

A. DEPARTMENT INFORMATION:

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	City of Fort Lauderdale	Signature	
Address, City, State, Zip	1300 W Broward Blvd, Fort Lauderdale, FL 33312		
Phone Number		Email	
Proof of Ownership	[] <u>Warranty Deed</u> or []	Agent Authorization Consent	Submitted N/A

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

Agent's Name	Florentina Hutt, AICP KEITH	Signature	
Address, City, State, Zip	301 E Atlantic Blvd Pompano Beach, FL 33060		
Phone Number	954.788.3400	Email	FHutt@keithteam.com

D. DEVELOPMENT INFORMATION

Project Name	Fort Lauderdale Police Headquarters		
Project Address	1300 W Broward Blvd (Identification Letter)		
Legal Description	VALENTINES SUB B-29 D LOT 7 N 855 LESS RD LOT 8 N 900 LESS RD, & LOT 9 N 850 LESS RD & TOGETHER WITH BLKS 117,118 & LOT 5 TO 28 BLK 125 & VAC ALLEYS WITHIN SAID BLKS 117&118 & LOT 5 TO 28 BLK 125		
Tax ID Folio Numbers	504209010070-504209092510 (ment)		
Description of Project	City of Fort Lauderdale Police Headquarters		
Total Estimated Cost of Project	\$ (Including land costs)	Site Adjacent to Waterway	No

E. PROPERTY USE INFORMATION

	Existing	Proposed
Land Use Designation	Community Facilities, Commercial, Medium-High Residential	Community Facilities, Commercial, Medium-High ResidentialCommunity Facilities
Zoning Designation	CF - Community Facility, RMM-25 -Residential Multifamily Mid Rise/ Medium High Density	CF - Community FacilityCF- Community Facilities
Use of Property	Police Department	Police Department
Number of Residential Units	N/A	N/A
Non-Residential Square Feet		190,980 SF
Building Square Feet (include structured parking)		413,061 SF

F. DIMENSIONAL REQUIREMENTS

	Required Per ULDR	Proposed
Lot Size (Square Feet / Acreage)	/	404,295 / 9.28
Lot Density (Units/Acres)	N/A	N/A
Lot Width	N/A	
Building Height (Feet / Floors)	Feet 60 / Floors	Feet 50 / Floors
Structure Length	N/A	
Floor Area Ratio (F.A.R.)	1	1
Lot Coverage		
Vehicular Use Area		75,817 SF
Parking Spaces	743	425

Setbacks (indicate direction N,S,E,W)

	Required Per ULDR	Proposed
Front [N]	25 FT	17.58 FT
Side [E]	25 FT	25' FT
Side [W]	25 FT	75.3' FT
Rear [S]	25 FT	88.2' FT

Required Documentation / Submittal Checklist

June 23rd, 2021

Mr. Anthony Fajardo, Director
Department of Sustainable Development
City of Fort Lauderdale
700 NW 19th Avenue
Fort Lauderdale, FL 33311

RE: Site Plan Level IV DRC for Fort Lauderdale Police Headquarter

Dear Mr. Fajardo,

On behalf of the City of Fort Lauderdale (Owner), KEITH and AECOM teams are pleased to submit this application for a Site Plan Level IV for the property located at the SW intersection of W Broward Boulevard and SW 12th Avenue within the City of Fort Lauderdale. The property is located in the Sailboat Bend historic district and it is zoned Community Facility (CF), Boulevard Business (B-1) and Residential Multifamily Mid Rise/ Medium High Density (RMM-25) with an underlying future land use of Community Facilities, Commercial and Medium-High Residential. The property will be developed as headquarters for Fort Lauderdale Police Department. The portion of the property zoned B-1 and RMM-25 will undergo a rezoning process to CF, to allow for a cohesive development of the entire site for public purpose use. Associated historic preservation applications will be submitted to the City of Fort Lauderdale for demolition of existing buildings and new building design.

