



SUSTAINABLE DEVELOPMENT – URBAN DESIGN & PLANNING

CITY COMMISSION (CC) - GENERAL APPLICATION

Rev: 2 | Revision Date: 10/01/2020 | I.D. Number: PREID - AR

CITY COMMISSION (CC) General Application

Cover: Deadline, Notes, and Fees
Page 1: Applicant Information Sheet, Required Documentation & Mail Notice Requirements
Page 2: Sign Notification Requirements & Affidavit

DEADLINE: City Commission submittal deadlines are set by the City Clerk and vary by type of application. Contact project planner to determine deadline prior to submittal of complete application.

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 Development District (PDD)	\$ 3,600.00
<input type="checkbox"/>	Site Plan Level IV	\$ 1,700.00
<input checked="" type="checkbox"/>	Site Plan Level II in RAC	\$ 2,900.00
	(Regional Activity Centers - Central Beach, South Andrews, Northwest)	
<input type="checkbox"/>	Plat	\$ 1,100.00 (\$450 Final-DRC Fee)
<input type="checkbox"/>	Easement Vacation	\$ 1,100.00 (\$300 Final-DRC Fee)
<input type="checkbox"/>	ROW Vacation	\$ 1,050.00 (\$600 Final-DRC Fee)
<input type="checkbox"/>	Rezoning	\$ 1,750.00 (\$250 Final- DRC Fee)
	(In addition to above site plan fee)	
<input type="checkbox"/>	Appeal and/or DeNovo Hearing	\$ 3,150.00
<input type="checkbox"/>	Site Plan Deferral	\$ 1,050.00
<input type="checkbox"/>	City Commission Request for Review	\$ 1,200.00
<input type="checkbox"/>	City Commission General Review	\$ 150.00 / Hr.*

*The above fee is calculated at a rate of \$150.00 per hour. Generally these applications take no more than 3 hours total to review (\$450.00), however any additional time required by staff will be charged prior to the City Commission meeting.



Page 1: City Commission Submittal Requirements

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.

NOTE: To be filled out by Department

Case Number	
Date of complete submittal	

NOTE: To be filled out by Applicant

Property Owner's Name	Mr. Dennis Wright
Applicant / Agent's Name	Ms. Pamela Adams
Development / Project Name	Wright Dynasty Development
Development / Project Address	<u>Existing:</u> 1221-1223 N.W. 6th Street, Ft. Lauderdale, FL 33311 <u>New:</u> 1223 N.W. 6th Street, Ft. Lauderdale, FL 33311
Current Land Use Designation	Northwest Regional Activity Center
Proposed Land Use Designation	N/A
Current Zoning Designation	NWRAC-MUw - North West Regional Activity Center-Mixed Use west
Proposed Zoning Designation	N/A
Specific Request	

The following number of Plans:

- ☐ One (1) original signed-off set, signed and sealed at 24" x 36"
- ☐ Two (2) copy sets at 11" x 17"
- ☒ One (1) electronic version* of complete application and plans in PDF format to include only the following:
 - ☒ Cover page
 - ☒ Survey
 - ☒ Site plan with data table
 - ☒ Ground floor plan
 - ☒ Parking garage plan
 - ☒ Typical floor plan for multi-level structure
 - ☒ Roof plan
 - ☒ Building elevations
 - ☒ Landscape plan
 - ☒ Project renderings i.e. context plan, street-level perspectives, oblique perspectives, shadow study, etc.
 - ☒ Important details i.e. wall, fence, lighting, etc.

*All electronic files provided should include the name followed by case number "Cover Page Case no.pdf"

MAIL NOTIFICATION

Mail notice is required for City Commission hearing of a Rezoning of Less than Ten Acres and of an Appeal of ROW Vacation. Notice shall be in the form provided by the Department and mailed on the date the application is accepted by the Department. The names and addresses of homeowner associations shall be those on file with the City Clerk. Rezoning of Less Than Ten Acres hearing notice must be mailed within 30 days of the hearing and Appeal of ROW Vacation hearing notice within 10 days of hearing.

- **REQUIREMENT:** Mail notice of development proposal shall be provided to real property owners within 300 feet of applicant's property, as listed in the most recent ad valorem tax records of Broward County.
- **TAX MAP:** Applicant shall provide a tax map of all property within the required notification radius, with each property clearly shown and delineated. Each property within the notice area must be numbered (by Folio ID) on the map to cross-reference with property owners notice list.
- **PROPERTY OWNERS NOTICE LIST:** Applicant shall provide a property owners notice list with the names, property control numbers (Folio ID) and complete addresses for all property owners within the required notification radius. The list shall also include all homeowners associations, condominium associations, municipalities and counties noticed, as indicated on the tax roll.
- **ENVELOPES:** The applicant shall provide business size (#10) envelopes with first class postage attached (stamps only, metered mail will not be accepted). Envelopes must be addressed to all property owners within the required notification radius, and mailing addresses must be typed or labeled; no handwritten addresses will be accepted. Indicate the following as the return address on all envelopes: City of Fort Lauderdale, Urban Design & Planning, 700 NW 19th Avenue, Fort Lauderdale, FL 33311.
- **DISTRIBUTION:** The City of Fort Lauderdale, Urban Design & Planning Division will mail all notices prior to the public hearing meeting date, as outlined in Section 47-27.

Page 2: Sign Notification Requirements and Affidavit

SIGN NOTICE

Applicant must **POST SIGNS** for all City Commission hearings of development applications according to Sec. 47-27.4.

- Sign Notice shall be given by the applicant by posting a sign provided by the City stating the time, date and place of the Public Hearing on such matter on the property which is the subject of an application for a development permit. If more than one (1) public hearing is held on a matter, the date, time and place shall be stated on the sign or changed as applicable.
- The sign shall be posted at least fifteen (15) days prior to the date of the public hearing.
- The sign shall be visible from adjacent rights-of-way, including waterways, but excepting alleys.
- If the subject property is on more than one (1) right-of-way, as described above, a sign shall be posted facing each right-of-way.
- If the applicant is not the owner of the property that is subject of the application, the applicant shall post the sign on or as near to the subject property as possible subject to the permission of the owner of the property where the sign is located or, in a location in the right-of-way if approved by the City.
- Development applications for more than one (1) contiguous development site shall be required to have sign notice by posting one (1) sign in each geographic direction, (north, south, east and west) on the public right-of-way at the perimeter of the area under consideration.
- If the sign is destroyed or removed from the property, the applicant is responsible for obtaining another sign from the City and posting the sign on the property.
- The sign shall remain on the property until final disposition of the application. This shall include any deferral, rehearing, appeal, request for review or hearings by another body. The sign information shall be changed as above to reflect any new dates.
- The applicant shall, five (5) days prior to the public hearing, execute and submit to the department an affidavit of proof of posting of the public notice sign according to this section. If the applicant fails to submit the affidavit the public hearing will be postponed until the next hearing after the affidavit has been supplied.

