

















Case Number: R18055

**CASE COMMENTS:**

Please provide a response to the following:

1. Within the RAC districts, newly planted street trees shall be a minimum of 12 feet tall and provided at a ratio of one street tree per thirty feet of street frontage or greater fraction thereof not subtracting ingress and egress dimensions. When overhead utilities exist, required street trees may be small trees provided at a minimum of a ratio of one street tree per twenty feet frontage or greater fraction thereof not subtracting ingress and egress dimensions. A minimum of 50% of the required street trees must be canopy trees. Consider that, in order to maximize the shade for a positive pedestrian experience, the city prefers continuous canopy coverage with 100% canopy trees in these areas.
2. In lieu of tree grates, the City of Fort Lauderdale prefers the use of a cold applied, poured in place tree grate system that is designed to bind a selection of decorative aggregates, which provide a bonded, walkable, attractive and porous surface for tree pit such as ADDAPAVE TP, etc.
3. A minimum separation of 6 feet is required between the tree trunk and travel lane when curb and gutter DO NOT exist, and a minimum separation of 4 feet is required between the tree trunk and travel lane when curb and gutter DO exist. Illustrate this clearance.
4. Illustrate and label the horizontal clearance from tree trunk to edge of paved travel lane on the landscape plan. Landscaping must provide a minimum horizontal clearance of 5 feet for small trees and palms, and a minimum of 10 feet for large trees and palms. Provide a cross section detail to illustrate this clearance.
5. The use of structural soil is required in paved sites to provide adequate soil volumes for tree roots under pavements, as per ULDR Section 47-21.13. Structural soil details and specifications can be obtained at <http://www.hort.cornell.edu/uhi/outreach/index.htm#soil> This is to be provided at a minimum of 8' radii of tree trunks, and is to be consistently illustrated and noted on landscape, site and civil plans. This is not accurately illustrated on the civil and landscape plans.

The structural soil drain is required when percolation rates are less than 4" vertical clearance per hour. Provide documentation of report used to prove this calculation. The drain and connections are to be illustrated on civil plans.

6. Illustrate the location of overhead utilities and follow FPL Right Tree Right Place guidelines for tree selection and placement.
7. Utilities and site amenities such as walkways, flagpoles, transformers, fire hydrants, sewer and water supply lines, trash enclosures, and similar items located on the site shall not be placed adjacent to, in, or under required tree planting areas, as per ULDR Section 47-21.12. Confirm with civil, site and life safety plans that utilities and site amenities are not causing conflicts with proposed landscaping. Where conflicts exist, shift the utility and/or site amenities.
8. Light fixtures with an overall height of more than ten feet shall be located a minimum of 15 feet away from shade trees, as per ULDR Section 47-21.12.





9. Provide an existing tree site plan or existing tree site survey illustrating all existing trees and palms, and number each one.
10. Provide a corresponding list, as per ULDR 47-21.15, of these trees/palms including:
  - a. tree number for each
  - b. botanical name and common name for each
  - c. trunk diameter, in inches, at chest height for trees
  - d. clear trunk in feet for palms
  - e. condition percentage as a number for each
  - f. indicate status for all existing trees/palms on site (remain, relocate, remove)

**Please consider the following prior to submittal for Building Permit:**

11. A separate sub-permit application for Tree Removal & Relocation, and General Landscaping for site are required at time of master permit submittal. These are Landscape and Tree permit application documents different than the Broward County standard applications. Please not this at time of submittal.
12. Provide separate Plumbing sub permit application for irrigation. Irrigation plans are required at time of Building permit submittal. Plans are to be in compliance with ULDR 47-21.6.A.11 and 47-21.10. Note that planting areas are to be irrigated on a separate zone than the turf areas so that once the plants are established, that particular zone can be shut off based on the season. The overall goal is to decrease water use through irrigation. Plant material must be grouped together based on watering needs (hydrozone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Illustrate hydrozones on planting plan, and include calculations in table.
13. Note that tree removal at time of demolition will not be permitted unless the Master Permit for redevelopment has been submitted for review.
14. Proposed landscaping work in the City's right of way requires engineering approval. This approval requires documents to be submitted for Engineering review. Note that Landscape will not approve permit review without these Engineering documents being submitted.



