



March 22, 2018

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

RE: Site Plan Level II DRC for 909 Sistrunk Blvd.

Dear Mr. Fajardo,

Keith and Associates, Inc., as authorized representative of the landowner, is submitting a Site Plan Level II for development of a mixed-use commercial development on the property located at the intersection of NW 6th Street (Sistrunk Blvd.) and NW 9<sup>th</sup> Avenue, at 909 NW 6<sup>th</sup> Street (Sistrunk Blvd.). The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) with an underlying future land use of NW Regional Activity Center. The developer is proposing a building that includes 3,335 square feet restaurant, 7,660 square feet retail, 18,442 square feet office and 85 parking spaces.

### **Planning and Architecture Principles**

The 909 Sistrunk is a mixed-use development designed to serve the nearby neighborhood and promote a vibrant and thriving business and shopping area along Sistrunk Corridor. The vision for this area, as established in the NWRAC-MUw Design Standards and Zoning Regulations, is to promote a mix of uses along the Sistrunk Boulevard. The project supports the long-term future vision of the NWRAC-MU district of promoting and enhancing the existing commercial character of the main corridors of the NWRAC by providing a range of employment, shopping and services.

The proposed development gave special consideration to the quality of public space in and around the site by offering a variety of pedestrian experiences. The articulated facades, the corner plaza and well-defined building entrances create a dynamic streetscape and pedestrian interaction. A significant portion of the site has been carved to allow for a corner plaza intended to provide open space opportunities to serve the neighborhood. The plaza also highlights the corner of the building and provides a welcoming space that supports pedestrian access to the ground floor uses. The building was designed to enhance the public experience by lining the ground floor with active uses, and by providing direct pedestrian connections to these uses. Retail and restaurant spaces are proposed to have direct pedestrian connections to the streets, while

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301 E. Atlantic Blvd  
Pompano Beach  
FL 33060  
954.788.3400

Miami-Dade County  
2160 N.W. 82 Ave  
Doral  
FL 33122  
305.667.5474

Broward County  
2312 S. Andrews Ave  
Fort Lauderdale  
FL 33316  
954.788.3400

Palm Beach County  
120 N. Federal Hwy  
Suite 208  
Lake Worth, FL 33460  
561.469.0992

St. Lucie County  
2325 S.E. Patio Cir.  
Port St. Lucie  
FL 34952  
954.788.3400

Orange County  
2948 E. Livingston St.  
Orlando  
FL 32803  
954.788.3400

the corner plaza provides a well-defined central pedestrian connection and arrival point to the entire development. Landscaping and other streetscape and architecture features, such as planters and green walls are also proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.

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

Section 47-25.2. - Adequacy requirements

Section 47-25.3. - Neighborhood compatibility requirements

### **Section 47-25.2. - Adequacy requirements**

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

**Response: Acknowledged.**

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

**Response: Acknowledged.**

C. Drainage facilities. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2½) inches of runoff from the impervious surface whichever is greater.

**Response: The future project will project is designed to meet all the drainage and stormwater facilities requirements.**

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.

**Response: It is not anticipated that there are any environmentally sensitive lands on or in the**



**vicinity of the site.**

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

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

F. Parks and open space.

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

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

**Response: The future project will be designed to be consistent with park and open space requirements.**

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

**Response: The future project will be designed to be consistent with CPTED guidelines and principles.**

H. Potable water.

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

2. Potable water facilities.

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



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

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

**Response: The future project will be designed to provide adequate potable water services.**

I. Sanitary sewer.

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

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

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

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

**Response: The future project will be designed to provide adequate sanitary sewer services.**

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

**Response: N/A**

K. Solid waste.

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

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

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

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



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

M. Transportation facilities.

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

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

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

**Response: Acknowledged.**

4. Traffic impact studies.

- a. When the proposed development may generate over one thousand (1,000) daily trips; or
- b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (½) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (½) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a



registered Florida engineer experienced in trafficways impact analysis which shall:

- i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.
- ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.
- iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.
- iv. A further detailed analysis and any other information that the review committee considers relevant.
- v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.
- vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

**Response: A traffic statement is be provided.**

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

**Response: A dedication/easement will be provided to allow for 70 FT ROW to comply with the Broward County 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.