The objective of the project is for the development of a new police headquarters building, parking garage, shooting range, and site development on 8.94 acres of land on the east side of the existing police headquarters property at 1300-1350 West Broward Boulevard. The building will be a "gateway" to the city of Fort Lauderdale and a symbolic link between the community and the police. The project will provide the sworn officers, civilian staff, and community with an operationally efficient, safe, and comfortable environment. The project will be built in 4 phases, starting with the construction of the Parking Garage, Headquarters Building and Community Center, followed by the demolition of the existing headquarters building, and ending with the completion of the site roadways, parking, and landscaping. It is imperative that the existing facility maintain operations during the construction phase of the project. The new facility will consist of a 3-story headquarters building designed to be approximately 191,000 sf and a 3-story 222,000 parking garage which will park 400 cars, house critical mobile assets on the first floor, and contain the shooting range on the second floor. A protected pedestrian bridge on the second

and third floor will link the parking garage with the headquarters building. An extensive programming study was completed identifying the space requirements for each department to be housed within the facility.

In connection with the site plan application, we are providing the narrative responses to the following applicable ULDR criteria:

Section 47-18.26. - Public purpose uses

Section 47-25.2. - Adequacy requirements

Section 47-25.3. - Neighborhood compatibility requirements

Section 47-18.26. - Public purpose uses

C. An application for a public use or structure shall include:

1. A conceptual site plan showing the size and location of all structures on or to be located on the property, including but not limited to elevations, location of vehicular and pedestrian ingress and egress, landscaping and floor plans. If the public purpose is to utilize property as a social service residential facility, the site plan shall show how the use or structure meets the requirements of Section 47-18.32;

Response: See DRC set of plans.

2. A legal description of the property;

Response: See attached legal description.

3. A description of the zoning regulation from which relief is necessary to conduct the public use or construct the public structure;

Response: We are requesting relief from the following zoning regulations:

- 1. Required front setback along N Broward Blvd is 25 FT, provided front setback is 17.58 FT.**
- 2. Required parking is 743, provided parking is 425.**

4. A description of the need for the public use or structure including a description of other similar uses or structures and their locations in the city;

Response: The Fort Lauderdale police department has been in need of a new headquarters for many years. In order to keep up with a large rapidly growing city like Fort Lauderdale it's important to maintain its public safety facilities at the highest levels. A new state of the art police headquarters will bring new life to the surrounding neighborhood. Importantly the building has been conceived with a large community center on the west side of the facility that will be linked transparently through the public lobby (which has glazing along its north and south entrances) to the headquarters building, symbolically communicating the important link between the police and the community. The landscape concept for the site incorporates a

natural flowing geometry inspired by the shape of the New River which defines the Riverboat Bend neighborhood. This geometry flows into the lobby's floor pattern inviting the community into the buildings public entrance. The lobby is accessible from Broward Boulevard on the north for pedestrians and those using public transportation, and from the south for those arriving at the site via car and parking in the visitors lot to the west.

5. A description of the reason why the proposed location is necessary in relation to the need for the use or structure;

Response: The new proposed headquarters will act as a gateway to the city and its downtown. The community center structure which has a bold transparent curved glass façade along Broward Boulevard announces the important presence of the facility to the community. The site provides space for the necessary program requirements for a new headquarters, parking garage, community center, and an inviting plaza space reminiscent of many public safety buildings. Another important aspect of the design to note is that the critical secure parts of the buildings have been carefully setback from the curbs/public roads for security reasons and well as sensitivity to the scale of the building in relation to the neighborhood. The existing support buildings and their operations will remain on the site. The community center was repositioned during the design phase in order that the schedule of construction could be reduced, due to the need to keep the existing headquarters building fully operational during the construction of the new buildings. The community center building must be located outside of the footprint of the existing building, which causes the community center to encroach the required 25' setback of the CF Zoning district.

6. A description of what makes the location of the use or structure on the property desirable;

Response: The new headquarters, community center, and parking garage are site planned in a manner that will allow the existing police headquarters to remain operational while the new building is under construction. Once the new building is finished the existing headquarters will be demolished. This allows for an economical and timely phasing of construction.

7. A description of the economic and environmental impact on the area as a result of permitting the use or structure;

Response: Providing the community with a safe space for community events and interactions with the police. The building is raised 2 feet above base flood elevation to prevent storm flooding of this essential facility. Building materials have been specified to keep occupants safe yet are economical. Quality of building affect surrounding context positively. A public plaza with ample landscaping.