AFFIDAVIT OF POSTING SIGNS

STATE OF FLORIDA
BROWARD COUNTY

RE: _____
CITY COMMISSION

CASE NO. _____

APPLICANT: _____

PROPERTY: _____

PUBLIC HEARING DATE: _____

BEFORE ME, the undersigned authority, personally appeared _____, who upon being duly sworn and cautioned, under oath deposes and says:

1. Affiant is the Applicant in the above cited City of Fort Lauderdale **Board or Commission** Case.
2. The Affiant/Applicant has posted or has caused to be posted on the Property the signage provided by the City of Fort Lauderdale, which such signage notifies the public of the time, date and place of the Public Hearing on the application for relief before the **Board or Commission**.
3. That the sign(s) referenced in Paragraph two (2) above was posted on the Property in such manner as to be visible from adjacent streets and waterways and was posted at least **fifteen (15)** days prior to the date of the Public Hearing cited above and has remained continuously posted until the date of execution and filing of this Affidavit. Said sign(s) shall be visible from and within twenty (20) feet of streets and waterways, and shall be securely fastened to a stake, fence, or building.
4. Affiant acknowledges that the sign must remain posted on the property until the final disposition of the case before the **Board or Commission**. **Should the application be continued, deferred or re-heard, the sign shall be amended to reflect the new dates.**
5. Affiant acknowledges that this Affidavit must be executed and filed with the City's Urban Design & Planning **five (5)** calendar days prior to the date of Public Hearing and if the Affidavit is not submitted, the Public Hearing on this case shall be cancelled.
6. Affiant is familiar with the nature of an oath or affirmation and is familiar with the laws of perjury in the State of Florida and the penalties therefore.

Affiant

SWORN TO AND SUBSCRIBED before me in the County and State above aforesaid this ____ day of _____, 20__.

(SEAL)

NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

NOTE: I understand that if my sign is not returned within the prescribed time limit as noted in Sec. 47.27.3.i of the City of Fort Lauderdale ULDR, I will forfeit my sign deposit. _____ (initial here)
_____. Initials of applicant (or representative) receiving sign as per 47-27.2(3)(A-J)

April 12, 2021

TO: City of Fort Lauderdale
Department of Sustainable Development
Urban Design and Planning Division - Development Review Committee
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Attn. Ms. Ella Parker

Re: Mixed-Use (*Commercial / Residential*) Development
DRC Review | Project Description Narrative
WRIGHT DYNASTY
1217 - 1223 NW 6th Street
Fort Lauderdale, FL 33311-7932

Please accept this correspondence as the formal narrative / project summary regarding the above mentioned mixed-use development. The existing project site is situated along historic Sistrunk Boulevard and occupies approximately 18,071SF (0.4149 Acres) of area with a Zoning Classification of Northwest Regional Activity Center (*specifically, NWRAC-MUw*). The existing zoning classification (NWRAC-MUw) will be maintained with the proposed mixed-use development.

The proposed architectural aesthetic is contemporary in nature with a playful blend of resilient materials, integrated amidst large impact-resistant glazed openings intended to provide an iconic new presence along historic Sistrunk Boulevard. The proposed scope of work shall include the complete demolition and removal of an existing two-story (2) structure, currently occupying the property and construct a new six-story Mixed-Use, Type I-B, sprinklered development. The proposed development will encompass approximately 13,911 gross square feet of area at the ground level or 77% of the existing project site. The first floor area of the proposed development shall include +/-5,000SF of indoor/outdoor covered mercantile space, immediately accessible from Sistrunk Boulevard, as well as, the corresponding building support spaces and the main residential lobby entrance. A structured parking garage accessible via internal ramps will accommodate parking for fifty-two (52) vehicles on two (2) levels totaling approximately 28,300 gross square feet of area. Levels four (4) through six (6) will be home to twenty-four (24) residential rental units (8 units per floor). The residential units will range in size from 587SF to 1087SF, accommodating 1 and 2 bedrooms units and totaling approximately 24,000 gross square feet of area. The 'Fifth Facade' / Roof shall be incorporated into the total design, providing a Green Roof / Recreational Sun Terrace for residents and their guests'. In addition, all relevant roof mounted equipment (*HVAC equipment, exhaust fans, etc.*) will be concealed visually from the intended recreational areas, the primary street (*Sistrunk Boulevard*) and the neighboring properties. Sustainable / Green principles will also play a major role in the overall project, which shall include such items as:

- *Reduced Parking Footprint*
- *Charging Kiosks for Electrical Vehicles within the Structured Parking Garage*
- *Rainwater Management / Outdoor Water Use Reduction (Rainwater reuse for irrigation systems)*
- *Indoor Water Use Reduction (Low Water Consumption Fixtures @ All Restrooms and Kitchen Areas)*
- *Renewable Energy / Green Power and Carbon Offsets (Integration of Solar / Photovoltaic Panels)*
- *Low E, Impact-Resistant Glazing and Window Wall Systems*
- *Low Emittance Building Materials*

- *Utilization of Daylighting Techniques (Retail Areas and Residential Units)*
- *Energy Efficient H.V.A.C. Equipment*
- *Programmable Thermostats, Dimmable Switches, LED Lighting, Low-consumption Fixtures*
- *Operations and Maintenance Optimization*
- *Pollution and Waste Reduction*

The proposed Plot Coverage for all roofed structures shall not exceed 77% of the existing project site and provide for roughly 23% of pervious / grassed landscape areas, as well as, exterior gathering spaces / private lounges. Please refer to the complete set of design documentation (*including Architecture, Civil Engineering, and Landscape Architecture*) for additional clarification / information regarding this planned Mixed-Use Development.

Very truly yours,

KAP architecture, inc.



Kurt A. Petgrave, R.A., NCARB
President / Design Principal

April 12th, 2021

TO: City of Fort Lauderdale
Department of Sustainable Development
Urban Design and Planning Division - Development Review Committee
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Attn. Ms. Ella Parker

Re: Mixed-Use (Commercial / Residential) Development
DRC Review | ULDR Code Narrative
WRIGHT DYNASTY
1217 - 1223 NW 6th Street, Fort Lauderdale, FL 33311-7932

Please accept this correspondence as the formal ULDR Code Narrative regarding the above mentioned project development. The existing project site occupies approximately 18,071 SF (0.4149 Acres) with the pertinent Zoning Classification of Northwest Regional Activity Center (*specifically, NWRAC-MUw*). Consistent with the Development Review Committee requirement to provide a relevant narrative that addresses the applicable NWRAC-Mu Design Standards. I will basically restate the governing Design Standard(s) and consequently provide the relevant response immediately thereafter.

STREET DESIGN STANDARDS: NWRAC-MU

S-1 A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.

Response: ALL existing street grids will be maintained in conjunction with the proposed development and the relevant adjacent right-of-ways will not be disturbed in any manner.

S-2 Development above right-of-ways (air rights) does not occur.

Response: Not applicable, this project will/does not affect above right-of-ways (air rights).

S-3 Streets have reduced lane widths.

Response: The existing street width of Sistrunk Boulevard (Primary Street) is not affected or proposed for modification in conjunction with this development project.

S-4 Traffic calming is utilized rather than barricading streets.

Response: Not applicable, this project will not affect the existing/adjacent roadway (Sistrunk Boulevard) in any manner that traffic calming devices and/or barricading the street may be implemented.