**Response: Sidewalk facilities exist on Sistrunk Blvd. and new sidewalk is proposed along NW 9<sup>th</sup> Avenue. The proposed development plans to enhance the sidewalk experience, per the intent of the 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 non-access reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties



and to assure separation of through and level traffic.

**Response: Acknowledged.**

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

**Response: Acknowledged.**

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

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

N. Wastewater.

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

**Response: Adequate wastewater services be provided.**

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





**Response: Acknowledged.**

**P. Historic and archaeological resources.**

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

**Response: It is not anticipated that there are any historic or archaeological resources on or in the vicinity of the 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: This project is not located east of the Intracoastal Waterway.**

**Section 47-25.3. - Neighborhood compatibility requirements**

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

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

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

a. Documentation from the Broward County Department of Natural Resource Protection (DNRP) or a report by a certified engineer, licensed in the State of Florida, that the proposed development will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that a DNRP permit for such facility is not required.

b. Where a DNRP license is required in accordance with Chapter 27, Pollution Control, of the Code of Broward County, all supporting documentation and information to obtain such permit shall be submitted to the DRC as part of a site plan review.

c. Such DNRP licenses shall be required to be issued and copies provided to the city prior to the issuance of a building permit for the proposed development.

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

3. *Design and performance standards.*

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





abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.

- i. Glare. Any nonresidential operation or activity producing glare shall be conducted so that direct or indirect illumination of light shall not cause illumination in excess of one (1) footcandle on any abutting residential property except as provided in subsection iii. of this subsection a.
- ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining into any residential window if there is to be nonresidential parking on the premises after dark.
- iii. In addition to the above, parking lots and garages will be subject to the provisions of Sections 47-20.14 and if in conflict with the provisions of this section, the more restrictive provisions shall apply.

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

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

- i. Architectural features. The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:
  - a) Fenestration such as windows, doors and openings in the building wall; and
  - b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:
    1. Detail and embellishments:
      - a. Balconies,
      - b. Color and material banding,
      - c. Decorative metal grates over windows,
      - d. Uniform cornice heights,
      - e. Awnings.
    2. Form and mass:
      - a. Building mass changes including projection and recession,
      - b. Multiple types and angles of roofline, or any combination thereof.
    - c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

**Response: The proposed development considered the transition to the adjacent uses, by providing a sensitive design solution to the nearby neighborhood. Overall, a well-thought design is being proposed to enhance the visual appearance of the site and improve the public**



space. The building was designed with increased articulation and artistic use of quality materials, such as: glass, wood louvers, concrete and green wall elements. Particular attention was given to the ground floor which is lined with active uses along both street sides and enhanced with large window coverage which allow for transparency and interaction with the public realm. The design of the parking garage is well integrated in the overall design by adding to the play of forms and articulation of the building, allowing for the ground floor to be completely activated with retail and restaurant uses.

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

**Response: The loading facility is proposed from the existing alley, internally to the site, recessed from the public view.**

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

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

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

i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to onehalf ( $\frac{1}{2}$ ) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

**Response: Side and rear setbacks of 15-feet are provided along the west and north sides abutting the residential uses and additional 15-foot stepbacks are provided above 40 feet along the same sides to allow for air and space between proposed development and residential properties.**

d. *Bufferyard requirements.* Excluding parks, open space and conservation areas, when a use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, the property where the use is located shall be required to have a landscaped strip area and a physical barrier between it and the residential property. Such landscape strip shall meet the following requirements:

i. *Landscape strip requirements.* A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When walls are required on nonresidential property abutting an alley, required



shrubby shall be installed and located within the landscape area on the exterior of the wall.

**Response: The proposed development will comply with all landscaping requirements.**

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

**Response: Parking is enclosed in a garage structure and doesn't encroach in the side and rear setback.**

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

**Response: Acknowledged.**

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

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

**Response: Acknowledged.**

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

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



and Loading Requirements in effect on and applicable to such use on March 6, 1990;

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

e) Access to the land would be substantially impaired;

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

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

**Response: N/A.**

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

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

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

**Response: The proposed development is compatible with the character of the neighborhood. The mass and scale are compatible with the development patterns along Sistrunk corridor and significant setbacks and landscape buffer is provided adjacent to neighboring properties. The proposed development gave special consideration to the quality of public space in and around the site. A significant portion of the site has been carved to allow for a corner plaza intended**



