



SITE PLAN APPLICATION

Rev: 3 | Revision Date: 10/01/2020 | I.D. Number: DSD.UDP.SP

DEVELOPMENT REVIEW COMMITTEE (DRC) SITE PLAN APPLICATION

PRE-APPLICATION MEETING REQUEST: Prior to formal submittal of a Development Review Committee site plan application, applicants are encouraged to schedule an appointment with Urban Design & Planning Division staff to obtain feedback regarding subject proposals, rezoning and right-of-way vacation requests, as well as any other considerable development projects. This meeting provides the applicant with an opportunity to obtain feedback and general direction, prior to expending significant effort on design and preparation of submittal documents.

DEADLINE: Submittals must be received by 12:00 PM each business day. Pursuant to Section 47-24.1(1), the Department will review all applications to determine completeness within five (5) business days. Applicants will be notified via email, if plans do not meet the submittal requirements and if changes are required.

FEES: All applications for development permits are established by the City Commission, as set forth by resolution and amended from time to time. In addition to the application fee, any additional costs incurred by the City including review by a consultant on behalf of the City, or special advertising costs shall be paid by the applicant. Any additional costs, which are unknown at the time of application, but are later incurred by the City, shall be paid by the applicant prior to the issuance of a development permit.

<input type="checkbox"/> Site Plan Level II	\$4,500.00
<input type="checkbox"/> Site Plan Level II in Regional Activity Center	\$5,600.00
<input type="checkbox"/> Site Plan Level III	\$6,200.00
<input type="checkbox"/> Site Plan Level III in Regional Activity Center	\$7,300.00
<input type="checkbox"/> Site Plan Level IV	\$6,000.00
<input type="checkbox"/> Site Plan Level IV in Regional Activity Center	\$7,500.00
<input type="checkbox"/> Planned Development District (PDD)	\$15,500.00
<input type="checkbox"/> Planned Unit Development (PUD)	\$15,500.00

In addition to the site plan fees listed above additional fees for the additional staff time it takes to perform those reviews

<input type="checkbox"/> Parking Reduction	\$1,150.00
<input type="checkbox"/> Flex Rezoning Site Plan	\$ 650.00

NOTES: Optional 15-minute time slots are available to applicants for scheduling signatures on completed Development Review Committee plans during Development Review Committee meetings. Appointments are subject to availability. To make an appointment, please call 954-828-6520 latest by Friday at 12:00 noon prior to the meeting date.

INSTRUCTIONS: The following information is requested pursuant to the City's [Unified Land Development Regulations \(ULDR\)](#). The application must be filled out accurately and completely. Please print or type and answer all questions. Indicate N/A if does not apply. To obtain information on a property such as land use, zoning, ownership, folio, lot size, etc., please visit <http://gis.fortlauderdale.gov/zoninggis>.

A. DEPARTMENT INFORMATION:

Case Number		Submittal Date		Intake By	
Civic Association				City Commission District	

B. OWNER/APPLICANT CONTACT INFORMATION: For purpose of identification, the **PROPERTY OWNER** is the **APPLICANT**

Property Owner's Name			Signature		
Address, City, State, Zip					
Phone Number			Email		
Proof of Ownership	[] <u>Warranty Deed</u> or []		Agent Authorization Consent	Submitted	N/A

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

Agent's Name			Signature	<i>Courtney Callahan Crush</i>	
Address, City, State, Zip					
Phone Number			Email		

D. DEVELOPMENT INFORMATION

Project Name					
Project Address	(Provide Address Verification Letter)				
Legal Description					
Tax ID Folio Numbers	(For all parcels in development)				
Description of Project					
Total Estimated Cost of Project	\$ (Including land costs)		Site Adjacent to Waterway	Yes	No

E. PROPERTY USE INFORMATION

	Existing	Proposed
Land Use Designation		
Zoning Designation		
Use of Property		
Number of Residential Units		
Non-Residential Square Feet		
Building Square Feet (include structured parking)		

F. DIMENSIONAL REQUIREMENTS

	Required Per ULDR	Proposed
Lot Size (Square Feet / Acreage)	/	/
Lot Density (Units/Acres)		
Lot Width		
Building Height (Feet / Floors)	Feet / Floors	Feet / Floors
Structure Length		
Floor Area Ratio (F.A.R.)		
Lot Coverage		
Vehicular Use Area		
Parking Spaces		

Setbacks (indicate direction N,S,E,W)	Required Per ULDR	Proposed
Front []		
Side []		
Side []		
Rear []		

Required Documentation / Submittal Checklist



Aviva on the River

DRT/DRC Narrative

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Section 1: Description

Aviva on the River ("Aviva") is proposed on the south side of the New River along SE 6th Avenue. The property is zoned Regional Activity Center – City Center District (RAC-CC) in the Downtown Core character area of the Downtown Master Plan.

Aviva proposes 96 residential units and is 7 and 8 stories. While Aviva is not a high-rise like its Downtown neighbors, Aviva was thoughtfully designed with architectural movement using balconies, arcades, glass, and varying materials to wrap the garage. The design features creating movement along the New River and complements Smoker Park, the New River, and the surrounding high-rises.

Aviva proposes to activate the Riverwalk Linear Park. Aviva's ground floor contains glass frontages with a shaded arcade area and breezeway access to Smoker Park open to both residents and the public alike. On the first floor, Aviva proposes a glass enclosed restaurant looking out on to the New River. Further, within the glass enclosed areas along southeast 6th street, the community will be able to enjoy access to a book and coffee boutique and a full-service salon and spa. Further still, pedestrians will have the ability to use the southeast 6th street breezeway bringing them directly into Smoker Park. Aviva's western side, facing Smoker Park, will provide human scale activity for all neighbors to enjoy. Aviva has been thoughtfully designed, even down to the resident wellness center, which is wrapped in glass and faces Smoker Park.