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**CASE COMMENTS:**

Please provide a response to the following:

1. All entry / exit doors should be solid, impact resistant or metal.
2. Doors should be equipped with burglary resistant lock system like door pins or lock security plates.
3. The site should be equipped with a comprehensive CCTV system that is capable of retrieving an identifiable image of an individual on site. The system should cover all entry exit points, common areas, mail room, storage areas and any sensitive area of the site.
4. Ground level stair doors should be egress only or access controlled.
5. All elevators accessible from the ground floor should be access controlled.
6. All glazing should be impact resistant.
7. Consideration should be given to pre-wiring the site for alarm installation by tenants.
8. All lighting and landscaping should follow C.P.T.E.D. guidelines.

**GENERAL COMMENTS**

It is highly recommended that the managing company make arrangements for private security during construction.

Please submit responses in writing prior to DRC sign off.



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**CASE COMMENTS:**

Please provide a response to the following:

1. Garbage, Recycling and Bulk Trash shall be provided.
2. Recycling reduces the amount of trash your business creates and it is the best way to reduce monthly waste disposal costs and improve your company's bottom line.
3. Solid Waste Services shall be provided by a Private Contractor licensed by the City.
4. Service Days shall be: No restriction for Commercial collection. Service may not occur earlier than 7:00 am or later than 10:00 pm within 250 feet of residential.
5. Solid Waste Collection shall be on private property container shall not be placed, stored or block the public street to perform service (large multifamily and commercial parcels).
6. Containers: must comply with 47-19.4
7. Dumpster enclosure: concrete pad, decorative block wall, gates hung independently, protective bollards, secondary pedestrian side entry, high strengthen apron and driveway approach, night light, hot water, hose bib, drain, low circulating ventilation for dampness, weep holes, landscaping, smooth surface walkway to accommodate wheeled containers.
8. Provide on the site plan a garbage truck turning radii for City review. Indicate how truck will circulate within property.
9. Submit a Solid Waste Management Plan on your letterhead containing name of project, address, DRC case number, number of units if applicable, and indicate whether it is Pre or Final DRC.
  - o This letter is to be approved and signed off by the Sustainability Division, and should be attached to your drawings. Please email an electronic copy to [smccutcheon@fortlauderdale.gov](mailto:smccutcheon@fortlauderdale.gov). Letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and container requirements to meet proposed capacity.
  - o Community Inspections will reference this Solid Waste Plan for sanitation compliance issues at this location.

**General Comments**

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. None



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**CASE COMMENTS:**

1. Submit a traffic impact statement and coordinate with the Transportation and Mobility Department regarding traffic calming and a traffic impact study if needed. Take into consideration that the review of this study, once submitted, will take about 4-6 weeks.
2. Continue concrete sidewalk through the driveways.
3. Ensure all sidewalks are a minimum of 8 ft wide on NE 3<sup>rd</sup> Ave. This minimum is in reference to clear, unobstructed pathways – trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalk and back of curb.
4. Consider implementing a bike sharing station on NE 3<sup>rd</sup> Ave.
5. All proposed step must begin within the property line and must not reach into the ultimate public right of way line.
6. All loading and unloading must be contained on site including postal delivery services.
7. Please provide pedestrian lighting along sidewalk and pedestrian paths.
8. Show all sidewalks clear path dimensions on the site plan, including all pinch points on the site.
9. Bicycle parking is strongly needed, covered if possible, with a bike pump. Consult the APBP Bicycle Parking Guidelines and Broward County End-of-Trip Bicycle Facilities Guide. Provide the minimum long term and short term bicycle parking based on requirements in the guide and include total counts on the site plan data sheet.
10. Please consider enhancing the pedestrian experience by providing interactive public art works, seating, and shade along all sidewalks to promote multimodal travel.
11. Ensure all access points, sidewalks, walkways, and curb cuts are unobstructed and ADA accessible with appropriate slopes and detectible warning devices and indicate on the site plan.
12. Additional comments may be provided upon further review.
13. Signature required.

