self-storage facilities in communities:

- Self-storage facilities are quiet
- They provide an excellent buffer between zones
- They create very little traffic
- They have little impact on utilities
- They have no impact on schools
- They provide a good tax revenue
- They provide a community service

HOURS OF OPERATION

The storage center will be staffed with a general manager and two to three customer service representatives. Families will generally arrive and choose from a variety of products and services. The hours of operation are as follows:

Monday - Thursday	7:00 a.m. to 7:00 p.m.
Friday	7:00 a.m. to 8:00 p.m.
Saturday	7:00 a.m. to 7:00 p.m.
Sunday	9:00 a.m. to 5:00 p.m.

SECTION 47-24.4. D- REZONING (CITY COMMISSION)

1. *The zoning district proposed is consistent with the city's comprehensive plan*

COMPREHENSIVE PLAN CONSISTENCY

FUTURE LAND USE ELEMENT

Goal 1- Permitted uses

Goal 2 Sustainable development

Objective FLU1.2 Utilization of Flexibility Rules

Objective FLU 2.1 Neighborhood Compatibility

Findings: The existing and future land use of the property is commercial. The proposed use of self – storage is consistent with the commercial uses permitted in the commercial land use category. The proposed development is located within an existing commercial corridor in proximity to Hwy 95 and State Road 84. The immediately surrounding properties consist of the following uses. On the west side is a U-Haul Truck facility. East of the property is an Electric Motor Store commercial property and small portion to the south is residential wooded area. To the south is a residential property and parking abutting the property line. Other businesses across from State Road 84 included Marine Supply store, a motel, fast food restaurant and a gas station. The uses in the immediate vicinity of the site are primarily commercial businesses.

The corridor along State Road 84 is zoned B-2 (General Business). The majority of the property is zoned B-2 . Per the ULDR the portion of the parcel zoned RMM-25 Residential Multi-family Mid Rise/Medium High density will need to be rezoned to (CB) Community Business District to meet the requirement for allocation of flex units to commercial. The portion being rezoned to CB will be used for open space and landscaping with the residential to the south.

No more than five percent (5%) of the total area within a flexibility zone which is designated residential on the city's plan, may be rezoned to CB. The parcel proposed for CB use shall not be greater than ten (10) contiguous acres; The total area of the parcel being rezoned is 4,880 SF (0.10 ac) out of the 0.87 acres, 37,897 SF property area.

In addition, per the approval criteria we are submitting a rezoning application per section 47-24.2 and Site plan approval Level IV, section 47-24.1.

The proposed use and property redevelopment are desirable for the development of the community.

The proposed self-storage use will complement the existing uses and the uses permitted in the zone by providing additional services to the area designed to the current the standards of the B-2 zoning district.

The current and future land use map of the area is commercial.

The nature of the surrounding commerce fronting State Road 84 validates that the proposed self-service storage center is compatible use with the surrounding uses.

Objective FLU 2.2 Neighborhood resilience
Objective FLU 2.4 Encourage Revitalization of Redevelopment Areas

Findings: 1800 State Road LLC is meeting the goal of the community and the Comprehensive Plan by redeveloping abandoned and unused commercial site, which this property consists of, increasing occupancy of businesses along Road 84 and thus creating new commercial opportunities and job growth for the area.

NEIGHBORHOOD ENHANCEMENT URBAN DESIGN ELEMENT

Goal 1 High quality and sustainable building elements complement the public realm.

Objective UD 1.1 Design Guidelines

Objective UD 2.2 Pedestrian Friendly design

Findings: The proposed development will revitalize the existing underutilized commercial property. It includes architectural designs which will be compatible with the styles and themes of the existing buildings surrounding the site. The design will include interior storage room access for increased security, the benefit of noise reduction, and an aesthetically pleasing exterior. In addition, the project follows the City's development standards and guidelines. It is providing smooth transition to adjacent residential neighborhood by having adequate landscape buffers. The proposed development ensures that the character and location of land use is efficient, incorporates best management practices and promotes resource conservation.

Part of the sustainable green building practices which will be used include regional materials, thermal efficient building shell and roof construction, energy efficient lighting; low energy LED lighting, motion – sensor lighting and thermostat settings, dual- pane windows.

TRANSPORTATION AND MOBILITY ELEMENT

Goal 1 Ensure the equitable development of a Complete network for transportation that prioritizes Safety and emphasizes multimodal mobility and accessibility.