Aviva's upscale mixed-use residential building brings a unique and distinctive living experience to Downtown's south New River. Further, Aviva's careful design activates the ground floor around the building and substantially integrates the Riverwalk and Smoker Park providing a sense of place both day and night. The much-needed activation on the western side of the property that abuts Smoker Park will help create a safe atmosphere for visitors and residents to enjoy both parks and the scenic views on the south side of the New River.

Section 2: Sec. 47-2.1, Intent and Purpose of RAC-CC district

Sec. 47-13.2.1. Intent and purpose of each district.

A. *Downtown Regional Activity Center (RAC). This land use designation applies to the geographic area containing a mixture of large scale business, cultural, educational, governmental and residential uses which are in close proximity to mass transit resources (airport, port, rail and bus terminal). The purpose is to foster an active downtown within which one can work, live, entertain and shop without commuting to other districts in the city. The various RAC districts are described below.*

1. *RAC-CC City Center District is the city's high-intensity downtown zoning district, and is intended to be applied to the central downtown core area as a means of accommodating a wide range of employment, shopping, service, cultural, higher density residential and other more intense land uses. The RAC-CC zoning district will permit mixed use development including high intensity commercial uses, as well as downtown residential housing. Commercial retail uses will be required on the ground floor of buildings on those streets where pedestrian activity is encouraged. In order to ensure that development along the boundaries of the RAC-CC district will be compatible with adjacent zoning districts, properties abutting the edges of the RAC-CC district will be subject to regulations that provide a transition from the very intense and dense uses found within the central urban core.*

Aviva is designed to meet the intent and purpose of the RAC-CC zoning district. Aviva proposes amenities much desired by the community, such as a restaurant overlooking the south side of the New River, a books and coffee boutique, a spa and salon, breezeway access to Smoker Park, and scenic seating for the community to enjoy Smoker Park. Aviva proposes to invigorate the southside of the New River and create a space where the community feels welcomed.

Section 3: Sec. 47-13.10, Permitted uses in the RAC-CC District

Pursuant to Sec. 47-13.10 of the ULDR, residential; retail and restaurant uses are permitted uses.

Section 4: Sec. 47-13.21, Dimensional Requirements RAC-CC District

Aviva complies with the dimensional requirements of the RAC-CC zoning district and the Downtown Master Plan. See Site Data Table in Plan Set. Aviva seeks City Commission approval to increase the Transition Zone height by 8' on a portion of the building in order to accommodate a double height glass first floor all in a design which furthers the goals and design guidelines contained in the Downtown Master Plan.

Section 5: Sec. 47-13.20 – Downtown RAC

- A. *Applicability: The following regulations shall apply to those uses permitted within the Downtown RAC district, as shown on the List of Permitted and Conditional Uses, Sections 47-13.10 to 47-13.14.*
 1. *Downtown Master Plan Design Guidelines. The guidelines contained in Chapter 4 of the Consolidated Downtown Master Plan for the City of Fort Lauderdale, Florida (herein "Downtown Master Plan") as accepted by the City Commission on November 18, 2003 (Resolution No. 03-170) and updated revisions approved by the City Commission on June*

19, 2007 (Resolution 07-120) are hereby incorporated and referred to as *Downtown Master Plan Design Guidelines*.

2. *Intent.* The *Downtown Master Plan Design Guidelines* are form-based, graphic guidelines intended to guide development within the *Downtown Regional Activity Center* zoning districts. The *Downtown Master Plan* includes intent driven language that is not meant to be prescriptive in all situations, to allow for a qualitative design-oriented approach to development and redevelopment proposals.

3. *Downtown Master Plan Chapter 4 Sections.* The *Downtown Master Plan Design Guidelines* consist of ten (10) sections established in Chapter 4 of the *Downtown Master Plan*. Any proposed development or redevelopment shall be reviewed against these sections of Chapter 4. These ten (10) sections consist of:

- a. *Principles of Street Design*
- b. *Street Design Examples*
- c. *Principles of Building Design*
- d. *Quality of Architecture*
- e. *Principles of Storefront Design*
- f. *Character Area Guidelines*
- g. *Neighborhood Transition Areas*
- h. *Thematic Planning Districts*
- i. *Principles of Riverfront Design*
- j. *Implementation*

Aviva has been designed in accordance with the Chapter 4 Design Guidelines. Aviva provides expansive ground level glass; a double height ground floor, an open plaza; and a breezeway. The distinctive tiered rooflines of the L shaped building provide a stepped and graceful roofline with an active rooftop. The building proposes multiple arcades; balconies; a pedestrian breezeway connecting the neighborhood to Smoker Park; outdoor dining area interacting with the Riverwalk; and variation in rooflines and building form.

B. *Downtown Master Plan Standards.* Development within the *Downtown Regional Activity Center* shall be required to meet the following minimum standards, as specified by the geographical boundaries of the character area in which the development or redevelopment proposal is located:

1. *Maximum Building Height*
2. *Maximum Building Streetwall Length*
3. *Maximum Building Tower Stepback*
4. *Maximum Building Podium (Pedestal) Height*
5. *Minimum Building Tower Separation Distance*
6. *Maximum Building Tower Floorplate Square Footage*
7. *Minimum Open Space Square Footage*
8. *Transition Zones*

9. Local Street Cross Section

- C. *Downtown Character Areas. In addition to the RAC Districts described in Section 47-13.2.1 the Downtown Regional Activity Center shall be further characterized by three (3) distinct character areas. The character areas are defined by geographic boundaries and are intended to create a variety of urban experiences throughout the Downtown Regional Activity Center through guidelines that set maximum building height, maximum podium height, podium setback, and floorplate square footage for development in each area. Each character area exhibits unique urban form and characteristics while sharing common themes relating to pedestrian oriented design. Character areas consist of the following:*
1. *The Downtown Core character area is a mixed-use central business district that encourages a variety and higher intensity of commercial, entertainment, office, civic uses and high-density housing. It is characterized by vertical slender towers with minimum setbacks, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:*
 - a. RAC-CC
 - b. RAC-AS
 - c. RAC-WMU
 -
 4. *Character Area Boundaries. The specific geographical boundaries of each character area are shown on the Addendum "A" of the "Official Downtown Character Area Map of the City of Fort Lauderdale."*

Aviva is located in the Downtown Core character area and meets the character area guidelines.