**to provide open space opportunities to serve the neighborhood. The plaza also highlights the corner of the building and provides a welcoming space that supports pedestrian access to the ground floor uses. The building was designed to enhance the public experience by lining the ground floor with active uses, and by providing direct pedestrian connections to these uses. Landscaping and other streetscape and architecture features, such as planters and green walls are also proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.**

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

**Response: The proposed development is designed to comply with the guidelines established in the NWRAC-MUw Design Standards which is intended to promote a mix of uses along the Sistrunk Corridor. The project supports the long-term future vision of the NWRAC-MU district of promoting and enhancing the existing commercial character of the main corridors of the NWRAC by providing a mix of uses. In addition, the proposed design supports the vision for this area by providing a pedestrian friendly environment that includes a variety of pedestrian experiences, highlighted by an inviting urban plaza which serves as a welcoming space for the neighborhood. Landscaping and other streetscape and architecture features, such as planters and green walls are also proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.**

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

a) In addition to meeting the review requirements of subsection A.3.e.i, building sites within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district shall be eligible to apply for additional dwelling units over and above twenty-five (25) dwelling units per net acre, provided such additional dwelling units are available for distribution in the downtown regional activity center. However, in order to obtain such additional dwelling



units, a site plan level II permit must be approved. Such approval shall be based upon consideration of the number of additional dwelling units available under the city land use plan, the number of additional dwelling units requested, the impact of the proposed development on abutting residential areas, the proposed residential density of the proposed development, location of the proposed development, the sensitivity to adjacent development of the site design and proposed orientation of the proposed development (including proposed setbacks), pedestrian movements associated with the proposed development, proposed landscaping, and traffic and parking impacts of the proposed development on the transportation network. Approval for allocations of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and mixed-use developments shall conform to the city's land use plan and may be granted subject to approval of a site plan level II permit, subject to the considerations for such review as prescribed above. A minimum setback of twenty (20) feet from all property lines for every building used exclusively for residential purposes may be required. Such minimum setback may also be required for mixed use buildings in which residential use exceeds fifty-nine percent (59%) of the total floor area, exclusive of parking garages.

**Response: N/A**

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

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

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



requirements exceeding the minimum requirements.

**Response: N/A**

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

AND

All development that is zoned RMM-25, RMH-25 and RMH-60 east of the Intracoastal Waterway;

AND

All nonresidential development lying east of the Intracoastal Waterway.

a) In addition to meeting the other applicable review requirements of this subsection 3., it shall be determined if a development meets the Design and Community Compatibility Criteria. The purpose of the Community Compatibility Criteria is to define objectives for private sector development which either abuts or is readily visible from public corridors. The relationship between private and public sector development must be carefully planned to avoid negative impacts of one upon the other. The city's intent in implementing these objectives is to:

i. Protect the investment of public funds in public corridor improvements.

ii. Improve the visual and functional quality of both public and private development by coordinating the transition between these areas.

iii. The ultimate goal of these objectives is to integrate buildings, vehicular circulation, pedestrian circulation, open space and site elements into a unique, pedestrian sensitive environment which stimulates revitalization.

**Response: N/A**

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

Respectfully Submitted,



Florentina Hutt, AICP  
Senior Planner





March 1, 2018

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

RE: NORTHWEST REGIONAL ACTIVITY CENTER (NW-RAC)  
Design Review Application  
909 Sistrunk Blvd.

Dear Mr. Fajardo,

Keith and Associates, Inc., as authorized representative of the landowner, is submitting a Design Review Application (DRT) and request for additional height for development of a mixed-use commercial development on the property located at the intersection of NW 6th Street (Sistrunk Blvd) and NW 9<sup>th</sup> Avenue, 909 NW 6<sup>th</sup> Street (Sistrunk Blvd.). The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) with an underlying future land use of NW Regional Activity Center. The developer is proposing a building that includes 3,335 square feet restaurant, 7,660 square feet retail, 18,442 square feet office and 85 parking spaces.