8. A description of the impact of the use or structure on neighboring properties;

Response: The new proposed headquarters will bring a refreshed new look to Broward Blvd and the surrounding commercial buildings. The proposed community center at the north west corner of the site will provide a place for the community to gather and host events. The new building has been planned with extra care and attention focused on the surrounding residential properties. The buildings have been setback from the curbs as much as possible in order to

create space between the homes and the new buildings. Also, the existing mature oak trees that line the property will remain in place to create a buffer between the homes and the new buildings.

9. A description of how the site plan addresses any negative impacts which might occur as a result of permitting the use or structure;

Response: Traffic flow into site, curved entrance road. Site oak trees. Security setbacks from curbs.

10. A description of off-site or on-site factors which mitigate any negative impacts which might occur as a result of permitting the public use or structure; and

Response: The site is filled with fully grown mature oak trees. The majority of these oak trees that line the property will remain. This will create a green buffer between the new building/parking garage and the surrounding residential neighborhood. The oak tree buffer along with new greenery around the building will visually soften the new building from the human perspective. The lobby will also house a "history wall" commemorating the original building and its architects William Bigoney and John Evans, and the historic context within the neighborhood.

11. A description of the efforts to locate other sites for the use or structure and reasons why other sites are not as desirable as the site proposed (factors in considering feasibility may include land use, zoning, economic, geographic factors and size).

Response: A downtown location was explored but abandoned after further investigating. Compared to the current Broward Blvd site, the downtown site presented difficulties specifically from an economical and building program standpoint.

Section 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.

Response: Acknowledged.

B. 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.

Response: Acknowledged.

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 (2½) inches of runoff from the impervious surface whichever is greater.

Response: Acknowledged.

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.

Response: It is not anticipated that there are any environmentally sensitive lands on or in the vicinity of the site.

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.

Response: The project is designed to meet all fire protection requirements and the proposed building will be fully sprinklered.

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.

Response: Acknowledged. The project is designed to be consistent with park and open space requirements.

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.

Response: Acknowledged. The project is designed to be consistent with CPTED guidelines and principles.

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.

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.

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.

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

Response: Acknowledged. The project is designed to provide adequate potable water services.

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.

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.

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

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.

Response: Acknowledged. The project is designed to provide adequate sanitary sewer services.

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.

Response: N/A

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.

Response: Adequate solid waste collection facilities and service will be provided with the proposed development.

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.

Response: Adequate stormwater facilities and service will be provided with the proposed development.

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.

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.

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.

Response: Adequate capacity, safe and efficient traffic circulation is provided to serve the proposed development.

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 (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:
 - 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.

Response: The net trip generation does not warrant a traffic study. A Traffic Statement will be provided.

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.

Response: Acknowledged.

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.

Response: Sidewalk facilities exist and are being improved on the surrounding streets. The proposed development plans to enhance the sidewalk experience to create a pedestrian friendly environment.

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 non-access 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.

Response: Acknowledged.

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.

Response: Acknowledged.

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 structures 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.

Response: The proposed project will comply with all landscape requirements.

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.

Response: Acknowledged.

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.

Response: Acknowledged.

P. Historic and archaeological resources.

1. 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 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.

Response: The property is located in the Sailboat Bend Historic District. Historic preservation applications will be submitted to the Historic Preservation Board for review.

Q. 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.

Response: This project is not located east of the Intracoastal Waterway.

Section 47-25.3. - Neighborhood compatibility requirements

1. Adequacy requirements. See Sec. 47-25.2.

Response: Applicant has provided a separate point-by-point narrative addressing the adequacy requirements.

2. *Smoke, odor, emissions of particulate matter and noise.*

a. 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.

b. 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.

c. 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.

Response: To the extent that any DPEP (formerly DNRP) permits are required, Applicant will apply for and obtain such permits.

3. *Design and performance standards.*

a. *Lighting.* No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3 in a manner which illuminates abutting residential property and no source of incandescent or mercury vapor illumination shall be directly visible from any abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.

i. Glare. Any nonresidential operation or activity producing glare shall be conducted so that direct or indirect illumination of light shall not cause illumination in excess of one (1) footcandle on any abutting residential property except as provided in subsection iii. of this subsection a.

ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining into any residential window if there is to be nonresidential parking on the premises after dark.

iii. In addition to the above, parking lots and garages will be subject to the provisions of Sections 47-20.14 and if in conflict with the provisions of this section, the more restrictive provisions shall apply.