D. *Development Permit, Density, Effective Date of Approval of Existing Site Plans.*

1. *Density within the Downtown Regional Activity Center zoning districts is limited in accordance with the number of units as provided in the City of Fort Lauderdale adopted Comprehensive Plan, as amended from time to time, and as per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulations. Density may be increased as provided for in the City's Comprehensive Plan.*
2. *Dwelling units are allocated at the time of development permit approval. Upon expiration of a development permit the dwelling units shall be returned to the density pool for future allocation.*
3. *The allocation of dwelling units shall be subject to all applicable provisions of the ULDR at the time of development permit approval. Dwelling units are allocated on a first come, first serve basis.*
4. *Density in the RAC-TMU District and RAC-RPO District.*
 - a. *All development within the TMU (RAC-EMU, RAC-SMU and RAC-WMU) district that is greater in density than twenty-five (25) dwelling units per net acre shall be eligible to apply for additional dwelling units subject to the following. Such approval shall be based upon consideration of the number of additional dwelling units available under the City's Comprehensive 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, 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 allocation of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and mixed-use developments shall conform to the City's Comprehensive 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.

- b. All development within the RAC-RPO district that is greater in density than thirty-five (35) dwelling units per net acre and up to fifty (50) dwelling units per net acre shall be reviewed subject to the requirements of Section 47-24.3., Conditional Use.*
- 5. A development permit requesting the allocation of flex and reserve units shall comply with Section 47-28.1, Flexibility Rules. Density may be increased through the allocation of bonus density provisions for affordable housing or sleeping rooms and shall comply with provisions on limitation as outlined in the City's Comprehensive Plan.*
- 6. Effective date. The development permit shall not take effect until the 30-day city commission request for review has expired. Effective date shall be the 30-day expiration, or the day of City Commission action.*
- 7. Existing Site Plans in DRAC. Development applications received and pending review by the City or approved by the City on or before November 5, 2020, may be amended and modified through the use of provisions of the zoning regulations in effect at the time the approved application was submitted.*

Aviva proposes 96 multifamily residential units. Residential dwelling units are available to be allocated in the Downtown Regional Activity Center.

- E. Open Space Regulations. Open space, for the purposes of this section, shall include all areas on the site not covered by structures, other than covered arcades, or not covered by vehicular use area. Covered arcades with a minimum width of ten (10) feet and at least one (1) side open to a street shall be credited towards open space requirements. The required open space shall be shaded through the use of trees, canopies, trellises or other unenclosed shade structures and may include seating, fountains and other elements that enhance the public realm. A minimum of twenty-five percent (25%) of the required open space shall be in pervious landscape area. At least forty percent (40%) of the required open space shall be provided at-grade and the remaining open space may be accessible to individual residential units or through common areas, or both. Pervious surface area, for purposes of this requirement, may be provided through open planting beds, porous paving systems, sand-set pavers, or any combination thereof.*

The total amount of open space required shall be calculated based on the size and density of the development, as follows: ...

- 2. Open space general. For development within the Downtown Regional Activity Center zoning districts that do not include residential uses or for all development within the RAC-CC, open space shall be required at a minimum equivalent of ten (10) percent of the gross lot area. Up to fifty (50) percent credit towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way may be applied if approved by the agency with jurisdiction over the subject right-of-way. For development sites of 1.5 acres or less, up to seventy-five (75) percent credit may be applied towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way if approved by the agency with jurisdiction over the subject right-of-way.*

3. *For projects that include both residential and non-residential uses the lesser of the calculations above shall apply.*

Aviva meets the open space requirements applicable to the RAC-CC as set forth in the ULDR.

E. Transition Zones. 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 to effectively transition between higher and lower density districts. Transition zones shall be established to ensure a suitable transition from those more intensive zoning districts within the Downtown Regional Activity Center to those less intensive zoning districts outside of the Downtown Regional Activity Center.

1. Commercial Transition Zone:

a. Proposed maximum height at the boundary of the RAC-CC district shall be one hundred fifty (150) feet and may be increased one (1) foot for every one (1) foot of setback from the RAC-CC district boundary, for a distance of one hundred (100) feet from the RAC-CC district.

b. A transition zone shall be required for any development or redevelopment located within the Downtown Regional Activity Center that is within one hundred (100) feet of a nonresidential property outside of the Downtown RAC. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center zoning district is greater than that of the neighboring zoning district and shall consist of the following: a maximum of one hundred and fifty (150) feet for that portion of the structure that is within one hundred (100) feet of the zoning district boundary abutting the RAC and the height may increase a maximum of one (1) foot for each one (1) foot of setback from the boundary for a distance of one hundred (100) feet.

2. Residential Transition Zone: A transition zone shall be required for any development of redevelopment located within the Downtown Regional Activity Center that is within two hundred (200) feet of a residential property. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center zoning district is greater than that of the neighboring zoning district and shall consist of the following:

a. No structure may exceed a height limitation two and one-half times the height of the maximum height of the zoning district outside of the RAC for a distance equal to mid-block of the development site or for a depth of two hundred (200) feet as measured from the zoning district boundary abutting the zoning district of the RAC, whichever is less.

Aviva meets the Intent of the Transition zone. Its main roof is at 87'2". Aviva by providing a double height clear glass ground floor in furtherance of the Downtown Master Plan guidelines is seeking approval to:

1. Place a clear glass railing on its roof; and
2. Increase height by 8' on the southern portion of the building.

F. RAC Landscape requirements:

Aviva meets the landscape requirements as set forth in the Downtown Master Plan Chapter 4 Design Guidelines.