Objectives TM 1.2 General Mobility

Objective TM 1.4 Pedestrian Mobility

Objective TM 1.5 Bicycle Mobility

Findings: 1800 State Road LLC shares the City's transportation goal to enhance the mobility of the city. To have a connected city where we move seamlessly and easily through a safe transportation system, where pedestrian is first.

The proposed project is proposing a sidewalk along Road 84 contributing to connectivity and increased mobility options. The area along the street will be landscaped and will include trees for shade, bike racks and benches which will contribute to the pedestrian experience.

ECONOMIC DEVELOPMENT ELEMENT

Objectives ED 2.1 Encourage Business Development

Objective ED 2.2 Community Investment

Objective ED 2.7 Land use

Findings: The proposed new self-storage facility will address the changing needs of the community for storage. Our market research has found a need for storage and moving services not only in this part of Fort Lauderdale, but throughout the surrounding towns. The request will allow for the development of a quality, indoor storage and moving facility, and will provide for the moving needs of the surrounding community. In addition, our financial model will improve the City's economic development goals by offering a valuable service to the community, creating jobs, increasing tax revenues and retaining and developing new commercial activities within walking distance of residential area.

2. The changes anticipated by the proposed rezoning will not adversely impact the character of development in or near the area under consideration.

Findings: The proposed rezoning will not adversely impact the character of the development in or near the area. Our proposed development shall not have hours of operation, lighting, odor, noise levels, glare, dust, vibrations, fumes, pollution, or site activity that would be detrimental to area properties. The development will be in compliance with the City of Fort Lauderdale Lighting standards, and we are providing a site Photometric plan as part of this submittal. Lighting will be shielded. No exterior loud speaker for purpose of paging will be at the location. Landscape will be mechanically irrigated and maintained.

The portion being rezoned to CB will be used for open space and landscaping. The open space and landscaping will create a buffer between the residential use and the proposed development which is going to occupy the area of the parcel zoned B-2 and where the use is permitted, creating increased buffer to the residential development, and eliminating any potential nuisance issues.

The proposed development is designed per the development standards ULDR, with respect to building scale and materials, and appropriate landscaping within the contexts of the Interdistrict Corridor. In our building design we are striving to provide compatible designs and attractive landscaping to enhance and complement the surrounding neighborhood.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.

Findings: As previously stated, the proposed development is located within an existing commercial corridor in proximity to Hwy 95 and State Road 84. The immediately surrounding properties consist of the following uses. On the west side is a U-Haul Truck facility. East of the property is an Electric Motor Store commercial property and small portion to the south is residential wooded area. To the south is a residential property and parking abutting the property line. Other businesses across from State Road 84 included Marine Supply store, a motel, fast food restaurant and a gas station. The uses in the

immediate vicinity of the site are primarily commercial businesses. The corridor along State Road 84 is zoned B-2 (General Business).

The proposed self-storage use will complement the existing uses and the uses permitted in the zone by providing additional services to the area designed to the current the standards of the B-2 zoning district. The proposed use is commercial and meets the current and future land use map of the area is commercial.

SECTION 47-18.29. - SELF-STORAGE FACILITY

A. Self-storage facilities shall be subject to the following requirements:

1. Limited to storage only.

[Findings: Acknowledged.](#)

2. Outdoor storage of boats, vacant trailers, and recreation vehicles is permitted as an accessory use provided, however, that outdoor storage areas shall be completely screened from abutting property and all public rights-of-way by a wall or opaque fence, in accordance with the requirements for fences, walls and hedges in Section 47-19.5. Such outdoor storage areas shall be located on an asphaltic concrete surface meeting the requirements of the surface of a parking lot as required in Section 47-20, Parking and Loading Requirements.

[Findings: We are not proposing outdoor storage of boats and recreational vehicles.](#)

3. Sales, service and repair uses, and activities of any kind are prohibited, including but not limited to: auctions, commercial, wholesale, or retail sales, or garage sales; servicing and repair of motor vehicles, boats, trailers, lawn mowers, appliances, or similar equipment; operation of power tools, spray-painting equipment, table saws, lathes, compressors, welding equipment, or other similar equipment; and the operation of a distribution business.