In support of the DRT Application, we offer the following explanation of how the development meets the design criteria in the NWRAC Design Guidelines:

**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:** No right-of-way is proposed to be vacated.

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

**RESPONSE:** Development above right-of-way is not proposed.

**S-3** Streets have reduced lane widths.

**RESPONSE:** Lane widths comply with Streetscape Design guidelines.

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

**RESPONSE:** N/A

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

**RESPONSE:** On-street parking is proposed along NW 9<sup>th</sup> Avenue to comply with NWRAC-MU Secondary Street design.

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

**RESPONSE:** Bike lanes will be coordinated with Transportation and Mobility Department.

**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:** Curb radii of 20-feet is proposed at the intersection of NW 6<sup>th</sup> Street and NW 9<sup>th</sup> Avenue.

**S-8** County “Corner Cord” requirements are eliminated to the greatest extent possible.

**RESPONSE:** N/A

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

**RESPONSE:** There are no overhead utility lines and appropriate shade trees and planting is provided.

**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:** Shade trees are maximized and proposed to be located between sidewalk and street. The shade trees alternate with the on-street parking spaces along NW 9<sup>th</sup> Avenue.

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

**RESPONSE:** Landscaping and other streetscape and architecture features, such as planters, green walls and inviting corner plaza are proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.

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

**RESPONSE:** Minimum number of curb cuts have been provided to accommodate appropriate vehicular egress/ingress to the site and minimum width required by Code.

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

**RESPONSE:** Drive-thrus are not proposed.

### **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:** Surface parking facilities are not provided.

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

**RESPONSE:** The design of the parking garage is well integrated in the overall design by adding to the play of forms and articulation of the building, allowing for the ground floor to be completely activated with retail and restaurant uses. The screening of the garage displays exceptional design solutions through an artistic use of quality materials, such as: wood louvers, concrete and green wall elements.

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

**RESPONSE:** Retail and restaurant spaces are proposed to have direct pedestrian connections to the streets, while the corner plaza provides a well-defined central pedestrian connection and arrival point to the entire development.

**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 proposed plaza highlights the corner of the building and provides a welcoming space that supports pedestrian access to the ground floor uses: retail, restaurant and office lobby.

**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 building is proposed to be placed to the build to line consistent with Sistrunk Boulevard and secondary street cross sections.

**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 building meets 15 feet side and rear setbacks along the north and west sides of the property; this sides abut residential uses.

**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 height of the building meets the maximum allowed 65 feet.

**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 length of the building along the two street facades are: 195 feet by 104 feet. The elevation that exceeds the 150-feet is designed with increased articulation and recessed areas of the streetwall, with a maximum of 92 feet in one plane, thus meeting the intent of this requirement.

**B-9a Buildings do not exceed maximum height dimensions**

- 100-feet NWRAC-MUe
- 65-feet NWRAC-MUw

**RESPONSE:** The building is proposed to have 65-feet in height.

**B-9b Maximum Floorplate:**

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

**RESPONSE:** N/A - Tower is not proposed.

**B-9c Minimum Tower Separation:**

- 40 feet (depending on floorplate)

**RESPONSE:** N/A

**B-9d Minimum First Floor Height:**

- Fifteen (15) feet

**RESPONSE:** First floor height is 15 feet.

**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 setback
- 8,000 square feet / 20 feet side and rear setback

**RESPONSE:** N/A – Tower is not proposed

**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 Setback: 15-feet

**RESPONSE:** Side and rear setback of 15-feet are provided along the west and north sides abutting the residential uses. 15-feet setbacks are provided above 45 feet along the same sides.

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

**RESPONSE:** N/A

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

**RESPONSE:** N/A

**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:** A well-articulated structure is being proposed to incorporate active uses along the ground floor with an inviting public plaza that highlights the corner of the building, with rich layering of façade and increased landscape enhance the public realm experience around the site.

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

**RESPONSE:** A well thought design is being proposed to enhance the visual appearance of the elevations, proposing durable, quality materials and screening solutions, such as: wood louvers, concrete, green wall elements and mural.

**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 building was designed to enhance the public experience by lining the ground floor with active uses, by providing direct pedestrian connections to these uses and by providing site and architectural elements that create a pedestrian friendly environment.

**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 well thought design is being proposed to enhance the visual appearance of the elevations, proposing durable, quality materials and screening solutions, such as: wood louvers, concrete, green wall elements and mural. Particular attention was given to the ground floor

which is lined with active uses on both street sides and enhanced with large window coverage which allow for transparency and interaction with the public realm.