H. RAC Streetscape Design. All streetscape cross sections shall comply with Chapter 4 of the Design Guidelines of Fort Lauderdale for those streets under City of Fort Lauderdale jurisdiction. Streets not under Fort Lauderdale jurisdiction shall comply with the Downtown Master Plan Chapter 4 Design

Guidelines to the greatest extent possible. Alternative streetscape designs may be considered if conflicts with existing utilities prevent placement of street trees and result in the building being placed more than seven (7) feet away from the build to line as prescribed by the street cross sections of the Design Guidelines.

Development shall meet the following streetscape design requirements:

1. *VUA landscaping. Surface parking lots shall meet the landscape requirements for vehicular use areas as provided in Section 47-21, Landscaping and Tree Preservation Requirements.*
2. *Streetscape improvements. Streetscape improvements are required to be made as a part of a development in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way. The required streetscape improvements shall be required to be made to that portion of the right-of-way abutting the proposed development site. Developer shall be responsible for making the streetscape improvements in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way.*

Modification to the required streetscape improvements may be permitted based on the preservation of natural barriers, avoidance of interference with utility lines or other obstructions as approved by the DRC or may be modified based on an alternative design found to achieve the underlying intent of the streetscape design as indicated in the adopted design standards. Streetscape improvements shall include but are not limited to the following:

- a. *Street Trees. Street trees shall be planted and maintained along the street abutting the property to provide a canopy effect. The trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements. 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.*
 - i. *In addition to the requirements of Section 47-21, to accommodate proper root growth, street trees shall require the use of a sub-grade soil medium, such as CU Structural Soil® or similar, to be provided to support root growth for trees adjacent to pedestrian pavement and the use of a modular sub-grade block system, such as Silva Cell or similar, to be provided to support root growth for trees adjacent to traffic loads and utilities, and other amenities including but not limited to irrigation, up lighting, porous paving systems.*
 - ii. *Street trees shall be shade trees maintained at a minimum twelve (12) foot horizontal clearance from buildings. Shade trees shall be provided at maximum every thirty (30) lineal feet on-center along the street frontage. Palm trees may be provided at intersections where streets with shade trees converge. Provide tall palms at the immediate corners to provide a visual marker and to frame the street. Small canopy trees and small palms may be permitted when existing or proposed physical conditions may prevent the proper growth of shade trees or tall palms, as determined by the DRC, at maximum every fifteen (15) lineal feet along the street frontage. All trees shall satisfy the following standards at the time of planting:*
 - iii. *Shade trees: Minimum sixteen (16) feet in height, with a minimum seven (7)-foot ground clearance. Palms are to be single-trunk and a minimum of 7-foot ground clearance and spaced to provide maximum visibility at intersection.*
- b. *Sidewalk. A minimum 7-foot clear sidewalk shall be provided along all streets defined as local streets in the Downtown Master Plan Chapter 4 Design Guidelines.*
- c. *RAC Fencing. Within RAC districts, chain-link fencing shall not be permitted along street frontages.*

- d. *Maintenance Agreement: Applicant shall be required to execute a maintenance agreement providing for the repair, replacement and maintenance of required off-site improvements in form approved by the City Engineer, to be recorded in the public records of Broward County at applicant's expense. The City Engineer is authorized to execute said agreement on behalf of City.*

Aviva has been designed in accordance with the Streetscape requirements and provides an enhanced pedestrian experience along its perimeter. Street trees will be designed to meet Downtown Master Plan Design Guidelines. All trees and palms meet the minimum height, spread and clear trunk requirements for shade trees. All trees and palms have a minimum six (6) feet ground clearance.

- I. *New River Waterfront Corridor. Except in the RAC-TMU zoning district as provided in subsection J.3., development on parcels located within one hundred (100) feet of the New River shall be reviewed pursuant to the process for a site plan level IV development permit (section 47-24.2) without planning and zoning board review, and shall be required to meet the following regulations:*

- 1. *Within the RAC-CC and RAC-AS districts a principal structure shall provide a minimum sixty (60) foot setback from the seawall or the high water mark of the river's edge if no seawall exists, or less if the existing right-of-way or easement is less than sixty (60) feet in width, but in no case shall there be less than a forty-five (45) foot setback, except for the following:*

- a. *A residential use or marine-related use as specified in sections 47-13.10 and 47-13.11, Boats, Watercraft and Marinas, that have portions of structures devoted to those uses that are no higher than thirty-five (35) feet in height may encroach within the setback specified above, but shall in no case be less than twenty (20) feet from the seawall or the high water mark, if no seawall exists.*

If the minimum or greater setbacks specified in subsection J.1. are provided, the development plan shall be reviewed giving consideration 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.

Aviva provides an 88' setback from the seawall.

- b. *Within the RAC-CC and RAC-AS districts, structures may provide less than the minimum setback specified in subsection J. 1., above or exceed the thirty-five (35) foot height limitation, as specified above, if approved in accordance with the requirements of a site plan level IV development permit, (section 47-24.2) without planning and zoning board review, subject to the review criteria as provided in section 47-25.3, Neighborhood Compatibility, as provided in section 47-25.3.A.3.e.iii, and the following additional criteria and limitations are met:*
 - i. *Principal structures shall provide a minimum of one (1) or more setbacks totaling a minimum of twenty (20) feet, between a height of twelve (12) feet and fifty-five (55) feet.*

- ii. *No portion of a structure in excess of thirty-five (35) feet in height shall encroach upon a 1:1 height-to-setback plane, as measured from a line twenty (20) feet from the seawall or high water mark, if no seawall exists, up to a height of ninety-five (95) feet. Portions of structures above ninety-five (95) feet in height may proceed vertically without additional setback, subject to the provisions of subsection J.2.c.*
- iii. *Principal structures shall also provide a minimum of five (5) of the following architectural features: variation in rooflines, terracing, cantilevering, angling, balconies, arcades, cornices, architectural ornamentation, color and material banding, or courtyards, plazas or landscaped areas which encourage pedestrian interaction between the development site and the New River.*

Aviva provides a 22' setback from the north property line and 88' from the New River.