S-5 On-street parking is maximized on all streets.

Response: The existing on-street parking along Sistrunk Boulevard is maximized to the full extent possible in conjunction with the proposed development. The only proposed modification is a new +/-25'-0"(wide) curb cut as required to facilitate vehicular access to the mixed-use development. Consequently, the existing on-street parking is modified, resulting in a reduction of one (1) existing on-street parking space.

S-6 Adequate bike lanes are provided where appropriate, subject to a planned bicycle network.

Response: The existing street design of Sistrunk Boulevard is maintained and unaltered in conjunction with this project.

S-7 Curb radii are reduced at street intersections to a preferred maximum of 15-feet or a maximum of 20-feet at major arterial roadways.

Response: Not applicable, the proposed development does not occur within property boundaries, where modifications to existing curb radii could be proposed.

S-8 County "Corner Cord" requirements are eliminated to the greatest extent possible.

Response: Not applicable, the proposed development does not occur within property boundaries, where modifications to existing County "Corner Cord" could be introduced.

S-9 All utility lines (electrical, telephone, cable, etc.) are buried in locations allowing for tree planning and proper root growth.

Response: All proposed utility lines (sanitary sewer, electrical, telephone, cable, etc.) shall be buried to the full extent possible, allowing for adequate tree planning, planting and proper root growth. Please refer to the relevant Landscape Plan @ Sheet No. LP-1 for additional information regarding the proposed Landscape Architecture.

S-10 Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections (spacing 20-feet for palms/ornamentals & 30-feet for shade trees).

Response: All existing/proposed shade trees in the public right-of-way shall be maximized and the use of palms and/or ornamental trees will be implemented where applicable throughout the proposed development in conformance with the spacing requirements. Please reference the relevant Landscape Architecture drawings (Sht. No. LP-1) for additional information/clarification.

S-11 Landscaping (other than street trees) plays a supporting, rather than dominant role in the overall street design.

Response: It is the intent of this development/project to adhere to ALL landscaping requirements where the proposed landscaping will play a supporting not dominant role in the overall project and existing street design.

S-12 Numerous and wide curb cuts are avoided to the greatest extent possible.

Response: This development only proposes one (1) wide curb cut which is necessary to provide vehicular access to the property / proposed development.

S-13 Drive-thrus are avoided in most cases.

Response: Not applicable, there are no drive-thrus being proposed in conjunction with this development.

BUILDING DESIGN STANDARDS: NWRAC-MU

B-1 Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.

Response: Not applicable, there are no surface parking facilities proposed in conjunction with this development. All associated parking for this development is accomplished with a structured parking garage that is accessible via internal vehicular ramps; with the exception of the existing on-street parking spaces.

B-2 Structured parking design is well integrated into the overall building design.

Response: The proposed structured parking garage is well integrated into the overall design at the second and third floors of the proposed development. The integrated garage design incorporates multiple openings at various dimensions providing natural ventilation to the relevant garage areas, as well as, incorporates LED linear fixtures within the perimeter of the proposed openings introducing an interesting and playful façade element(s) at multiple areas throughout the development.

B-3 To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.

Response: All proposed entrances for pedestrians (commercial and residential) are oriented towards the primary street, Sistrunk Boulevard.

B-4 Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of a leftover "green" perimeter.

- Courtyards and Plazas that are part of the development site are lined with active uses.

Response: The applicable 'green' space areas for the proposed development are located along the North and West sides of the property boundaries. At the Northern edge a linear 'Passive Residential Park' is introduced with meandering walkways that connect two (2) large outdoor private lounge areas to multiple smaller private lounge areas located along the West side of the property. Along the meandering walkways of the proposed 'Passive Residential Park', are various kiosks / art-in-public places installations that introduce fun information/facts with regards to Fort Lauderdale and Sistrunk Boulevard's history.

- B-5 Framing the street: Buildings meet the front and corner build-to-lines to maintain a consistent streetwall.
- Primary Street: The building frontage abutting a Primary Street should be built to the property line.
 - Secondary Street: The building frontage abutting a Secondary Street should be built to a zone consisting of 5 to 10 feet from the property line.

Response: The proposed development meets the applicable build-to-line requirements as it relates to the Primary Street. This is an in-fill lot development where the building frontage abuts the relevant property line adjacent to the Primary Street of Sistrunk Boulevard. The Secondary Street / corner build-to-line requirements are not applicable to this proposed development (Wright Dynasty Development), as this is an in-fill lot.

- B-6 Framing the street: Buildings meet the side yard setback to maintain a consistent streetwall.
- Side / Rear Yard Setbacks: 0 feet
 - 15 feet when abutting existing residential

Response: The proposed development meets all required side and rear yard setback requirements. The required 15 foot setback is provided at the rear yard area where the proposed development abuts existing residential, as well as, along the West property line of the proposed development.

- B-7 Framing the street: Building streetwalls meet minimum and maximum shoulder heights
- 2 stories or 25-feet minimum
 - 5 stories or 65-feet maximum

Response: The proposed development adheres to the minimum / maximum shoulder height requirements. The proposed shoulder height for this development is 37'-0" to the top of beam and 40'-6" to the extent/top of parapet.

- B-8 Framing the street: Buildings exceeding a maximum streetwall length of 150-feet provide variation in the physical design and articulation of the streetwall.

Response: This proposed development at 134'-4" in structural length does not exceed the maximum streetwall length of 150-feet. However, the physical building design provides significant variation along the streetwall facade, as well as, conformance with the setback requirements for the residential tower component.

- B-9a Buildings do not exceed maximum height dimensions
- 100-feet NWRAC-MUe
 - 65-feet NWRAC-MUw

Response: The proposed development / building does not exceed the maximum height dimensions for the NWRAC District. There are no habitable areas within this proposed development above the 65 foot height restriction for the NWRAC-MUw.

- B-9b Maximum Floorplate:
- Commercial 32,000 square feet
 - Residential 12,000 square feet

*Response: The maximum floorplate areas for this development/building are as follows:
Commercial: 13,911 square feet
Residential: 7,997 square feet*

- B-9c Minimum Tower Separation:
- 40 feet (depending on floorplate)

Response: Not applicable, this development does not propose multiple towers.

- B-9d Minimum First Floor Height:
- Fifteen (15) feet

Response: The proposed First Floor Height is Seventeen (17) feet to the top of structure / floor slab.

- B-10 Towers do not exceed minimum stepback dimensions and maximum floorplate area.

Minimum Tower Stepback Front Corner Side Rear

- Primary Street: 12 feet* 12 feet* Side and Rear are dependent on floorplate
- Secondary Street: 15 feet 15 feet [Dependent on floorplate]

Maximum Floorplate / Minimum Tower Stepback

- Commercial
 - 32,000 square feet / 30 feet side and rear stepback
 - 20,000 square feet / 25 feet side and rear stepback

- 16,000 square feet / 20 feet side and rear stepback
- Residential
 - 12,000 square feet / 30 feet side and rear stepback
 - 10,000 square feet / 25 feet side and rear stepback
 - 8,000 square feet / 20 feet side and rear stepback

Response: The proposed residential tower component for this development does not exceed the minimum stepback dimensions (12') nor does it exceed the maximum permitted floorplate areas (8,000sf). The Minimum Tower Stepback at the Front/Primary Street (Sistrunk Blvd.) is proposed at Thirteen feet, Eight inches (13'-8") and varies up to Twenty-One feet (21'-0") in Tower Stepback. The proposed Minimum Tower Stepback at the Rear of the property is Thirty-one feet, Eight inches (31'-8"). The proposed residential tower floorplate is 7,997 square feet.