**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 first floor is proposed to be 15-feet in height. However, due to FEMA requirements the ground floor is not flushed with the sidewalk. This issue has been addressed by providing a seamless connection from the sidewalk to the ground floor uses through the use of steps and terraces that invites the public towards proposed restaurant and retail uses.

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

**RESPONSE:** N/A

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

**RESPONSE:** The building is designed with increased articulation to provide air and space to the neighboring properties; also, green design elements are being provided to support a sustainable design solution and development of the site.

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

**RESPONSE:** The building cantilevers along the ground floor providing shade; street trees are also proposed to provide shade along the street.

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

**RESPONSE:** The entire length of the ground floor along both streets is proposed to incorporate active uses, such as: retail and restaurant.

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

**RESPONSE:** N/A

**B-24** Balconies and bay windows animate residential building façades.

**RESPONSE:** N/A

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

**RESPONSE:** N/A

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

**RESPONSE:** Appropriate lighting is being provided.

**B-26** Noise pollution as a result of building design is mitigated.

**RESPONSE:** The proposed development is not anticipated to provide noise pollution.

The DRT Application accompanies a request that the City Commission approve an increase in height to 65 Feet pursuant to ULDR Section 47-13.52. B 4 *Performance standards and criteria for additional height bonus*, which provides the following specific “Additional Height Criteria”. The proposed mixed-use development meets these criteria as follows:

**4. Additional Height Criteria:**

*a. In addition to the performance standards outlined herein, the following additional criteria shall apply:*

*b. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties;*

The property is zoned North West Regional Activity Center-Mixed Use west (NWRAC-MUw) with an underlying future land use of NW Regional Activity Center. The developer is proposing a commercial use development that includes restaurant, retail and offices. The surrounding areas include commercial uses along Sistrunk Corridor, framed by residential uses to the north and south of the corridor. The vision for this area, as established in the NWRAC-MUw Design Standards and Zoning Regulations, is to promote a mix of uses along the Sistrunk Corridor. The proposed development offers a mix of uses intended to serve the nearby neighborhood and promote a vibrant and thriving business and shopping area.

*c. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and,*

The proposed development considered the transition to the adjacent commercial and residential uses, by providing a sensitive design solution and compatible uses to the nearby neighborhood. Side and rear setbacks of 15-feet are provided along the west and north sides abutting the residential uses and additional 15-foot stepbacks are provided above 45 feet along the same sides to allow for air and space between proposed development and residential properties. The design of the parking garage is well integrated in the overall design by adding to the play of forms and articulation of the building, allowing for the ground floor to be completely activated with retail and restaurant uses. The screening of the garage displays exceptional design solutions



through an artistic use of quality materials, such as: wood louvers, concrete and green wall elements. Overall, a well-thought design is being proposed to enhance the visual appearance of the site and improve the public space. Particular attention was given to the ground floor which is lined with active uses along both street sides and enhanced with large window coverage which allow for transparency and interaction with the public realm.

*d. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity;*

Street or alley vacation is not being proposed.

*5. Development that demonstrates substantial, significant and recognizable improvements and long-term beneficial effect to the community and city. Such as:*

*a. Preservation/adaptive-reuse of historically significant structures not otherwise protected;*

The site does not include historically significant structures.

*b. Superior architectural design, placement and orientation of buildings and attainment of Leadership in Energy and Environmental Design—Neighborhood Development ("LEED ND") certification for the development or LEED certification of individual buildings and/or other similar state, national or city-recognized programs;*

While we will not be pursuing an official LEED certification, we are implementing many of the criteria in the LEED Neighborhood Development Plan as follows:

The building design promotes walkable neighborhoods, urban sprawl reduction, heat island reduction, healthy indoor environments and water reduction.

I. Walkable Neighborhoods are created by a combination of mixed uses, open space/public activity centers, inviting facades, and bicycle transportation.

- Mixed Use: The addition of restaurant, retail and office space to the future residential projects scheduled in the neighborhood will create the mix of uses essential to a walkable neighborhood.
- Open space/public activity centers: The proposed development gave special consideration to the quality of public space in and around the site. A significant portion of the site has been carved to allow for a corner plaza intended to provide open space opportunities to serve the neighborhood. The plaza also highlights the corner of the building and provides a welcoming space that supports pedestrian access to the ground floor uses.