2. *Additional criteria.*

- a. *Within the RAC-CC and RAC-AS districts only, when the development is located along North or South New River Drive or the Riverwalk Linear Park, it shall comply with regulations for Pedestrian Priority Streets, Section 47-13.4.G, whereby reference to "pedestrian priority street" shall apply to the New River Waterfront Corridor.*
- b. *Within the RAC-CC district only, all principal structures located on the south side of the New River shall provide a minimum setback as required so as to not produce a shadow pattern that shadows a point on the river's edge for more than four (4) hours between the hours of 9:00 a.m. and 4:00 p.m. on March 21 (spring equinox).*
- c. *Within the RAC-CC district only, ground level design and amenities shall functionally and visually coordinate with and complement existing public improvements along the New River adjacent or abutting the development site, including pedestrian access and landscaping.*

Aviva complies with the requirements of pedestrian priority streets applicable to the Riverwalk Linear Park and provides extensive ground level amenities functionally and visually coordinated with and complementing the Riverwalk.

J. *Review process. Except as provided in Section 47-24, Table 1. Development Permits and Procedures, development within the following zoning districts shall be reviewed as a Site Plan Level II permit.*

- 1. *A Site Plan Level II approval of a development for which a site plan has been approved by the city commission, or which has been the subject of an agreement with the city shall not be final until thirty (30) days after final DRC approval and then only if no motion is adopted by the city commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR. The action of the DRC shall be final and effective after the expiration of the thirty-day period if no action is taken by the city commission.*
- 2. *Approval of all other Site Plan Level II developments within the RAC shall not be final until thirty (30) days after preliminary DRC approval and then only if no motion is adopted by the city commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR.*
- 3. *In the event the developer of a parcel of land in the Downtown RAC districts desires to deviate from the requirements of Section 47-13.20.B., the developer may submit the design of the proposed development for review and approval by the City Commission, if the alternative design meets the overall intent of the Downtown Master Plan.*

Aviva seeks approval to deviate from the transition zone height in order to provide an enhanced pedestrian level experience both visually and functionally, consistent with the overall intent of the Downtown Master Plan. Specifically, Aviva meets the Intent of the Transition zone. Its main roof

is at 87'2". Aviva by providing a double height clear glass ground floor in furtherance of the Downtown Master Plan guidelines is seeking approval to:

1. Place a clear glass railing on its roof; and
2. Increase height by 8' on the southern portion of the building.

Section 6: Sec. 47-21.11, Landscape Requirements

The landscaping proposed meets the intent of the code by placing street trees within the rights-of-way on all adjoining streets. All species used are the designated tree for that particular street. Tree spacing meets the required maximum for trees.

Section 7: 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.

Applicant understands this requirement. The adequacy requirements stated in ULDR Section 47-25.2 are applicable to the Aviva to evaluate the demand it will place on public services and facilities.

B. Communications network. Buildings and developments 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.

Applicant understands this requirement. The proposed Aviva will not adversely affect the City's communication network.

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 (2 1/2) inches of runoff from the impervious surface whichever is greater.

Applicant understands this requirement. The storm water management facilities implemented into the Aviva will meet the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2¹/₂) inches of runoff from the impervious surface (whichever is greater).

D. Environmentally sensitive lands.

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:

a. Broward County Ordinance No. 89-6.

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

c. *Broward County Ordinance No. 84-60.*

2. *The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.*

Aviva is not located on environmentally sensitive lands.

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.

Aviva is designed to ensure that fire protection service shall be adequate to protect occupants and property in the proposed project. Specifically, adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

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.*

Aviva meets the open space requirements set forth in the ULDR and will pay the required City Park Impact fee.

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.

Police protection services will be adequate to protect people and property in the proposed project. Aviva will include adequate CCTV and security controls and monitoring, and natural surveillance to protect the building's residents, employees and visitors.

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 Property is platted. Adequate potable water service systems will be designed to meet the needs of the proposed Aviva, in accordance with City engineering standards, the Florida Building Code, and applicable health and environmental regulations.

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.

The Property is platted.

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.

The Property is platted.

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

The Property is platted.

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.

The Property is platted. The Applicant will provide adequate sanitary sewer systems to meet the needs of the proposed Aviva, in accordance with City engineering standards, the Florida Building Code, and applicable health and environmental regulations. Septic tanks will not be utilized on the Property.

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.

The Property is platted.

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

The Property is platted.

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 Property is platted.

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.

Applicant will obtain a student generation letter from the Broward County School Board.

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.*

The Applicant will procure adequate solid waste collection facilities and services in connection with the proposed project and will provide evidence to the City demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

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

The Applicant will provide adequate storm water facilities and systems so that the removal of storm water will not adversely affect adjacent streets and properties or the public storm water facilities and systems in accordance with the Florida Building Code, City engineering standards and other accepted applicable engineering standards.

M. Transportation facilities.

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

This Property is platted. The Applicant will mitigate the Aviva's transportation impacts through payment of its Transit Oriented Concurrency assessment fee. The funds, in combination with those from other planned developments and other Broward County funds, will be used to implementation the County's 5-year County Transit Program.

- 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.*

This Property is platted. Aviva's participation in the Transit Oriented Concurrency program mitigates any potential impacts on the regional transportation system.

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.*

Applicant understands this requirement. The local streets providing access to Aviva has adequate capacity and provides safe and efficient access to the project.

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.*

Noted.

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.*

Noted.

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.*

Aviva will provide sidewalks, pedestrian crossings and other pedestrian-friendly facilities, to encourage safe and adequate pedestrian movement on-site and along the parks and roadway frontages.

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.*

Noted. Aviva is designed to line the parks abutting it with ground floor active use and the garage screening is designed to be an integral part of the architecture of the building.

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.*

Noted. Aviva's participation in the Transit Oriented Concurrency program mitigates its traffic impacts.

