



PLAT DESCRIPTION NARRATIVE

OWNER: Clarkson-Bergman Family Partnership, Ltd.
DEVELOPER: MORGAN GROUP
AGENT: Lochrie and Chakas, P.A.
PROJECT NAME: Pearl Riverland
CASE: #PL18007 Plat
PROPERTY ADDRESS: 400 SW 27th Avenue ("Development Site")
AUTHOR: Linda C. Strutt, AICP
DATE PREPARED: July 23, 2018

The 11.2-acre site is located on the east side of SW 27th Avenue. It is currently occupied by the Sunset Mobile Home Park. The applicant is seeking approval of a boundary plat to enable construction of a multi-family residential development on the site. Since the site was never platted, a plat is required for construction of any new principal structure.

The site is designated Residential Medium High on the Future Land Use Map. An application to rezone the property from Mobile Home Park (MHP) to Medium High Residential (RMM-25) has been submitted as well as a site plan application.

The applicant is proposing a plat restriction note of 276 mid-rise multi-family dwelling units with no bedroom count restriction. This is consistent with the proposed zoning designation which would allow up to 279 units on the parcel.

Access to the site will be via SW 27th Avenue. A non-vehicular access line along the SW 27th Avenue plat boundary will restrict access to an opening coinciding with the proposed site plan. Additional right-of-way is being granted by the plat to complete the ultimate right-of-way for the eastern half of SW 27th Avenue as established by the Broward County Trafficways Plan. The County will determine during the concurrent review of the plat whether any off-site improvements for SW 27th Avenue will be required.

Private roadways and utilities within the plat boundaries which conflict with the redevelopment project are being abandoned and there are no easements associated with these facilities to be shown on the proposed plat. The City's utility easement along a portion of the eastern plat boundary which is being used for a force main is depicted on the plat as there is no intention to remove the force main or abandon the easement. Vacation of a 25-foot roadway easement along the eastern plat boundary granted to the County in 1950 is being vacated through the County.

Easements needed to accommodate service to the project by the franchise utilities will be granted at the appropriate times via separate instrument. The on-site water and sanitary sewer systems will be private. No public roadways are proposed within the plat boundaries. Easement requests from the City associated with the site plan review will be granted at the appropriate time.

A traffic impact study was conducted in association with the site plan application and submitted for review by City staff. As part of the plat review process, Broward County will review the plat for potential impacts to the regional transportation network, including SW 27th Avenue, and mass transit.

The project (plat, site plan and rezoning) has been submitted for School Board review. As soon as the School Capacity Availability Determination has been issued, a copy will be provided to the City.

Concurrency is addressed in more detail in the ULDR narratives provided with the plat and site plan applications.



ULDR NARRATIVES

OWNER: Clarkson-Bergman Family Partnership, Ltd.
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Sec. 47-24.5

D. Subdivision layout.

1. Streets and alleys.

- a. Conformity to trafficways plan.** The location, direction and width of all streets, roads and highways shall conform to the official city plan, and to ordinances of city.

The plat grants an additional six feet of right-of-way adjacent to the western plat boundary for SW 27th Avenue. This dedication completes the right-of-way needed to conform to the Broward County Trafficways Plan ultimate right-of-way for this trafficway. The proposed plat is a boundary plat with no internal public or private road dedications.

- b. Relation to existing street system.** The arrangement of streets in new subdivisions shall make provision for the proper extension of existing dedicated streets in existing subdivisions, where such extension is appropriate. Streets shall bear numerical names, unless waived by the board.

The proposed boundary plat does not provide for internal roadway layout. The internal circulation system is depicted on the proposed site plan. No connections will be made to dedicated streets adjacent to the plat with the exception of the connection to SW 27th Avenue depicted on the plat.

- c. Provision for platting adjoining unplatted areas.** The arrangement of streets in new subdivisions shall be such as to facilitate, and coordinate with the desirable future platting of adjoining unplatted property, and to provide for local circulation and convenient access to neighborhood facilities.

No new streets are being proposed by this boundary plat. The site will be buffered from adjacent properties with access restricted to SW 27th Avenue.

- d. *Protection from through traffic.*** Minor and collector residential streets shall be laid out and arranged so as to discourage their use by through traffic.

This boundary plat proposes no new public streets. The only proposed connection to public streets is the access opening depicted on the plat onto SW 27th Avenue. The site design does not provide for any through traffic.