**GENERAL COMMENTS:**

Please address comments below where applicable.

1. Contact Benjamin Restrepo at 954-828-5216 or brestrepo@fortlauderdale.gov to set up an appointment for final plan approval.



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2. The City's Transportation & Mobility Department encourages the use of sustainable materials such as permeable pavement and electric car charge stations and installation of multimodal facilities such as bicycle pump stations and bike lockers.
  
  3. Please note that any work within the City's right-of-way will require an MOT approved by Transportation and Mobility and Engineering for permitting. Any full closures of roadways, alleys, or sidewalks that are over 72 hours will require a Revocable License Agreement (RLA) with the City of Fort Lauderdale.



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- 1) The applicant is strongly encouraged to contact neighbors adjacent to, as well as condominium and neighborhood associations located within three hundred feet (300') of the development site, to advise of this proposal (a listing of officially-recognized neighborhood associations is provided on the City's website: <http://www.fortlauderdale.gov/neighbors/civic-associations> and a map of neighborhood associations may be found at: <http://gis.fortlauderdale.gov>). Please provide acknowledgement and/or documentation of any public outreach.
- 2) The site is designated Downtown Regional Activity Center on the City's Future Land Use Map. The proposed use is permitted in this designation. This is not a determination on consistency with Comprehensive Plan Goals, Objectives and Policies.
- 3) Verify that copy of plat is the most current recorded plat, including notes and amendments, for the proposed site. Provide documentation from the Broward County Planning Council verifying that the site does not require platting or replatting. If replatting or platting is not required, contact the Development Review Services Section of the Planning and Environmental Regulation Division of Broward County at (954) 357-6623 to ensure that proposed project is consistent with the latest recorded plat restriction.
- 4) The proposed development is located on a site adjacent to a historic resource, the First Evangelical Lutheran Church. Pursuant to Objective 1.11, Policy 1.11.3 of the Historic Preservation Element of the Comprehensive Plan, all proposed impacts to historic resources shall be reported to the Historic Preservation Board (HPB) for review and comment. The applicant shall provide a narrative response identifying and addressing any impacts of the proposed development on the historic resource and offer recommendations to mitigate these impacts. A presentation shall be made to the HPB prior to the scheduling of further board/commission meetings. Contact Trisha Logan at 954-828-7101 or at [tlogan@fortlauderdale.gov](mailto:tlogan@fortlauderdale.gov) to review the requirements for HPB submittal.
- 5) Provide a written narrative, on letterhead, with date and author indicating how the applicant proposes to accommodate parking. Although the Regional Activity Center – City Center (RAC-CC) zoning district does not have required parking, adequate parking located within close proximity to the project is necessary to sustain retail/restaurant/office uses.
- 6) Provide bicycle parking in visible, well-lit areas as close as possible to pedestrian entryways/doors. In addition where possible, locate bicycle parking facilities in an area that is sheltered/covered.
- 7) In order to maintain a consistent street design, consider maintaining the setback provided for the development currently under construction to the south, Morgan on 3<sup>rd</sup>. This will also allow for an increase in landscaped area and the appropriate placement of street trees to be accommodated away from the underground water main on NE 3<sup>rd</sup> Avenue.
- 8) Provide a street cross section to ensure your proposed streetscape complies with the Downtown Master Plan design guidelines for 3<sup>rd</sup> Avenue.
- 9) Provide the following changes on site plan:
  - a) Provide a detailed breakdown of the uses and square footages of each use in the site data table.
  - b) The proposed ADA ramp and stairway located at the southwest corner of the project appear to extend past the property lines of the development.
  - c) Consider providing wider more expansive stairways along the front facade.
  - d) Ensure that there is a minimum of 7 feet clear path. Coordinate with Landscape Representative regarding appropriate product to be used in place of tree grates. Tree grates create impediments along the pedestrian path.