[Findings: It is against policy for a business to be operated from a storage room. All of the above listed activities are prohibited in our facility.](#)

4. When individual areas are accessed from outside of the storage structure, where a common drive separates two (2) or more self-storage buildings, said drive shall be a minimum width of thirty (30) feet along the access area.

[Findings: The storage units are accesses on the interior of the building.](#)

5. When a lot on which a storage facility is located abuts a street, there shall be a minimum twenty-foot yard between the property line abutting the street or streets and the storage structure, which yard shall be landscaped in accordance with the requirements for Landscaping as provided in Section 47-21, Landscape and Tree Preservation Requirements.

[Findings: Twenty-foot yard between the street and the building is provided and landscaped in accordance with the requirements for landscaping in sec 47-21.](#)

6. Individual storage units within a self-storage facility shall have a maximum of four hundred (400) square feet of gross floor area.

[Findings:](#) The individual storage units meet the requirements. The units size varies between 25 square feet – 300 square feet.

B. Self-storage facilities located within the RAC-CC shall only be permitted.

[Findings:](#) Not applicable. Self-storage facility is located in B-2 district.

SEC. 47-25.3- NEIGHBORHOOD COMPATIBILITY REQUIREMENTS

Adequacy requirements. See Sec. 47-25.2.

[Findings:](#) We have included responses to Adequacy requirements section on page 12-18 of this report. Stormwater, sewer, drainage, wastewater, potable water has been addresses to attached letter by project civil engineer.

Smoke, odor, emissions of particulate matter and noise.

Documentation from the Broward County Department of Natural Resource Protection (DNRP) or a report by a certified engineer, licensed in the State of Florida, that the proposed development will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that a DNRP permit for such facility is not required. Where a DNRP license is required in accordance with Chapter 27, Pollution Control, of the Code of Broward County, all supporting documentation and information to obtain such permit shall be submitted to the DRC as part of a site plan review. Such DNRP licenses shall be required to be issued and copies provided to the city prior to the issuance of a building permit for the proposed development.

[Findings:](#) Our proposed development shall not have odor, noise levels, glare, dust, vibrations, fumes, pollution or site activity that would be detrimental to area properties. Refer to provided report by the civil engineer. No exterior loud speaker for purpose of paging will be at the location.

DESIGN AND PERFORMANCE STANDARDS.

Lighting. No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3.

[Findings:](#) The development will be in compliance with the City of Fort Lauderdale Lighting standards, and we are providing a site Photometric plan as part of this submittal. Lighting will be shielded.

Control of appearance. The following design standards are provided to protect the character of abutting residential areas from the visual impact which may result from a use which is subject to the requirements of this Sec. 47-25.3.

[Findings:](#) The following elements have been implemented in the elevation design, including elevation facing the residential property to the south. Variation of the roof line, the building mass changes with projections and recessions. The elevations have detail and embellishments, varying in material and color. Best Panel Company Brick and Woodstone Cement board planks are provided as accents to the elevation. Atas architectural paneling, projections for articulations, depth and texture to the building.

Loading facilities. Loading and service facilities shall be screened so as not to be visible from abutting residential uses or vacant residential zoned property.

Findings: The loading area for customers is located inside the building.

Screening of rooftop mechanical equipment.

Findings: Rood top mechanical equipment is screened. Refer to roof plan and building elevations.

Setback regulations. When a nonresidential use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, there shall be an additional setback required for any yard of that use which is contiguous to the residential property.

Findings: Adequate setback is provided with residential for building over 40 ft in height. Prefer to site plan and elevations.

Bufferyard requirements. Excluding parks, open space and conservation areas, when a use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property.

Landscape strip requirements. A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property.

Findings: Adequate landscape and buffer is provided with residential. Prefer to site plan and landscape plan.

Parking restrictions. No parking shall be located within twelve (12) feet of the property line, within theyard area required by the district in which the proposed nonresidential use is located, when such yard is contiguous to residential property.

Findings: No parking is located within 12 feet of proposed to residential. Not applicable.

Dumpster regulations.

Findings: Dumpster is set back minimum 12 ft from property line to residential and is screened per the dumpster requirements. Refer to site plan.

Wall requirements. A wall shall be required on the nonresidential property, a minimum of five (5) feetin height, constructed in accordance with Section 47-19.5 and subject to the following:

Findings: 5 ft wall is provided with residential – refer to site plan.

Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5.

Findings: Decorative features are incorporated on the residential side of the wall. A five-foot wall is provided. Refer to site plan and elevations.