- Inviting facades: The design provides a porous threshold around the perimeter of the site that encourages free flow of foot traffic through an abundance of entry points leading to ground floor retail and F&B.
- Bicycle transportation: The site offers a vast number of bicycle racks on NW 9th Avenue encouraging bicycle transportation throughout the neighborhood.

II. Urban Sprawl Reduction is achieved through high urban core density, reduction of private vehicles, and public transportation

- High Urban Core Density: The increase in height to 65ft allows the design to provide the required leasable square footage for a successful project while maintaining publicly activated lower levels.
- Reduction of Private Vehicles: A walkable neighborhood along with the reduction in speed of vehicular traffic both contribute to the discouragement of private vehicles. The design proposes one turning lane to be removed on NW 9th Ave. This will provide more walkable open space and reduce vehicular traffic speed.
- Public Transportation: The design maintains the existing bus stop on Sistrunk Blvd. encouraging public transportation.

III. Heat Island Reduction is achieved through highly reflective roof materials and shading the site with deep overhangs and trees.

- Highly reflective roof materials: Will be introduced during the permitting phase.
- Shading the Site: Deep overhangs are provided at the ground floor. Shade trees are provided on the garage roof, the public plaza and the street at 30ft on center.

IV. Healthy Indoor Environments are achieved through a combination of indoor air quality, daylighting and connection to the outdoors.

- Indoor Air Quality: IAQ will be addressed during the permitting phase.
- Daylighting: An abundance of low E glazing is introduced to flood the interior spaces with indirect natural daylight while reducing heat gain.
- Connection to the Outdoors: The low E glazing offers panoramic views to the city creating a vital connection to the exterior environment.

V. Water Reduction can be achieved through the use of native planting materials and low flow plumbing fixtures.

- Planting Materials: Native planting materials will be used to reduce the need for irrigation.
- Low Flow Plumbing Fixtures: Will be introduced during the permitting phase.

*c. Provision of public facilities and public usable open space such as plazas, parks, provision for waterfront public access, greenway features, etc. and may include amenities such as*

*playgrounds, special event space, etc. where the quality and programming of the space shall be emphasized over quantity;*

The proposed development gave special consideration to the quality of public space in and around the site. A significant portion of the site has been carved to allow for a corner plaza intended to provide open space opportunities to serve the neighborhood. The plaza also highlights the corner of the building and provides a welcoming space that supports pedestrian access to the ground floor uses. The building was designed to enhance the public experience by lining the ground floor with active uses, and by providing direct pedestrian connections to these uses. Retail and restaurant spaces are proposed to have direct pedestrian connections to the streets, while the corner plaza provides a well-defined central pedestrian connection and arrival point to the entire development. Landscaping and other streetscape and architecture features, such as planters and green walls are also proposed to enhance the public realm experience with a design that accommodates seamless pedestrian connections throughout and around the site.

*d. Landscaping shall be provided in a manner which maximizes tree canopy, emphasizes native vegetation, improves the aesthetic appearance, and provides opportunities for storm water infiltration, including innovative design usage such as Low Impact Development ("LID"), which is an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network; and;*

The landscape palette selected is 100% Florida Friendly landscaping which requires less irrigation and also is more likely to sustain growth patterns. The landscape will exceed the streetscape guidelines for this district and the project will include specimen materials for tree canopy to create added shade cover and reduce heat island effect. The landscape will also be aggregated into larger planting zones that will allow water to collect in storm events. These bio-swale like environments create green zones at the street level that capture water, reduce runoff, mitigate heat island and create urban habitat. The project will also include sub-surface green infrastructure that is designed to increase the root zone for larger planting that will encourage growth and sustainability/resilience in storm events.

*e. Preservation or restoration of environmental or natural resources that would not otherwise be protected, including environmental remediation/brownfield redevelopment.*

The project seeks to add back in more tree canopy than is required by the City Standards. This will positively impact the area from a natural/environmental resource stand point. There are no brownfields as a part of this redevelopment project.

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

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Florentina Hutt", with a stylized flourish at the end.

Florentina Hutt, AICP  
Senior Planner