- B-11 Where buildings abut existing residential development a transition zone shall be established.
- Minimum Yard Setback: 15-feet
 - Maximum Shoulder Height: 45-feet
 - Minimum Tower Stepback: 15-feet

Response: The proposed development/ building abuts an existing residential development at the Rear/North and Left-side/West of the property. The required transition zone has been established with a Minimum Yard Setback of Fifteen feet (15'-0") at the Maximum Shoulder Height of Forty foot, Six inches (40'-6") to the top of relevant parapet and a Minimum Residential Tower Stepback of Thirty-one feet, Eight inches (31'-8").

- B-12 Where buildings with towers are located with frontages on multiple streets, the towers are oriented towards the "Primary Street".

Response: The proposed development / building (Wright Dynasty Development) is not located on a site with frontages on multiple streets. However, the proposed residential tower is oriented facing the 'primary street' of Sistrunk Boulevard.

- B-13 Towers contribute to the overall skyline composition.

Response: The proposed residential tower contributes to the overall skyline composition of the NWRAC District.

- B-14 Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.

Response: The proposed architectural aesthetic is contemporary / modern in nature with a playful blend of materials intended to provide a new and iconic presence along historic Sistrunk Boulevard.

- B-15 Buildings are of high quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.

Response: The proposed development / building exemplifies high quality design, well thought-out detailing and careful workmanship with the use of resilient materials that were specifically selected to withstand the day-to-day humid climate of South Florida, whilst providing a distinct architectural aesthetic.

- B-16 Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian.

Response: The proposed development / building responds intently to its surrounding community by allowing the clean / shadow-less Northern light to penetrate the applicable spaces beyond and minimizing the impacts of South/Southwest facing facades with the use of various extruded building geometries, exaggerated concrete eyebrows and uniquely designed airfoil canopies. All these building features combine to provide a distinct perspective to each pedestrian at grade.

- B-17 Creative façade composition: A rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.

Response: A great deal of attention has been paid to the proposed development below the shoulder level. A rich layering of architectural elements is achieved through the use of alternating building geometries finished in painted 'smooth' stucco, contemporary stone veneer wall cladding, decorative architectural trims, various glazed openings and a resilient multi-colored, varying wall-panel system with stainless steel trims.

B-18 The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing

- Primary Streets – minimum 60%
- Secondary Streets – minimum 50%

Response: The finished first floor elevation of the nonresidential / retail component has been appropriately aligned at the corresponding flood elevation to provide direct and convenient access for pedestrians from the adjacent sidewalk areas (Sistrunk Boulevard). Additionally, the proposed first floor building height set at seventeen (17) feet is in conformance with the minimum fifteen (15) foot requirement and a high percentage of 'clear' glazing has been incorporated at the south-facing facade / Primary Street (Sistrunk Boulevard) elevation.

B-19 Buildings with historic value are preserved and utilized for adaptive re-use.

Response: Not applicable. There are no existing buildings within the existing project site with historic value.

B-20 Environmental Architectural Design that responds to the unique nature of the South Florida environment.

Response: The proposed design responds directly to the unique nature of the South Florida's climate / environment. Large glazed opening are located along the North facing facade areas in an effort to maximize shadow less direct sunlight. Additionally, the South facing facades and openings are shielded from the ultraviolet rays by introducing multiple shading techniques, as well as, a variety of resilient wall finishes.

B-21 Pedestrian shading devices, of various types, are provided along the façade of buildings.

Response: Pedestrian shading devices are provided along the facade by use of cantilevering specific building volumes, introducing exaggerated concrete eyebrows, trellis and extruded aluminum airfoil-type canopies.

B-22 Active and 'extroverted' ground floors with retail are located in strategic locations.

Response: The ground floor active retail/mercantile areas for this development are located directly accessible from the Primary Street (Sistrunk Boulevard) maximizing direct visibility to the surrounding community.

B-23 In residential buildings, ground floor units have individual entrances.

Response: Not applicable. There are no residential units proposed at the ground floor level. However, all proposed units located in the residential tower (Levels 400 – 600) have individual/private entrances. Please refer to Sheet No. A-303 (Typical Residential Unit Floor Plan (Level 400)) for additional information regarding the residential unit entrances.

B-24 Balconies and bay windows animate residential building facades.

Response: In the residential tower, exterior balconies exploiting alternating geometries, exaggerated eyebrows/trellis type projections, multiple glazing options and a varying facade composition is utilized to animate the relevant residential building facades.

B-25 The 'Fifth Façade' of a building is treated as part of the total design.

Response: The 'Fifth Facade'/Roof will be incorporated into the total design for the proposed development. We are investigating cost efficient 'green roof' solutions to be incorporated into the final design. However, all relevant roof mounted equipment (HVAC equipment, exhaust fans, etc.) shall be shielded visually from the Primary Street (Sistrunk Boulevard), the surrounding residential properties and oriented in a manner to best mitigate any transmission of noise to the adjacent/surrounding properties.

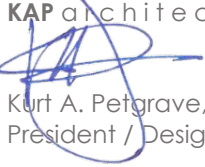
B-26 Lighting is utilized to enhance safety without contributing to excessive light pollution or glare.

Response: All proposed exterior lighting will be used to enhance the overall architectural aesthetics of the building, while adhering to the relevant design strategies/principles for Crime Prevention Through Environmental Design (CPTED). This development will not contribute to excessive light pollution or glare. Please refer to Sheet No. A-101a (Site Photometrics Plan) for additional information regarding the proposed site lighting.

B-27 Noise pollution as a result of building design is mitigated.

Response: Any and all relevant noise pollution as a result of this development will be mitigated to the full extent possible. Exterior walls shall be constructed of steel reinforced CMU and/or Concrete construction, impact-resistant (Low E) glazing and resilient wall-cladding will be utilized at relevant exterior areas. In addition, exterior located mechanical equipment will be shielded by extended CMU/Concrete parapets and/or a variety of landscape elements. At the interior of the proposed residential units, the applicable floors and interior wall partitions shall be constructed to achieve a minimum Sound Transmission Coefficient (STC) of 50.

Very truly yours,
KAP architecture, inc.



Kurt A. Petgrave, R.A., NCARB
President / Design Principal

**WRIGHT DYNASTY DEVELOPMENT PROJECT -
1223 N.W. SISTRUNK BLVD, FORT LAUDERDALE, FLORIDA 33311**

City of Fort Lauderdale
Case Number: UDP-S21022

Division: URBAN DESIGN and PLANNING
Member: Linda Mia Franco, AICP
Email: lfranco@fortlauderdale.gov
Phone: 954-828-8958

**WRIGHT DYNASTY DEVELOPMENT PROJECT -
1223 N.W. SISTRUNK BLVD, FORT LAUDERDALE, FLORIDA 33311**

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.