Application to existing uses.

Findings: There are no existing uses. The property is vacant.

e. Neighborhood compatibility and preservation. In addition to the review requirements provided in subsections A.1, A.2 and A.3.a, b, c, and d, the following review criteria.

i. All developments subject to this Sec. 47-25.3 shall comply

Findings: As described previously, the development is compatible with the character and integrity of the adjacent neighborhood. The development is providing improvements within the right of way, they include landscaping and pedestrian amenities. The property is meeting the required setback form State Rd 84 and the increased buffering setback and open space requirement with the residential property to the south. At the same time, we can utilize the site efficiently. Traffic on site is being controlled by right in only driveway access and right out only driveway access to reduce the development generated traffic on neighborhood streets.

iv. All development that is located on land within the CBA zoning districts; AND

All development that is zoned RMM-25, RMH 25 and RMH-60 east of the Intracoastal Waterway; AND all nonresidential development lying east of the Intracoastal Waterway.

Findings: Not applicable. Development is not located within this area.

In addition to meeting the other applicable review requirements of this subsection 3., it shall be determined if a development meets the Design and Community Compatibility Criteria.

Findings: The request will allow for the development of a quality, indoor storage facility, and will provide for the storage needs of the surrounding community. In addition, our financial model will improve the City's economic development goals by offering a valuable service to the community, creating jobs, increasing tax revenues, and retaining and developing new commercial activities within walking distance of residential area.

Our proposed development shall not have hours of operation, lighting, odor, noise levels, glare, dust, vibrations, fumes, pollution, or site activity that would be detrimental to area properties. The development will follow the City of Fort Lauderdale Lighting standards, and we are providing a site Photometric plan as part of this submittal. Lighting will be shielded. No exterior loud speaker for purpose of paging will be at the location. Landscape will be mechanically irrigated and maintained.

SEC. 47-25.2- ADEQUACY REQUIREMENTS

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.

[Findings: Acknowledged.](#)

Communications network. Buildings and structures 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.

[Findings: Acknowledged.](#)

Environmentally sensitive lands.

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:

Broward County Ordinance No. 89-6.

Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.

Broward County Ordinance No. 84-60.

[Findings: Acknowledged.](#)

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.

[Findings: Acknowledged.](#)

Parks and open Space

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

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.

[Findings: Acknowledged.](#)

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.

Findings: Acknowledged. Police protection service is adequate.

At the facility safety will be achieved by providing customers a swipe identification card which must be used to gain access into each facility and storage unit. Other security measures include individually alarmed storage rooms with customer lock and electronically controlled access areas provided for after hour business. Strategically installed video surveillance cameras and DVR equipment are also provided for twenty-four-hour site and building monitoring.

Solid waste.

Adequate solid waste collection facilities and services 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.

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.

Findings: Acknowledged. We have submitted a solid management plan.

Transportation facilities.

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.

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.

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.

Findings: All three items are acknowledged. Our traffic studies have demonstrated that self-storage businesses generate very little vehicle traffic volume. This reduced traffic from our storage facility will generate little if any impact to town roads and streets. Our proposal to rezone shall not adversely impact any established residential neighborhood. Based on ITE standards, self-storage does not introduce more volume, daily traffic activity, trip generation or commercial activity to the surrounding neighborhoods.

Self-storage uses generate less traffic than most other commercial uses. See use comparison Table 1 below.

USE COMPARISON					
Use	Square Feet	Traffic Volume		Typical Hours	Days
		Weekday 24 Hour	Saturday 24 Hour		
Fast Food Restaurant	3,000 sq ft	3,161 trips	3,430 trips	18 hours - 24 hours	7
Gas Station w/ Convenience Store	2,200 sq ft	1,200 trips	2,200 trips	18 hours - 24 hours	7
Self- storage	80,000 sq ft	31 trips	53 trips	7 am - 7 pm 12 hours	7
Hotel	50,000 sq ft	905 trips	901 trips	24 hours	7
Casual Dining	5,000 sq ft	1,075 trips	1,258 trips	11 am - 11 pm 12 hours	7

TABLE 1

Traffic impact studies.

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

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 (½) 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 (½) 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:

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.

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

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.

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

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. 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.

[Findings: Acknowledged. We are currently working with the department. We have provided a trip generation letter which shows the development will generate 173 daily trips which will not have impact on the surrounding neighborhood transportation infrastructure.](#)

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.