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 developments 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.*

Trees have been provided in accordance with the above requirement. See the landscape plans included in the application documents.

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.

Applicant understands this requirement. The Applicant will provide adequate wastewater services for the needs of the proposed project, including 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.

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.

The Applicant will ensure that all trash collection is appropriately provided for.

P. Historic and archaeological resources.

1. If a development 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.

Q. Hurricane evacuation. If a development or site is located east of the River, 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.

Not applicable, the Property is not located east of the Intracoastal waterway.

Section 8, Section: 47-13.20.B.4.b.3 Downtown Master Plan Design Guideline Compliance

VISIONS AND PLANNING PRINCIPLES OF THE DOWNTOWN MASTER PLAN:

Aviva on the River will enhance an area fronting both the US1 access road, Smoker Park and the Riverwalk connecting and enhancing both of the property's "front doors." Aviva will further link other developments and neighbors to the Riverwalk and Smoker Park.

Principle 1 – Capture a greater share of regional redevelopment:

The proposed project was designed to be an urban upscale living community that caters to a generation who seek active walkable living. It enhances the existing community assets: the Riverwalk and Smoker Park.

Principle 2 – Increase residential opportunities in Downtown, with supporting amenities:

The development increases residential use, variety and offers choices on the South side of the New River.

Principle 3 – Strengthen areas of varied neighborhood character and distinct identity:

The new development will help connect and strengthen the neighborhood.

The architectural vocabulary with a contemporary language is intended to add interest and gathering spaces in the pedestrian realm long planned for the Riverwalk.

Principle 4 – Focus most intense development in a compact core:

The proposed density is consistent with the objective in achieving a peak in a compact downtown core. The proposed building heights and voids are consistent with the intent of transitioning mass in the Urban Core proximate to the existing neighborhoods.

Principle 5 – Surround the core with strong, walkable, mixed-income neighborhoods:

The development adds to the mix of the neighborhood - the project is located within walking distance to the Riverwalk, US1 and Third Avenue Bridge. The project will also provide walkable, pedestrian friendly streetscape and open space to serve as a catalyst and link for active use of the neighborhood in both east-west and north-south directions.

Principle 6 – Create extroverted pedestrian friendly buildings:

To the greatest extent possible, the project is designed with a substantial amount of openings and plazas for active ground level use on three street facades of the building and utilizes the structure to create a visually transparent first floor and pedestrian breezeway accessible to the public.

Principle 7 – Get greater value from past investments and existing resources:

The proposed development enhances the utilization of the park and the Riverwalk by pedestrians and the neighborhoods.

Principle 8 – Make the Las Olas – Riverwalk Corridor a top priority:

Aviva prioritizes the Riverwalk Corridor by activating the ground floor and the south side of the New River and Riverwalk.

Principle 9 – Return the river to its central role and better connect the two sides:

The project is a vital component to feature and access the Riverwalk Corridor.

Principle 10 – Green the Downtown with a connected system of parks, trails, and streets:

Hardscape and landscape materials consistent with the design vocabulary used in the existing downtown will be integrated with a pedestrian arcade on SE 6th Avenue and the creation of a breezeway and open space abutting the Riverwalk- all acting as a usable public space.

Principle 11 – Provide alternatives to the car: walking, transit and cycling:

The proposed development is designed as an integral part of a 24/7 live, work play downtown to reduce vehicular use. Aviva is accessible to public transit and will encourage walkability.

Principle 12 – Connect to surrounding neighborhoods, the beach, and regional destinations:

The proposed development is centrally located among other existing developments in the neighborhood and will serve as a pivotal link to strengthen the area among other residential and transitional use developments in the area.

FRAMEWORK GOALS OF THE DOWNTOWN MASTER PLAN:

Las Olas & Riverwalk Corridor:

Goal 1 – Strengthen the Las Olas Corridor

Goal 2: Complete the Riverwalk Corridor

Goal 3: Connect the North and South sides of the Riverwalk

Goal 4: Better connect the Riverwalk and the Las Olas Corridor

The proposed development is located across the River from Las Olas Boulevard and presents an opportunity to better connect to the Riverwalk to expand and enhance its experience.

Heritage & Legacy:

Downtown's cultural heritage legacy remains one of its greatest strengths and residents of the proposed development will have easy pedestrian access to the Broward County Courthouse, Third Avenue Bridge, and the Las Olas Boulevard corridor.

Goal 1 – Encourage preservation of historic features related to Fort Lauderdale's urban form:

The proposed development meets the goal by respecting the existing street grid pattern and park and will encourage restoration of the vibrant street life, older structures and main street quality.

Goal 2 – Encourage preservation of existing designated historic structures and interiors:
Not applicable.

Goal 3 – Encourage preservation of existing, non-designed structures and interiors of architectural and cultural significance:
Not applicable.

Goal 4 – Encourage preservation of historic and significant landscapes:

The hardscape and landscape of the development will be designed to match and respect the planned streetscape along SE 6th Avenue and the Riverwalk. The use of plant materials that establish a common thread and sense of community. Hardscape and lighting materials will work in harmony with surrounding developments to establish a sense of continuity along the Riverwalk.

Environment:

The proposed development meets criteria of Smart growth strategies to promote environmentally sustainable approach to city-building through mixed-use, vibrant, walkable communities and areas of high density uses.

Goal 1 – Reduce pollution of the New River:

Aviva's use of parking garage eliminates the need for surface parking and reduces runoff. Storm water discharge will meet all State, County and City Engineering standards.

Goal 2 – Decrease air pollution in Downtown:

As a compact development, Aviva meets the goal of reducing the number of necessary automobile trips within the Downtown district. The proposed building has landscaping on the roof and creates open space both of which will reduce heat island effect in Downtown, help absorb carbon emission, add greenery to the downtown. And improve the microclimate of a traditional downtown.

Goal 3 – Encourage environmentally-friendly, fuel/energy efficient 'green' building design:

Aviva is designed with environmentally sustainable principles and includes an active green roof.