- e. *Primary arterial street frontage.*** Where a residential subdivision abuts a primary arterial street either existing or proposed in the trafficways plan, the board may require marginal access streets, 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 local traffic.

The proposed residential boundary plat does not abut a primary arterial street.

- f. *Plats adjacent to railroad or expressway right-of-way.*** Where a subdivision borders on or contains a right-of-way for a railroad, expressway, drainage canal or waterway, the board may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Such distances shall also be determined with due regard for the requirements of approach grades for future bridges.

The proposed plat is not adjacent to railroad or expressway right-of-way.

- g. *Reserve strips.*** Reserve strips controlling access to streets shall be prohibited, except where deemed desirable by the board to prevent use of a residential street by business or industrial traffic.

Reserve strips are not proposed for this plat.

- h. *Private streets.*** There shall be no private streets platted in any subdivision. Every subdivided lot or property shall be served from a publicly dedicated street. This requirement may be waived by the board in special situations where the board finds public safety, convenience and welfare can be adequately served.

The proposed boundary plat does not include any internal streets or lots. The proposed development is a multi-family project served from SW 27th Avenue.

- i. *Half streets.*** New half or partial streets shall not be permitted, except where it appears reasonable that the owner of adjacent lands will provide the balance of the needed right-of-way upon development of such adjacent lands. Wherever a tract to be subdivided borders on dedicated existing half or partial street the other part of the street shall be taken into consideration in meeting requirements.

No half or partial streets are proposed by this boundary plat.

- j. **Dead-end streets.** Dead-end streets shall be prohibited, except where appropriate as stubs to permit future street extension into adjoining unsubdivided tracts, or when designed as cul-de-sacs.

The proposed plat will not create any dead-end streets.

k. **Cul-de-sac streets.**

- i. **Cul-de-sacs, permanently designed as such, shall not exceed four hundred (400) feet in length, except on finger islands.**
- ii. **Cul-de-sacs shall be provided at the closed end with a circular dedicated area not less than seventy (70) feet in diameter for turnaround purposes.**

There are no cul-de-sacs created by the proposed plat.

l. **Street rights-of-way.**

- i. **Street rights-of-way for expressways, primary arterials, major thoroughfares and secondary thoroughfares shall conform to the Broward County Trafficways Plan. Other street rights-of-way shall be not less than the following, except when a greater right-of-way is specified in the Broward County Trafficways Plan:**

Street Type	Right-of-Way (feet)
Collector	60
Minor, for business, industrial, high density residential	60
Minor, for low and medium density residential	50
Marginal access	50

The proposed plat provides a dedication of an additional six feet adjacent to the western plat boundary abutting SW 27th Avenue to provide the full half right-of-way for this trafficway to conform to the Broward County Trafficways Plan. No other street rights-of-way are proposed within the plat nor does it abut any other public right-of-way.

- ii. **Additional right-of-way width may be required to promote public safety and convenience, or to assure adequate access, circulation and parking in high density residential areas, commercial areas, industrial areas, and at intersections with arterial streets, pursuant to DRC review.**

Broward County controls the right-of-way requirements for SW 27th Avenue. Should the County Development Review Report include requirements for additional right-of-way, e.g. for a turn lane, the plat will be revised to conform to the requirement prior to submittal for City Commission review.

iii. Where a subdivision abuts or contains an existing street of inadequate right-of-way width, additional right-of-way in conformance with the above standards may be required, pursuant to DRC review.

The existing right-of-way width for SW 27th Avenue adjacent to the plat is inadequate based on the Broward County Trafficways Plan. The proposed plat grants additional right-of-way to conform to the Trafficways Plan.

m. *Alleys.*

This subsection is irrelevant for this proposed residential boundary plat.

n. *Easements.*

i. Dedicated easements across lots or centered on rear or side lot lines shall be provided for public utilities where necessary and shall be at least ten (10) feet in width.

An easement for sanitary sewer granted by separate instrument exists along a portion of the eastern plat boundary. This easement will remain and is depicted on the proposed plat. Any other easements needed to accommodate public utilities will be provided as requested, preferably by separate instrument, when the appropriate location has been determined.

ii. Where a subdivision is traversed by a presently existing functional watercourse, drainage way, canal or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourses and such further width as will be adequate for the purpose. Parallel streets or parkways may be required in connection therewith where necessary for service or maintenance.

No such watercourse or drainage way exists within the plat boundary.

iii. Easements may be required for drainage purposes of such size and location as may be determined by the city engineer.