[Findings: Acknowledged. Right of way dedication is not required.](#)

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.

[Findings: Acknowledged.](#) The proposed project is proposing a sidewalk along Road 84 contributing to connectivity and increased mobility options. The area along the street be landscaped and will include trees for shade, bike racks and benches which will contribute to the pedestrian experience

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.

[Findings: Acknowledged.](#)

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.

[Findings: Acknowledged.](#)

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 structures on the site and the proposed.

[Findings: Acknowledged.](#) Trees are going to be provided.

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 elective date of this provision.

[Findings: Acknowledged.](#) We have submitted a solid management plan.

Historic and archaeological resources.

If a structure 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 resources 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.

[Findings: Acknowledged. We have submitted a solid management plan.](#)

Hurricane evacuation. If a structure or site is located east of the Intracoastal Waterway, 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.

[Findings: Not applicable.](#)

SIGNAGE

The development is not proposing a standalone monument or modular sign. All signage is on the building elevations.

The project meets the Community Compatibility Criteria that are required for bulk controls, maximum height, yards, massing, vertical plane moderation, cornice height, facade treatment, fenestration, trash and loading facilities, rooftop mechanical equipment screening, vehicular circulation, arrival drop off area, parking, open space, landscaping, pavement, and security.

CONCLUSION

We would like to request the approval of the rezoning of portion of the property and site plan approval from City of Fort Lauderdale Planning and Zoning Board for the proposed interior access self-service storage facility. We are excited to expand its services to Fort Lauderdale and look forward to developing a successful project. 1800 State Road LLC looks forward to working with the City of Fort Lauderdale as you consider the Rezone and Site Plan Application we are currently submitting.

Sincerely,

Lora Lakov
AMERCO Real Estate Company - Planner

EXHIBITS:

AERIAL PHOTO/EXISTING CONDITIONS- properties within 700 ft

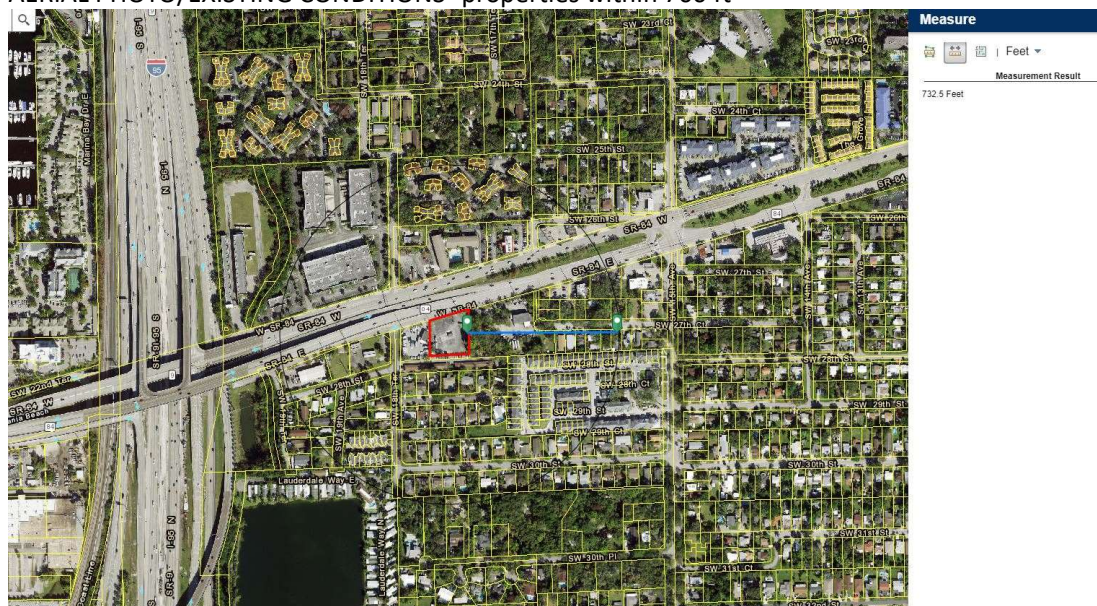


EXHIBIT 1

EXISTING ZONING MAP- properties within 700 ft

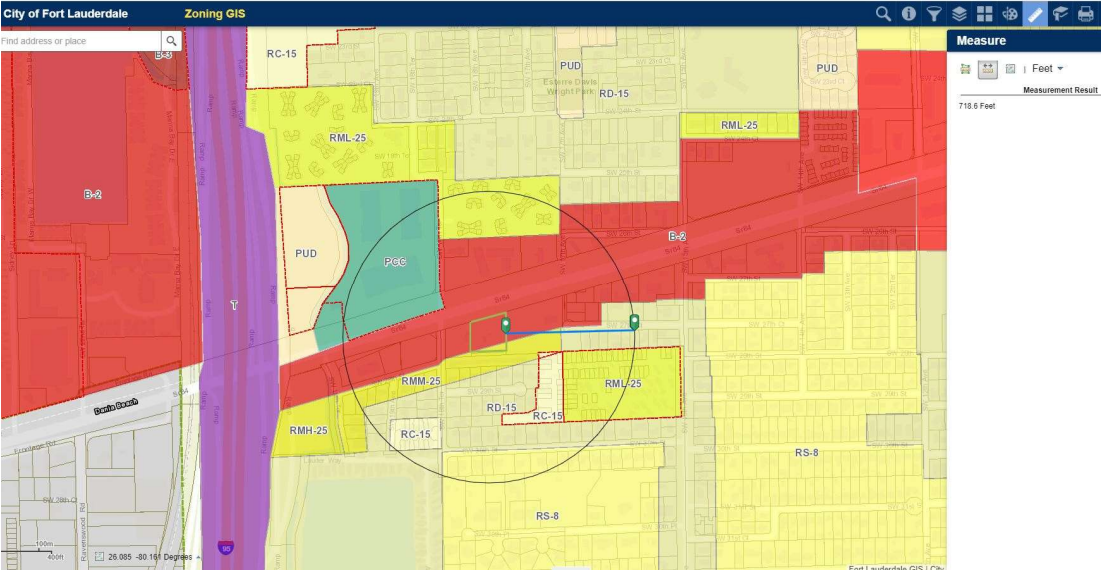


EXHIBIT 2

-  B-2 (GENERAL BUSINESS)
-  RMM-25 (RESIDENTIAL MULTIFAMILY MID RISE/ MEDIUM HIGH DENSITY)