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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: There are no proposed stormwater management facilities located within the anticipated development/site.

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: There has been no environmentally sensitive lands identified within the proposed development's property boundaries. Nor is it anticipated that there will be any environmentally sensitive lands on or in the vicinity of the proposed project 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 proposed project/development will be designed in accordance with all Fire Protection requirements as mandated by NFPA. In addition, the 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.

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Response: The proposed development will be designed consistent and in accordance with the relevant 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: The proposed development will be designed in accordance with the requirements as forth by the City of Fort Lauderdale Police Department, as well as, adhering to the pertinent CPTED Guidelines.

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: The proposed development will be designed to provide acceptable potable water services to the relevant Commercial and Residential building components.

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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: The proposed development will be designed to provide acceptable sanitary sewer services for the applicable Commercial and Residential building areas

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: The proposed development will adhere with Broward County Land Development Code or Section 47-38C, Education Mitigation as/where applicable.

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.

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Response: The proposed development shall be designed providing adequate solid waste collection facilities and services in full compliance 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.

Response: The proposed development shall be designed providing adequate stormwater facilities and systems in accordance with the Florida Building Code, City of Fort Lauderdale Engineering Standards and other 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.

Response: Acknowledged. Not Applicable.

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.

Response: Acknowledged. Not Applicable.

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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: Acknowledged. Not Applicable.

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 ($\frac{1}{2}$) 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 ($\frac{1}{2}$) 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.

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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: A traffic impact study was conducted and included with the applicable Site Plan DRC Application / Submission.

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: The existing pedestrian network/facilities along Sistrunk Boulevard will be maintained in conjunction with the proposed development. In addition, the proposed development intends to enhance the sidewalk experience, as per the applicable design standards for projects located within the North West Regional Activity Center District.

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.

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.

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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 development shall be designed in accordance with all governing 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. Not Applicable.

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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: Acknowledged. There are no known or anticipated Historic and Archaeological Resources located within or in close proximity of the proposed development/site.

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: The proposed development is not located East of the Intracoastal Waterway.

5. The project location, in the Northwest Regional Activity Center - NWRAC-MUw (west) zoning district, is subject to review by the Design Review Team (DRT) for adherence to the NWRAC Illustrations of Design Standards. A separate Design Review Team (DRT) application (case DRT20070001) was submitted, and comments were provided to applicant to address. See attached for reference. Provide a point-by-point narrative for the re-submitted as to how the project meets the NWRAC illustrations of Design Standards based on those comments.

Response:

CHAPTER 2 – STREET DESIGN STANDARDS: Northwest Regional Activity Center – Mixed Use (NWRAC-MU)

S-1 A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

S-2 Development above right-of-ways (air rights) does not occur.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

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S-3 Streets have reduced lane widths. Follow street sections in NWRAC-MU Design Standards (NWDS) and dimension accordingly.

Response: As per the NWRAC Illustration of Design Standards – page 27 (Street Design Guidelines for the NWRAC-MU - Sistrunk Boulevard), a 70' ROW Width shall be maintained with a corresponding sidewalk width of 10'-6". Please refer to Sheet No. A-101 (Architectural Site Plan), where the existing street design (ROW & sidewalk widths) conditions have been dimensioned accordingly. The existing ROW and continuous sidewalk width shall remain unaltered or affected in conjunction with the proposed development.

S-4 Traffic calming is utilized rather than barricading streets. Follow street sections in the NWDS and dimension accordingly.

Response: As per the NWRAC Illustration of Design Standards – page 27 (Street Design Guidelines for the NWRAC-MU - Sistrunk Boulevard), a 70' ROW Width shall be maintained with a corresponding sidewalk width of 10'-6". Please refer to Sheet No. A-101 (Architectural Site Plan), where the existing street design (ROW & sidewalk widths) conditions have been dimensioned accordingly. The existing ROW and continuous sidewalk width shall remain unaltered or affected in conjunction with the proposed development.

S-5 On-street parking is maximized on all streets. Follow Sistrunk Boulevard Section. The Site plan shows a new apron ingress/egress, which will remove a couple of existing on-street parking space. Clarify why the adjacent parcel to the east of 1217 parcel (Walker's Grocery building), surface parking lot is not part of this development project (parcel 1209) that served as the parking for the Walker's Grocery. Said parcel has existing apron. Consult with Zoning representative regarding these two parcels and any potential issues with creating a non-conformity (Burt Ford at BFord@fortlauderdale.gov)

Response: The adjacent property (Parcel 1209) has different / separate ownership to Parcel 1217. Consequently, the owner of the 1217 parcel has reached out on multiple occasions to the owners' of the 1209 parcel in an effort to purchase the adjacent property in question for use in conjunction with the proposed Wright Dynasty Development. Unfortunately, the owners' of parcel 1209 are not willing to negotiate a sale of the property. As a result, the new apron ingress / egress is required to provide vehicular access for the proposed development. Please refer to Sheet No. A-101 (Architectural Site Plan), where the existing on-street parking has been modified in accordance with the upstream and downstream driveway and intersection sight triangle requirements as specified in Table 212.11.2, Parking Restrictions for Driveways and Intersections of the FDOT FDM, as per review and discussions with DRC Transportation & Mobility Reviewer – Mr. Istvan Virag.

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S-6 Adequate bike lanes are provided where appropriate, subject to a planned bicycle network. Consult with Transportation & Mobility to determine if bike lanes are planned for any of the streets surrounding the project. Ben Restrepo at Restrepo@fortlauderdale.gov

Response: The latest plan submission have been revised to address all applicable DRC Case Comments relevant to Transportation & Mobility. Please refer to Sheet No. A-101 (Architectural Site Plan), for additional information.

S-7 Curb radii are reduced at street intersections to a preferred maximum of 15-feet or a maximum of 20-feet at major arterial roadways.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

S-8 County "Corner Cord" requirements are eliminated to the greatest extent possible.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

S-9 All utility lines (electrical, telephone, cable, etc.) are buried in locations allowing for tree planning and proper root growth. Provide documentation from utility companies indicating no objection to the burying of overhead utilities.

Response: No objections have been provided by the relevant utility companies as it relates to burying any and all existing overhead utilities.

S-10 Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections (spacing 20-feet for palms/ornamentals & 30-feet for shade trees). Site Plan show palm trees on street near modified on-street parking space. Revise plan to shade tree(s).

Response: The proposed Landscape Design has been revised to address all applicable DRC comments as received from Engineering, Landscape and Transportation & Mobility (where applicable). Please refer to the revised Landscape Plans, dated the 9th of August for additional information.

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S-11 Landscaping (other than street trees) plays a supporting, rather than dominant role in the overall street design. Other elements should be used to enhance the street environment and should be part of a consistent and coordinated system including lighting poles, benches, waste receptacles, bicycle racks and other elements

Response: Please refer to Sheet No. A-101 (Architectural Site Plan) and the revised Landscape Plans, dated the 9th of August for additional information. The proposed landscape design, as well as, the existing 'Sistrunk Boulevard' branded gold light poles, enhanced building lighting and the pertinent bicycle racks provided in accordance with ULDR, Section, 47-20.2, Table 3 Parking and Loading Requirements will be used to enhance the overall street design environment.