Response: The proposed development will not create illumination in excess of one (1) footcandle on any neighboring property.

b. *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.

i. Architectural features. The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:

a) Fenestration such as windows, doors and openings in the building wall; and
b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:

1. Detail and embellishments:

- a. Balconies,
- b. Color and material banding,
- c. Decorative metal grates over windows,

- d. Uniform cornice heights,
- e. Awnings.
- 2. Form and mass:
 - a. Building mass changes including projection and recession,
 - b. Multiple types and angles of roofline, or any combination thereof.
 - c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

Response: The proposed development is not directly adjacent to the residential development. However, the building design considered the transition to the adjacent uses, by providing a sensitive design solution to the nearby neighborhood. Overall, a well-thought design is being proposed to enhance the visual appearance of the site and improve the public space.

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

Response: Acknowledged.

iii. Screening of rooftop mechanical equipment. All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building volume and shall be required to be screened with material that matches the material used for the principal structure and shall be at least as high as six (6) inches above the top most surface of the roof mounted structure.

Response: The mechanical equipment proposed on the roof top is screened.

c. *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, as follows:

- i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to onehalf (½) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

Response: N/A

d. *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, the property where the use is located shall be required to have a landscaped strip area and a physical barrier between it and the residential property. Such landscape strip shall meet the following requirements:

- i. *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. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When

walls are required on nonresidential property abutting an alley, required shrubbery shall be installed and located within the landscape area on the exterior of the wall.

Response: N/A

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

Response: N/A

iii. *Dumpster regulations.* All solid waste refuse containers (dumpsters) shall be set back a minimum of twelve (12) feet from any property line which is contiguous to residential property, and shall be screened in accordance with the Dumpster requirements, as provided in Section 47-19, Accessory Uses, Buildings and Structures.

Response: N/A

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

- a) Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5,
- b) Shall be located within, and along the length of the property line which abuts the residential property,
- c) When the nonresidential property is located adjacent to an alley such wall shall be located at least five (5) feet from the right-of-way line located closest to the nonresidential property,
- d) When a utility, or other public purpose easement, on the nonresidential property precludes the construction of a wall, then an opaque fence, constructed in accordance with the standards described in Section 47-19.5, may be erected in lieu of the wall required by subsection iv. above. The use of an opaque fence as a physical barrier between nonresidential and residential property shall be reviewed and recommended by the city engineer.

Response: N/A

iv. *Application to existing uses.* Within five (5) years from the effective date of subsections A.3.c and d (effective date: September 19, 1989), all nonconforming uses of land which were in existence prior to such date shall comply with the requirements of subsections A.3.c and d unless compliance would cause one (1) or more of the following to occur:

- a) Demolition of any load-bearing portion of a building as it exists on September 19, 1989, the effective date of subsections A.3.c and d;
- b) Reduction of required parking spaces;
- c) A reduction in the number of parking spaces provided for use of a parcel which would be required if based on the parking requirements of Section 47-20, Parking and Loading Requirements in effect on and applicable to such use on March 6,

1990;

d) Relocation of an existing wall which complied with the Code prior to September 19, 1989, the effective date of subsections A.3.c and d;

e) Access to the land would be substantially impaired;

f) Installation of the wall as provided in subsection iv. would require a modification of the existing vehicular use area, which would impair traffic circulation on the site and a minimum five (5) foot high hedge, fence or other physical barrier is in place along the length of the nonresidential property line which abuts the residential property;

g) In such cases, the use shall otherwise comply with the requirements of this section to the maximum possible extent; however, the requirement of subsections A.3.d.i to install a landscape strip shall be met if an abutting residential property owner agrees in writing that the landscape strip may be placed on his or her property. An agreement in form provided by the department must be executed by the applicant and the abutting property owner. If the abutting property owner removes the landscape strip after it has been installed, there shall be no further requirement to install another landscape strip on the abutting property in connection with the commercial use which existed at the time of the initial installation.

Response: N/A.