EXISTING LAND USE MAP – properties within 700 ft

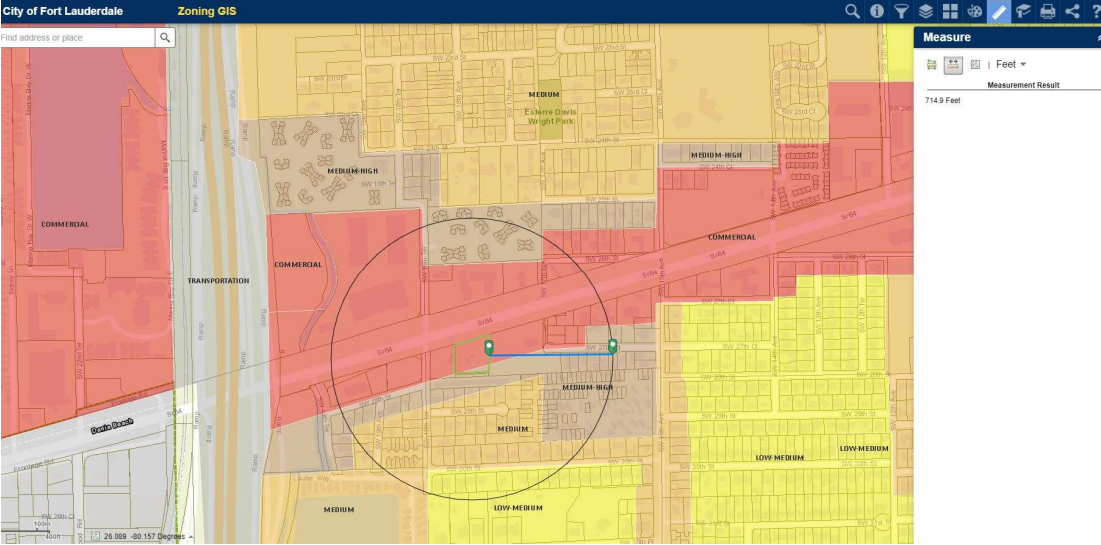


EXHIBIT 3

-  COMMERCIAL
-  MEDIUM HIGH

PROPOSED SITE PLAN

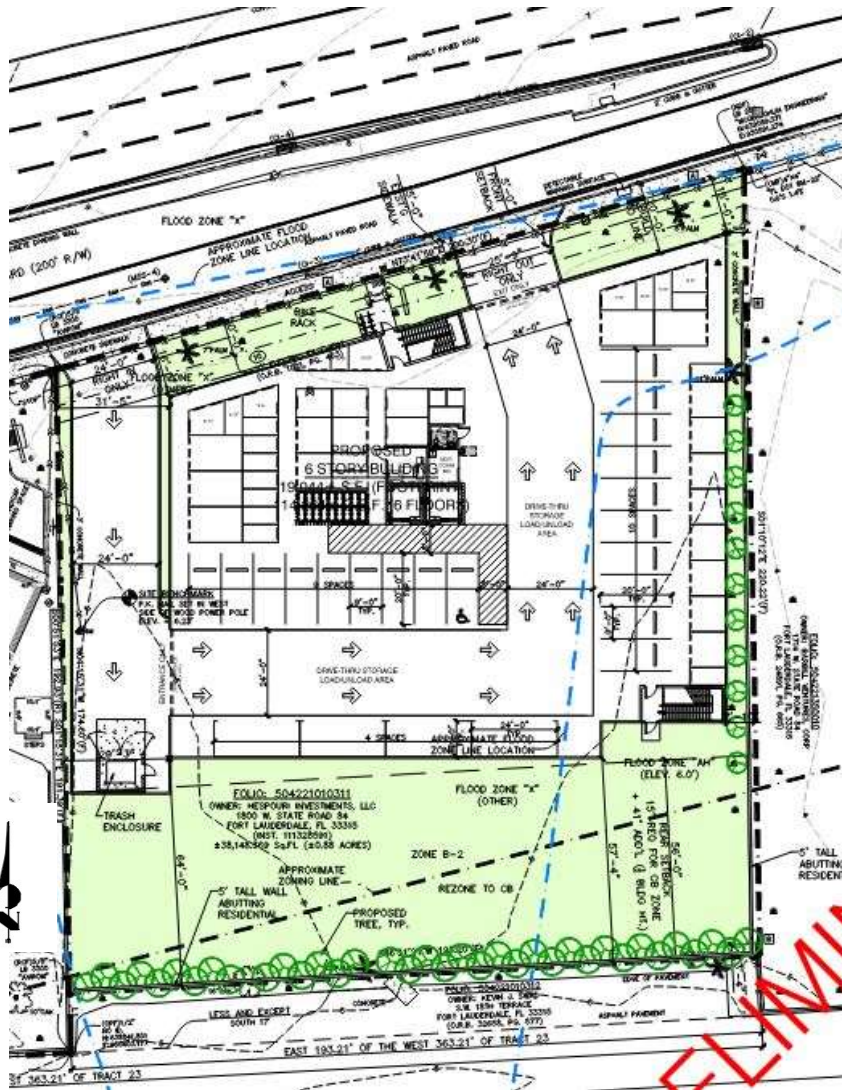


EXHIBIT 4

PROPOSED ELEVATIONS

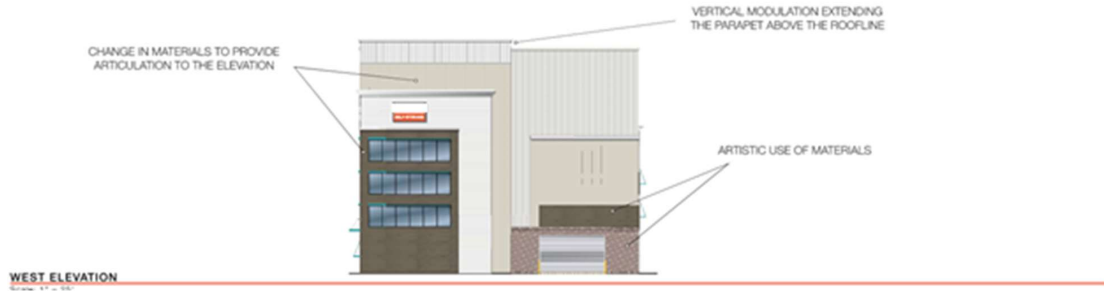


EXHIBIT 5