S-12 Numerous and wide curb cuts are avoided to the greatest extent possible.

Response: The proposed development 'Meets Intent' upon DRT Review.

S-13 Drive-thrus are avoided in most cases.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

CHAPTER 4 – BUILDING DESIGN STANDARDS: Northwest Regional Activity Center – Mixed Use (NWRAC-MU)

B-1 Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

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B-2 Structured parking design is well integrated into the overall building design. Where structured parking must be exposed to the street, exceptionally creative solutions should be explored:

- Dramatic and/or elegant building form with a compelling street presence
- Consistent and integrated architectural details

Parking garage presents multi-story blank walls, particularly on the west elevation. Provide fenestration and transparency to activate elevations. See DRC comment for north elevation.

Response: The proposed structured parking garage is well integrated into the overall building design for the proposed development. Specifically, at the second and third floor levels facing South (Sistrunk Boulevard) - three (3) two-story repeating volumes (18'-w x 26'-h) have been incorporated and extruded 3'-0" (36") beyond the primary building facade, in an effort to provide a dramatic and compelling street presence along Sistrunk Boulevard. Additionally, each of the three (3) extruded volumes introduces a continuous 8'-0" (w) x 20'-8" (h) integrated opening finished with a perforated aluminum/stainless steel screen, providing natural ventilation to the relevant garage areas. In addition, the Southwest corner for the pertinent garage floors are finished with a similar perforated aluminum / stainless steel screen. The proposed screening system is roughly 27'-0" in overall height and constructed horizontally in an alternating 'bow-tie' type configuration representing an elegant termination along the Southwest perimeter. Continuing from the Southwest corner to the North, the elegant 27'-0" (high) perforated screen system transitions along the westward facing wall into various randomly sized and spaced louvered fenestrations activating the West facade, as well as, providing natural ventilation to the parking garage areas. Also, the entire West facade / 'building shoulder' (41'-9" in height) is finished with a cut stone veneer. The remaining North and East facades for the pertinent parking garage/ shoulder areas introduce a pre-manufactured continuous (24'-0" high) vertical screen system with a decorative applique finish. The applicable 4"(w)x24' (h) vertical members will be rotated approximately 60 degrees and spaced 8" o.c.. This proposed ventilation / screen design will permit natural ventilation for the associated garage areas, whilst restricting spillover from the car headlights onto the adjacent/neighbouring properties. LED lighting fixtures will be incorporated into the overall building design (where feasible) to enhance the integrated structured parking garage design. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional information / clarification regarding the integrated parking garage design.

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B-3 To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.

Response: The proposed development 'Meets Intent' upon DRT Review.

B-4 Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of a leftover "green" perimeter. Courtyards and Plazas that are part of the development site are lined with active uses. A 15-foot side yard setback is required to the west. This presents an opportunity to add usable pedestrian-oriented public green space/plaza. The 15-foot rear yard setback should provide usable open space amenity for residents/tenants. Please see comment B-6.

Response: The applicable 'green' space areas of the proposed development are located along the North and West property boundaries. To the North, a linear 'Passive Residential Park' is introduced with meandering walkways that connect two (2) large outdoor private lounge areas to multiple smaller private lounge areas located along the West side of the property. Along the meandering walkways of the 'Passive Residential Park', are various kiosks / art-in-public places installations that introduce fun facts / information regarding the rich history of Fort Lauderdale/Sistrunk Boulevard. Please refer to the applicable landscape design drawings, Sheet No's. LP-1 & LP-3 for additional information.

B-5 Framing the street: Buildings meet the front and corner build-to-lines to maintain a consistent streetwall.

- Primary Street: The building frontage abutting a Primary Street should be built to the property line.
- Secondary Street: The building frontage abutting a Secondary Street should be built to a zone consisting of 5 to 10 feet from the property line.

Response: The proposed development 'Meets Intent' upon DRT Review.

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B-6 Framing the street: Buildings meet the side yard setback to maintain a consistent streetwall.

- Side / Rear Yard Setbacks: 0 feet*
- 15 feet when abutting existing residential

A minimum 15-foot side yard setback is required based on abutting existing residential for shoulder height (the pedestal max 45 feet, extending from the ground to the shoulder). See comment regarding additional side and rear tower setback requirements based on floor plate. Please note per the definitions of the NWDS a Stepback is the horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.

Response: The proposed development meets all required side and rear yard setback requirements, when abutting existing residential properties. The required 15 foot (minimum) setback is provided at the rear yard area where the proposed development abuts existing residential, as well as, along the West side of the proposed development. An additional 5'-0" of 'stepback' from the face of pedestal / shoulder to the residential tower's façade has been provided at the applicable side areas, as per the required 20' (foot) minimum Tower Stepback to the Residential Tower based on the 8,000 sf (maximum) floorplate requirement. The actual residential tower floorplate area is 7,997 square feet. At the rear, an additional 16'-6" stepback from the pedestal to the residential tower's facade has been provided. Please refer to Sheet No.'s A-101, A-300 and A-303 for additional information.

B-7 Framing the street: Building streetwalls meet minimum and maximum shoulder heights

- 2 stories or 25-feet minimum
- 5 stories or 65-feet maximum

Response: The proposed development 'Meets Intent' upon DRT Review.

B-8 Framing the street: Buildings exceeding a maximum streetwall length of 150-feet provide variation in the physical design and articulation of the streetwall.

Response: The proposed development 'Meets Intent' upon DRT Review.

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B-9a Buildings do not exceed maximum height dimensions NWRAC-MUe and those properties that are located east of NW 2nd Avenue within the NWRAC-MUe
Permitted Maximum Height up to, but no higher than 120 ft
NWRAC-MUe west of NW 2nd Avenue
Permitted Height up to, but no higher than 65 ft
Max Height up to, but no higher than 110 ft *

NWRAC-MUw
Permitted Height up to, but no higher than 45 ft
Max Height up to, but no higher than 65 ft*

* Structures exceeding the permitted height threshold of the NWRAC-MUe, and NWRAC-MUw shall be reviewed subject to the process for a Site Plan Level II permit, with City Commission review and approval in accordance with the performance standards in the Unified and Land Development Regulations (ULDR), Section 47-13.52.B
The proposed development will require Affordable Housing Development Plan and information shown on site plan. Provide Affordable Housing Development Plan.

Response: The proposed height of the development shall be 65 ft. (maximum) in accordance with the performance standards outlined in ULDR, Section 47-13.52.B (10% of the overall units shall be dedicated to affordable housing). Please reference the attached Affordable Housing Development Plan.

B-9b Maximum Floorplate:

- Commercial 32,000 square feet
- Residential 12,000 square feet

Response: The maximum floorplate areas for the proposed development are as follows:

- Commercial: 13,910 square feet
- Residential: 7,997 square feet

Please refer to Sheet No. A-101 (Architectural Site Plan - Site Data) for additional information.