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 shall also apply as provided below:

i. All developments subject to this Sec. 47-25.3 shall comply with the following:

a) Development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

Response: The proposed development is compatible with the character of the neighborhood. The mass and scale are compatible with the development patterns along Broward Blvd. corridor and significant setbacks and landscape buffer is provided adjacent to neighboring properties. The proposed development gave special consideration to the quality of public space in and around the site. The new proposed headquarters will act as a gateway to the city and its downtown. The community center structure which has a bold transparent curved glass façade

along Broward Boulevard announces the important presence of the facility to the community. The site provides space for the necessary program requirements for a new headquarters, parking garage, community center, and an inviting plaza space reminiscent of many public safety buildings. Another important aspect of the design to note is that the critical secure parts of the buildings have been carefully setback from the curbs/public roads for security reasons and well as sensitivity to the scale of the building in relation to the neighborhood. The existing support buildings and their operations will remain on the site.

b) Consideration shall be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood, conflicts with any applicable ULDR provision, then the provisions of the ULDR shall prevail. In order to ensure that a development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

Response: N/A

ii. All development within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district that is greater in density than twenty-five (25) dwelling units per net acre:

a) In addition to meeting the review requirements of subsection A.3.e.i, building sites within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district shall be eligible to apply for additional dwelling units over and above twenty-five (25) dwelling units per net acre, provided such additional dwelling units are available for distribution in the downtown regional activity center. However, in order to obtain such additional dwelling units, a site plan level II permit must be approved. Such approval shall be based upon consideration of the number of additional dwelling units available under the city land use plan, the number of additional dwelling units requested, the impact of the proposed development on abutting residential areas, the proposed residential density of the proposed development, location of the proposed development, the sensitivity to adjacent development of the site design and proposed orientation of the proposed development (including proposed setbacks), pedestrian movements associated with the proposed development, proposed landscaping, and traffic and parking impacts of the proposed development on the transportation network. Approval for allocations of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and

mixed-use developments shall conform to the city's land use plan and may be granted subject to approval of a site plan level II permit, subject to the considerations for such review as prescribed above. A minimum setback of twenty (20) feet from all property lines for every building used exclusively for residential purposes may be required. Such minimum setback may also be required for mixed use buildings in which residential use exceeds fifty-nine percent (59%) of the total floor area, exclusive of parking garages.

Response: N/A

iii. All development within any downtown RAC district that is within one hundred (100) feet of residential property that is located outside of any downtown RAC district and all development within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district; and all development that is located on land adjacent to the New River within the RACAS and RAC-CC which deviates from the New River corridor requirements as provided in Section 47-13, Downtown Regional Activity Center:

a) In addition to meeting the review requirements of subsection A.3.e.i, the setbacks imposed for a development plan may be modified subject to the requirements provided as follows:

1. No structure, or part thereof, shall be erected or used, or land or water used, or any change of use consummated, nor shall any building permit or certificate of occupancy be issued therefor, unless a development plan for such structure or use shall have been reviewed and approved, where applicable, after development review as prescribed in subsection A.3.e.i. In approving such development plan, consideration shall be given to the location, size, height, design, character and ground floor utilization of any structure or use, including appurtenances; access and circulation for vehicles and pedestrians, streets, open spaces, relationship to adjacent property, proximity to New River and other factors conducive to development and preservation of a high quality downtown regional activity center district. No approval shall be given to the setbacks shown on the development plan unless a determination is made that the setbacks conform to all applicable provisions of the ULDR, including the requirements of Section 47-13, Downtown Regional Activity Center Districts, that the safety and convenience of the public are properly provided for and that adequate protection and separation are provided for contiguous property and other property in the vicinity. Approval of the setbacks of a development plan may be conditioned by imposing one (1) or more setback requirements exceeding the minimum requirements.

Response: N/A

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.

a) 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. The purpose of the Community Compatibility Criteria is to define

objectives for private sector development which either abuts or is readily visible from public corridors. The relationship between private and public sector development must be carefully planned to avoid negative impacts of one upon the other. The city's intent in implementing these objectives is to:

- i. Protect the investment of public funds in public corridor improvements.
- ii. Improve the visual and functional quality of both public and private development by coordinating the transition between these areas.
- iii. The ultimate goal of these objectives is to integrate buildings, vehicular circulation, pedestrian circulation, open space and site elements into a unique, pedestrian sensitive environment which stimulates revitalization.

Response: N/A

Thank you for your review of this application. Please feel free to contact (954) 788-3400 if you require additional information or have questions regarding this application. We look forward to working with you on this exciting project.

Respectfully Submitted,



Florentina Hutt, AICP
Senior Planner