Goal 4 – Increase pedestrian comfort in Downtown:

Aside from meeting Code required canopy trees, the ground floor will have a covered plaza and create open space with appropriate tree canopy to provide pedestrian comfort.

Open Space Framework:

Goal 1 – Improve the quality of existing parks and public spaces:

Goal 2 – Encourage the creation of new parks and public spaces in Downtown:

Goal 3 – Link parks and open spaces into an interconnected recreational and pedestrian network of trails and linear parks:

Goal 4 – Encourage a network of green streets throughout Downtown:

Aviva proposes to fill the gap in providing continuous pedestrian oriented, tree-lined space and will meet Goals 1-4 by enhancing Smoker Park; the Riverwalk; and the nearby neighborhoods.

Movement & Access:

The proposed development, located on the South side of the New River, has convenient and easy access to various mass transit systems including the Water Shuttle.

Goal 1 – Respect the publicly owned street grid and alley system:

Aviva is designed to respect the existing publicly owned street grid and existing parks.

Goal 2 – Make limited number of alterations to the street grid:

Not applicable, no alteration of existing street grid is proposed for the project.

Goal 3 – Make Fort Lauderdale bicycle friendly:

Aviva is supportive of city-wide programs to encourage bicycle use for its residents.

Goal 4 – Design a user-friendly mass transit system:

Aviva is supportive of designing a user-friendly mass transit system.

Goal 5 – Create a multi-modal transit hub at the historic Flagler Rail Line:

Not applicable.

Land Use & Building Type:

The proposed ground floor with multiple uses meet the objectives and intensity of use of the City Center District of the Regional Activity Center.

Goal 1 – encourage mixed-use development, with an emphasis on mixed-use buildings:

Aviva proposes residential use and community amenities, like a books and coffee boutique, full-service salon, and restaurant.

Goal 2 – Encourage variety in Office development:

Not applicable. No office uses other than administrative and marketing offices for the facility is proposed.

Goal 3 – Encourage a variety of housing options in Downtown:

The proposed development offers a housing intended for renters complementing the adjacent condominium communities and the nearby townhome and single-family neighborhood.

Goal 4 – Create a diversity of retail located where it counts:

The proposed ground floor active space will serve the residents of the development as well as the neighborhood.

Goal 5 – Create Character Areas of distinct quality:

The program for the project is developed to build on the distinctive quality of the existing waterfront park and become an integral part of the fabric of the Downtown Core mixed-use Center.

Goal 6 – Encourage and strengthen Special Use Districts:

Aviva is not only located within walking distance to the Courthouse and Third Avenue Bridge- but it also enhances a sense of place and will serve as an amenity to the neighborhoods.

Goal 7 – Reduce the negative impacts of parking garages:

The entrances of the garage and service areas are located on the access road, and as far from the Riverwalk as possible. The façade of the garage is designed artistly to add to the character of the neighborhood and substantially screened by the tree canopy.

Goal 8 – Create Landmarks for the future:

Aviva's architecture is designed to project a memorable imagery of a building with distinctive quality and understated elegance.

Design Guidelines:**Principles of Street Design:**

S1 - Maintain a fine-grained street grid: discourage vacations.

No closing of public street or alley is proposed.

S2 – Utilize Traffic Calming rather than barricading streets:

No street barricading is proposed. Aviva is designed to encourage pedestrian activities and linkages.

S3 – Maximize on-street parking on all Downtown streets except major arterials:

On-street parking will be maintained.

S4 – Provide adequate bike lanes in a planned network:

Not applicable, a planned bike lane network is beyond the scope and authority of the Developer.

S5 – Maximize street trees on all Downtown streets: Palms -22ft.; Shade trees - 30 ft.

Tree planting will meet Downtown Design Guidelines.

S6 – Encourage location of primary row of street trees between sidewalk and street:

Trees will be located between the main pedestrian walkway and automobile traffic.

S7 – Maximum spacing for street trees: Palms -22ft.; Shade trees - 30 ft.

Tree spacing along the streets will meet Downtown Design Guidelines with 30 feet for shade trees and 22 feet for palm trees.

S8 – Minimum horizontal clearance (from building face) for trees: Palms - 6ft; Shade trees - 12ft.

Acknowledged.

S9 – Encourage shade trees along streets and palm trees to mark intersections:

Tree planting and hardscape is designed to conform with the existing theme and standards of the City.

S10 – Eliminate County “Corner Chord” requirement:

Not applicable.

S11 – Encourage curb radius reduction at street intersections to a preferred maximum of 15 feet, or a preferred maximum of 20 feet at major arterial roadways:

Any curb radius will be designed to meet engineering requirements of Broward County and the City of Fort Lauderdale.

S12 – Discourage curb cuts on “primary” streets.

No curb cut is proposed on a Primary street.

S13 – Encourage reduced lane widths on all streets:

No change of existing lane widths is proposed.

S14 – Encourage reduced design speeds on all RAC streets (15- 40 mph).

No change of speed limit is proposed.

S15 – Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements). Note: Design of Local streets with public r.o.w.s greater than 60’ will require consultation with Urban Design & Planning Division.

Aviva is designed to meet required Rights-of-way and setbacks for the District.

S16 Bury all power lines in the Downtown Area.

Noted and will be considered.

Principles of Building Design:

B1 – Framing the street: building “streetwall” should generally meet setback line:

The proposed building generally frames the street and creates significant pedestrian interaction.

B2 – Framing the street: encourage open space site requirements

for use as pedestrian public space instead of unusable, leftover ‘green perimeter’.

Aviva proposes active uses including the restaurant; the books and coffee boutique; full-service salon and spa are proposed on SE 6th Avenue, and on Smoker Park. The project incorporates an open breezeway at the ground floor and proposes community space.

B3 – Framing the street: minimum and maximum building “streetwall” heights: (see character area guidelines for specifics).

Facade articulation is provided on all street and park frontages.