B-9c Minimum Tower Separation:

- 40 feet (depending on floorplate)

Response: Not applicable, this development does not propose multiple towers.

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B-9d Minimum First Floor Height:

- Fifteen (15) feet

The ground floor floor-to-ceiling height needs to be a minimum of 15-feet clear height

Response: The proposed development 'Meets Intent' upon DRT Review.

B-10 Towers do not exceed minimum stepback dimensions and maximum floorplate area.

Minimum Tower Stepback Front Corner Side Rear

- Primary Street: 12 feet* 12 feet* Side and Rear are dependent on floorplate
- Secondary Street: 15 feet 15 feet [Dependent on floorplate]

Maximum Floorplate / Minimum Tower Stepback

- Commercial
 - 32,000 square feet / 30 feet side and rear stepback
 - 20,000 square feet / 25 feet side and rear stepback
 - 16,000 square feet / 20 feet side and rear stepback
- Residential
 - 12,000 square feet / 30 feet side and rear stepback
 - 10,000 square feet / 25 feet side and rear stepback
 - 8,000 square feet / 20 feet side and rear stepback

Provide tower stepback – for side and rear based on maximum floorplate provided. It appears the residential square footage may exceed permitted floor plate based on site data. The additional rear tower stepback will only need to be provided from the height of 45 feet and above (above the shoulder height). The first residential floor above the garage starting at 35 feet can remain at the proposed 19'-2" tower stepback dimension. Please note per the definitions of the NWDS a Stepback is the horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.

Response: The proposed residential tower component for this development does not exceed the minimum tower stepback of 12'-0" at the primary street – Sistrunk Boulevard nor does it exceed the required 20'-0" side and rear stepback. All relevant stepbacks provided are based upon the maximum permitted floorplate area of 8,000sf; the residential tower floorplate is 7,997 square feet. The Minimum Tower Stepback provided at the Front/Primary Street (Sistrunk Blvd.) is proposed at thirteen feet, ten and one-half inches (13'-10-1/2") and varies up to twenty-one feet (21'-2-1/2"). The proposed minimum tower stepback at the Rear of the property is thirty-one feet, eight and one-half inches (31'-8-1/2") and ranges up to twenty-four feet, eight inches (24'-8"). The minimum tower stepback at the side is provided at twenty feet, 2 inches (20'-2"). Please refer to Sheet No. A-101, A-300, A-303, A-1000, A-1001 and A-1002 for additional information / clarification.

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B-11 Where buildings abut existing residential development a transition zone shall be established.

- Minimum Yard Setback: 15-feet
- Maximum Shoulder Height: 45-feet
- Minimum Tower Stepback: 15-feet

See comment B-10

Response: The proposed development/ building abuts an existing residential development to the Rear/North of the property. The required transition zone has been established with a Minimum Yard Setback of Fifteen feet (15'-0") at the Maximum Shoulder/Pedestal Height of Forty-One Foot, Nine inches (41'-9") to the top of the relevant parapet and a Minimum Residential Tower Stepback of Thirty feet (30'-0"). Additionally, the proposed development abuts an existing Mixed-Use (NWRAC-MUw Zoned) development to the left-side / West where the required transition zone has also been established. To the West, a Minimum Yard Setback of Fifteen feet (15'-0"), a Maximum Shoulder/Pedestal Height of Forty-Three Foot, Three inches (43'-3") to the top of relevant parapet and a Minimum Residential Tower Stepback of Twenty feet (20'-0") has been provided. Please refer to Sheet No. A-101, A-300, A-303, A-1000, A-1001 and A-1002 for additional information / clarification.

B-12 Where buildings with towers are located with frontages on multiple streets, the towers are oriented towards the "Primary Street".

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

B-13 Towers contribute to the overall skyline composition. Buildings that propose tower elements should be designed to contribute to the overall skyline composition of Fort Lauderdale. Buildings should have architectural/sculptural elements designed to be seen from the appropriate distances.

Response: The proposed residential tower contributes to the overall skyline composition of the NWRAC District, specifically along Sistrunk Boulevard. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional clarification and/or information.

B-14 Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.

Response: The proposed architectural aesthetic is contemporary / modern in nature with a playful blend of materials intended to provide a new and iconic presence along historic Sistrunk Boulevard. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional information / clarification regarding the proposed architectural design.

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B-15 Buildings are of high-quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship. Special emphasis on detailing is encouraged with durability. Richer materials, more intensive details and lighting to enhance pedestrian views at the first 2 floors. Use of durable exterior materials such as: stone, masonry, metal paneling, pre-cast concrete panels and details, and glass. Avoid less durable materials, such as EIFS, vinyl or aluminum siding, molded plastic or fiberglass details and moldings. Provide information of materials on renderings and elevations.

Response: The proposed development / building exemplifies high quality design, well thought-out detailing and careful workmanship with the use of resilient materials that were specifically selected to withstand the day-to-day humid climate of South Florida, whilst providing a distinct architectural aesthetic. The proposed materials shall include steel reinforced masonry / concrete construction, smooth stucco wall finishes, durable cut stone veneers, impact-resistant curtain walls & window wall glazing systems, aluminum and/or stainless steel perforated screens, aluminum louvers, cast-in-place concrete eyebrows and aluminum framed trellis / canopies. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings) and A-700 – A-703a (Building Elevations), for additional information / clarification regarding the proposed materials.

B-16 Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian. Take consideration of the local character of existing buildings with ornamental exterior finishes in the NWRAC area that provide functionality and importance to urban design and architectural elements to achieve the desired pedestrian orientation and street level vitality. Consider activating the first three floors at the street level with more fenestration and provide architectural design separation emphasis between commercial and residential entrance.

Response: The proposed development / building responds intently to its surrounding community by allowing the clean / shadow-less Northern light to penetrate the applicable spaces beyond and minimizing the impacts of South/Southwest facing facades with the use of various extruded building geometries, exaggerated concrete eyebrows and uniquely designed airfoil canopies. All these building features combine to provide a distinct perspective to each pedestrian at grade. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional information.

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B-17 Creative facade composition: A rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.

See comment B-16 and blank wall to the west DRT comments.

Response: A great deal of attention has been paid to the proposed development below the shoulder level. A rich layering of architectural elements is achieved through the use of alternating building geometries constructed from steel reinforced masonry / concrete and finished in painted 'smooth' stucco. In addition, durable cut stone veneers, impact-resistant curtain walls & window wall glazing systems, aluminum and/or stainless steel perforated screens, aluminum louvers, cast-in-place concrete eyebrows and aluminum framed trellis / canopies have been incorporated below the shoulder level to enhance the building composition at all relevant facades. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional information and/or clarification.

B-18 The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing

- Primary Streets – minimum 60%
- Secondary Streets – minimum 50%

See comment B-9d.

Response: The finished first floor elevation of the nonresidential / retail component has been appropriately aligned at the corresponding flood elevation to provide direct and convenient access for pedestrians from the adjacent sidewalk areas (Sistrunk Boulevard). Additionally, the proposed second floor top of slab / beam height is set at seventeen (17) feet in conformance with the minimum fifteen (15) foot requirement and a high percentage of 'clear' glazing has been incorporated at the south-facing facade / Primary Street (Sistrunk Boulevard) elevation.