Should City engineering staff deem easements to be needed to accommodate drainage, these easements will be provided as requested, preferably by separate instrument, when the appropriate location has been determined.

o. *Street alignment.*

This subsection is irrelevant for this proposed residential boundary plat.

p. *Street intersections.*

This subsection is irrelevant for this proposed residential boundary plat.

- q. Excessive street widths.** Streets shall not be platted to a width more than one hundred fifty percent (150%) of the minimum width specified in these regulations for the type of street involved. No street shall be platted for center median development except where such center median may be desirable or necessary for traffic separation and safety, and aesthetics as determined by the board.

This subsection is irrelevant for this proposed residential boundary plat.

2. Blocks

N/A

3. Lots

N/A

- 4. Canals.** Canals and waterways, other than drainage ditches, shall be dedicated to public use. Canals shall be not less than sixty (60) feet in width. Canals which connect to navigable waterways shall have a center line water depth of at least nine (9) feet at mean high tide, or if not subject to tidal flow shall have a center line water depth of at least six and one-half (6½) feet at all times.

N/A. No canals or waterways are proposed within this plat. An isolated lake is proposed for the project as depicted on the site plan.

Sec. 47-25.2. Adequacy requirements.

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

The development project for this site is the subject of a separate DRC application for site plan approval which address each section of the Adequacy Requirements - Sec. 47-25.2. This narrative relates only to those adequacy requirements which may apply to the proposed boundary plat.

- 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.

The site will retain 2.5" x percent impervious on site in an extensive exfiltration trench system.

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(I), 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.

The site is developed and there no environmentally sensitive lands within or adjacent to the site.

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.

The boundary plat provides for 276 mid-rise multi-family units. Park impact fees will be paid prior to building permit issuance.

H. Potable water:

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

The City of Fort Lauderdale will be the water service provider for this project. A letter of service availability and adequate capacity in the treatment plant will be obtained from the Public Works Department. The site will be served by an on site looped water main system with individually metered water (and fire) services to each building. Two points of connection to the existing City water system are proposed, one on SW 27th Avenue and one on SW 3rd Street. After completion of the project the water main system will be turned over to the City of Fort Lauderdale for ownership and maintenance. All facilities to be turned over will be within utility easements.

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.**

The City of Fort Lauderdale will be the sanitary sewer service provider for this project. A letter of service availability and adequate capacity in the treatment plant will be obtained from the Public Works Department. The site will be served by an on site private gravity system and an on site private sewer pump station. The proposed point of connection to the City system is via SW 3rd Street.

***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.**

An application has been submitted to the Broward County School Board to confirm adequacy of school capacity to serve the proposed plat residential units. As soon as the capacity report is available, a copy will be provided to City staff. School impact fees will be paid as the time of building permit application.

***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.**

Stormwater design will comply with applicable City of Fort Lauderdale, Broward County Environmental Licensing and Building Permitting Division and South Florida Water Management District criteria. All stormwater runoff for the 25 year 3 day storm will be retained on site using a pre vs post analysis. Building finished floor elevations will comply with City of Fort Lauderdale, FEMA and Broward County regulations. No adverse impacts to adjacent streets or the City's public stormwater facilities are anticipated.

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.

The plat is being reviewed by Broward County staff with respect to the regional transportation network. Transportation impact fees will be paid at the time of building permit application.

- 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.**

4. Traffic impact studies.

- a. When the proposed development may generate over one thousand (1,000) daily trips; or**
- b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:**
 - i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.**
 - ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.**
 - iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define**

what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.

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

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

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

A traffic study has been prepared for this project which was submitted with the site plan application.

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.

An additional 6 feet of right of way along the western plat boundary is being dedicated by the plat for SW 27th Avenue to comply with the Trafficways Plan.

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

Should Broward County require pedestrian or mass transit support facilities in association with plat review, these will be provided as set forth in the Development Review Report. Pedestrian facility needs are also being addressed through the site plan review.

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.

N/A

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.

Broward County will review the plat to determine the need for off-site improvements associated with SW 27th Avenue.

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.

The City of Fort Lauderdale will be the sanitary sewer service provider for this project. A letter of service availability and adequate capacity in the treatment plant will be obtained from the Public Works Department. The site will be served by an on site private gravity system and an on site private sewer pump station. The proposed point of connection to the City system is via SW 3rd Street.

Capital Recovery Charges shall be calculated per the City's ERC formulas and approved by the City Engineering Department for payment prior to building permit.