B4 – Framing the street: encourage maximum building “streetwall” length of 300’:

The streetwall is broken down with variation in height, recesses, openings, material, texture and color in the design and articulation of the wall.

B5 – Preferred Maximum “floorplate” area for towers:

Aviva does not propose a tower.

B6 – Where buildings with towers are located with frontages on multiple streets, the towers are encouraged to orient towards the “Primary Street”:

Aviva does not propose a tower.

B7 – Where towers are located on streets < or = 60ft, increased step backs from the ‘shoulder’ are encouraged to reduce the impact on the street.

Aviva does not propose a tower.

B8 – Surface parking: discourage parking and access along the Primary Street frontage:

No surface parking is proposed, and parking and service accesses are located on the access road.

B9 – Parking garages: encourage access from secondary streets and alleys.

Encourage street level activities and minimize visual exposure of parking, with active space on the ground floor of a parking garage.

Upper floors of a parking garage should not be visible along primary streets, waterways, and parks. Active spaces on the upper floors are encouraged as a preferred design.

Aviva’s parking garage entrance is located on the access road. The garage structure includes active uses, and architectural design of visual interest.

B10 – Encourage main pedestrian entrance to face street:

Pedestrian entrances are provided on the street and also on the two park facades.

B11 – Maximize active uses and ‘extroverted’ ground floors with retail in strategic locations:

Aviva provides active ground floor uses including the breezeway are strategically located on the property.

B12 – Encourage pedestrian shading devices of various types:

A wide shaded pedestrian plaza and open space area are provided with appropriate shade.

B13 – Encourage balconies and bay windows to animate residential building facades:

Balconies are used for the articulation of the building façade.

B14 – In residential buildings, encourage individual entrances to ground-floor units:

All residential units are above grade to provide interactive uses on street frontages.

B15 – High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor:

Active ground floor uses including the restaurant; books and coffee boutique; full-service salon and spa; and wellness center are maximized on the ground floor.

B16 – Building Design guidelines do not apply to Civic Buildings and Cultural Facilities:

Not applicable.

B17 – Discourage development above rights-of-way: (air rights).

A modest overhang is proposed to allow ground level recesses.

B18 – Mitigate light pollution:

Shielding is provided for undesirable garage lighting. Pedestrian level lighting is designed to provide a perception of a safe urban environment. The project is designed to minimize lighting pollution to meet the City's design criteria.

B19 – Mitigate noise pollution:

Mechanical equipment noise will be designed to be muffled with sound attenuation installations to meet the City's noise ordinances.

B20 – Vertical open space between towers on adjacent lots:

Not applicable, Aviva does not propose a tower.

B21 – Vertical open space between multiple towers on a single development site:

Not applicable.

B22 – Residential: Encourage minimum ground floor elevation of 2 ft above public sidewalk level for individual ground floor entrances to private units.

Noted.

B23 – Avoid drive thrus in the wrong places:

No drive thrus are proposed for the development.

B24 – The Fifth Façade: Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof

treatments (environmental benefits).

The lower-level roof is activated with landscape and amenities.

Quality of Architecture:

Q1 – Skyline Drama: Encourage towers to contribute to the overall skyline composition.

Aviva does not propose a tower.

Q2 – Expressive ‘tops’: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.

Aviva does not propose a tower.

Q3 – Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors.

Aviva’s major exterior finishes for the building include durable and quality materials and glass on ground floor.

Q4 – Respect for historic buildings:

Not applicable.

Q5 – Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.

The garage portion of the structure is minimized, and the building includes significant portions wrapped with active uses and arcades.

Q6 – Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment (solar orientation, wind direction, rain). Examples: Open breezeway corridors oriented toward prevailing winds; energy efficient glazing; above ground storm water capture and reuse through bio-swales and rain gardens; solar roof panes/awnings.

An open breezeway is included at the ground floor. Landscape and street trees reduce heat gain, absorb carbon emissions, add greenery, and enhance the micro-climate to the urban cityscape.

Q7 – Creative façade composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level.

Aviva is a shoulder only building and proposes rich layering of architectural elements.

Q8 – Original self-confident design: Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary.

It is the intent of the project design to provide an original identity through innovative use of materials and composition; by minimizing the presence of the garage and providing an expansive pedestrian realm.

Storefronts:

SF1 – Retail Location Strategy: Encourage ground floor retail in preferred locations.

Active uses at the ground floor with mostly glass materials and an open breezeway under building plaza provide an east-west pedestrian-oriented linkage.

SF2 – Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.

The pedestrian level entrances to the building; the breezeway; and the arcades are articulated.

SF3 – Encourage durable materials for ground floor retail and cultural uses.

Active uses with quality materials including glass is proposed for the ground floor.

SF4 – Encourage 15 ft minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.

The floor-to-floor height for the proposed ground floor space is varied at the ground level and a void for the breezeway in excess of 15 ft.

SF5 – Encourage significant glass coverage for transparency and views:

Glazed openings are proposed for the ground floor façade on SE 6th Avenue.

SF6 – Encourage pedestrian shading device minimum 5 feet:

Pedestrian arcades providing significant shading are proposed around the perimeter of the building.

SF7 – Encourage multi-level storefront displays to disguise unfriendly uses or blank walls:

Aviva is almost completely screened with active uses – the garage is specifically located so as to be partially screened by the tree canopy and is further screened with high quality materials.

SF8 – Encourage well designed night lighting solutions:

Pedestrian level street lighting is designed to provide a perception of a safe urban environment with active outdoor uses without lighting pollution.

Character Area Guidelines:

Area 1: Downtown Core

1A – Frame the street with appropriate street wall heights:

The street wall heights vary with the multiple forms.

1B – Special architectural design encouraged for buildings over 37 floors

While not over 37 floors, special architecture is introduced to create a pedestrian scale and feel, including the breezeway creating human-scale entrance into Smoker Park.

1C – Encourage slender towers to complement the skyline and provide more light and air

Aviva does not propose a tower.