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B-19 Buildings with historic value are preserved and utilized for Adaptive Reuse. Provide information regarding the existing building's historic background and value.

Response: The existing site/property upholds some historical nostalgic significance but does not maintain any habitable structures currently. The proposed development site was once occupied (partially) by Helen's Kindergarten and Nursery which was opened back in 1954, by Sistrunk community pioneer Ms. Helen Morris. Helen's Kindergarten and Nursery was a family-owned business that provided spaces at the ground floor level for early childhood learning and residential / rental units on the second level. The eastern most portion of the proposed development was once occupied by Walker's Grocery. In 1939, Walker's Grocery was opened by another community pioneer Mr. Willie Walker. Walker's Grocery was also a family owned and operated business up until 2016. The current Owner/Project Developer Mr. Dennis Wright, inherited the Helen's Kindergarten and Nursery property from his grandmother Ms. Helen Morris back in 20xx. Additionally, Mr Wright acquired the Walker parcel in 2018, all in an effort to assemble his longstanding vision, giving back to the community where he grew up. Mr. Wright in working with the Walker Family will incorporate information and details from the past acknowledging the historic significance of the previous owners and community pioneers Ms. Helen Morris and Mr. Willie Walker.

B-20 Environmental Architectural Design that responds to the unique nature of the South Florida environment.

Response: The proposed design responds directly to the unique nature of the South Florida's climate / environment. Large glazed opening are located along the Northern facing facades in an effort to maximize shadow less direct sunlight. Additionally, the South facing facades and openings are shielded from the ultraviolet rays by introducing multiple shading techniques, as well as, a variety of resilient wall finishes. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings), for additional information and/or clarification.

B-21 Pedestrian shading devices, of various types, are provided along the façade of buildings. Pedestrian comfort and visual interest can be achieved through consistent use of a variety of shading devices in conjunction with street trees. These elements may project beyond building setback lines, as permissible. Some options include:

- "Eyebrow" overhangs
- Miscellaneous shade structures

Response: Pedestrian shading devices are provided along the various building facades by use of cantilevering specific building volumes/structures, introducing exaggerated concrete eyebrows, trellis and extruded aluminum airfoil-type canopies. Please refer to the Sheet No.'s A-007 – A-010 (Project Renderings), for additional clarification and/or information.

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B-22 Active and 'extroverted' ground floors with retail are located in strategic locations.

Response: The proposed development 'Meets Intent' upon DRT Review.

B-23 In residential buildings, ground floor units have individual entrances.

Response: Deemed 'Not Applicable' to proposed development upon DRT Review.

B-24 Balconies and bay windows animate residential building façades. Although balconies have been provided, consider adding depth to the balconies to provide enhanced outdoor amenity and quality to the residential units, such as the one-bedroom balconies and add eyebrows shading devices on the top floor for protection of the weather.

Response: In the residential tower, the relevant exterior balconies propose alternating geometries, exaggerated eyebrows/trellis type shading devices, multiple glazing options and a variety of facade compositions are utilized to animate the pertinent residential building facades. Please refer to Sheet No.'s A-007 – A-010 (Project Renderings) and A-700 – A-703a (Building Elevations), for additional information / clarification.

B-25 The 'Fifth Façade' of a building is treated as part of the total design. The narrative provides information on a combination of usable, green roof and recreational sun terrace/visual amenities for the residents. However, it is not depicted on the plans.

Response: Please refer to Sheet No. A-306, where the proposed green roof design / Recreational Sun Terrace has been depicted.

B-26 Lighting is utilized to enhance safety without contributing to excessive light pollution or glare. Provide nighttime rendering.

Response: Please refer to Sheet No.'s A-007 - A-010, for the updated project renderings including various nighttime views depicting the proposed lighting design as requested. The proposed development will utilize lighting to enhance safety without contributing to excessive light pollution.

B-27 Noise pollution as a result of building design is mitigated. Comply with Chapter 17 - Noise Control in the Code of Ordinances of the City of Fort Lauderdale, Florida regarding mechanical noise baffling requirements.

Response: The proposed mechanical equipment / design for the anticipated development shall adhere to all mechanical noise baffling requirements as set forth in Chapter 17 – Noise Control, of City of Fort Lauderdale's Code of Ordinances.

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Date: Feb 3, 2022

City of Fort Lauderdale
Case Number: UDP-S21022

Division: URBAN DESIGN and PLANNING
Member: Adam Schnell - Planner
Email: ASchnell@fortlauderdale.gov
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Wright Dynasty Design Narrative

The Wright Dynasty development is designed to encapsulate the “Resurgence” of the Historic Sistrunk Community. The proposed architectural aesthetic is contemporary / modern in nature with a playful blend of materials intended to provide a new and iconic presence along historic Sistrunk Boulevard. The goal is to attract residents looking for new housing that represents the bright and forthcoming community development. In addition to the new housing, this development will also include commercial space geared to essential professional services to complement the growing community. New housing of this type and additional commercial business opportunities is critical to the overall economic viability of the Historic Sistrunk community.

This development was accomplished by the outstanding work of our design team. This team overcame many inherited challenges in order to meet the requirements / intent of the NWRAC design guidelines. The development will be placed on three lots that are unique in size based on today's development. Each lot is 50 by 100, essentially being very narrow in width, with an elongated depth. This made meeting the parking requirements extremely challenging but not insurmountable. The design team was able to overcome this challenge by providing a structured parking garage that has been well integrated into the overall building design on two (2) parking levels. This provided the proposed development the opportunity to exceed the minimum parking requirements whilst offering covered parking for the commercial component, the residents and their guests. This will be a first in the Historic Sistrunk community and considered a significant enhancement as it provides more convenience and safety for the residents.

In order to ensure the highest and best use of the property, the design team leverages the NWRAC maximum height requirement of sixty-five (65) feet. This allows for three levels of residential units, eight units per floor with a mixture of one and two bedroom units. The development proposes a total of 24 residential units, in which ten percent of the units (3) will be allocated to low income housing. This approach aligns with the NWRAC Zoning provision to accommodate the sixty-five (65) feet height limit / requirement.

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The design team also paid special attention to our surrounding neighbors to ensure that the development does not infringe upon the neighboring properties. Primarily along the Northern property boundary line, where the proposed development abuts existing residential properties the appropriate transition zone has been established in conformance with the NWRAC Design Guidelines. Additional setbacks (*shoulder & tower*) are utilized along the South, East and West property lines providing for a creative composition incorporating stone veneers, canopies / eyebrows, residential balconies and stainless steel ventilation screens used to animate the building facades. Currently there are no buildings abutting the property along the east side of the proposed development.

This development is the perfect blend with the enhancements that have already occurred in the Historic Sistrunk community. We maintain the pedestrian friendly look and feel as the building's commercial and residential components are easily accessible from the sidewalks. The updated streetscape and on street parking are also easily accessible by the residents and guests. The Wright Dynasty development project is ideal for the "Resurgence" of the Historic Sistrunk community as it brings a wealth of new growth opportunities.

Dennis Wright
Wright Dynasty
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