- 10) Provide the following changes on elevations:
  - a. Provide specifications and photographic examples of all building materials proposed on the project. The elements proposed at the ground floor should be made of sustainable high quality materials. Stucco is not a preferred material at the ground floor.
  - b. Ensure doors proposed for the trash enclosure are articulated appropriately, as it faces out to the pedestrian walkway which is located to the east of the project site.
- 11) Provide signage plan for the proposed development. Signage is approved by separate permit process. Proposed signage should align with the overall intent of the Downtown Master Plan and should not create clutter, impede the pedestrian environment, or create visual obstructions in the public realm. For the reasons stated herein, monument signs are typically discouraged. However, other solutions may be more appropriate and may be approved on a case by case basis. For example, perpendicular blade signs, consistent in height and width, may provide great opportunities with clear visibility of the business location at the pedestrian level, while not impeding the pedestrian experience itself.
- 12) The City's Vision is to support sustainable infrastructure. Consider employing green building practices throughout the project such as, but not limited to; charging stations, tank-less water heaters, rain collection systems, pervious pavement where appropriate, bio-swales, Florida Friendly™ plant materials, solar panels and green roofs.

#### **GENERAL COMMENTS**

The following comments are for informational purposes:

- 13) If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on a separate site plan, to avoid additional review in the future. Verify details and location with the Building Representative.
- 14) An additional follow-up coordination meeting may be required to review project changes necessitated by the DRC comments. Prior to routing your plans for Final DRC sign-off, please schedule an appointment with the project planner, Yvonne Redding, (call 954-828-6495) to review project revisions and/or to obtain a signature routing stamp. Please note applicant is responsible for obtaining signatures from all discipline members that had comments and may need to resolve comments through individual appointments if necessary.
- 15) For additional information regarding incorporation of wireless capabilities into the project in initial planning stages, please contact the applicable utility provider.
- 16) All construction activity must comply with ULDR, Section 24-11, Construction sites. Contact Joe Pasquariello, Structural Plans Examiner (954-828-5419) to obtain his signature on the final DRC plans.
- 17) Additional comments may be forthcoming at the DRC meeting. Please provide a written response to all DRC comments within 180 days.

**CITY OF FORT LAUDERDALE**  
**DOWNTOWN MASTER PLAN DESIGN GUIDELINES**  
 Design Review Team (DRT) Comments

<b>Case Number:</b>	DRT18007	<b>Zoning District:</b>	RAC-CC
<b>Project Name:</b>	440 NE 3 <sup>rd</sup> Ave	<b>Character Area:</b>	Near Downtown
<b>Project Address:</b>	440 NE 3 <sup>rd</sup> Ave	<b>Date of Review:</b>	7/26/18

<b>PRINCIPLES OF STREET DESIGN</b>		<b>Meets Intent</b>	<b>Doesn't Meet Intent</b>	<b>N/A</b>	<b>More Information Needed</b>
S1	Maintain fine-grained street grid: discourage vacations.	✓			
S2	Utilize Traffic Calming rather than blocking streets.			✓	
S3	Maximize on-street parking except on major arterials. <b>Coordinate with Transportation and Mobility (TAM)</b>				✓
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet). <b>Coordinate with TAM</b>				✓
S5	Maximize street trees on all Downtown Streets.	✓			
S6	Encourage location of primary row of street trees between sidewalk and street. <b>Shift proposed street trees closer to the ROW</b>		✓		
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees - 30 feet.	✓			
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet. <b>Provide additional details on horizontal clearance</b>				✓
S9	Encourage shade trees along streets, palm trees to mark intersections.	✓			
S10	Eliminate County "corner chord" requirement not compatible with urban areas.			✓	
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials.			✓	
S12	Discourage curb cuts on "primary" streets.	✓			
S13	Encourage reduced lane widths on all streets.			✓	
S14	Encourage reduced design speeds on all RAC streets (15 - 40 mph).			✓	
S15	Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements). Note: Downtown local streets have varying ROW's and section design may need to be flexible to respond to the specific right-of-way conditions. <b>See DRC comments regarding setbacks</b>				✓



S16	Bury all power lines in the Downtown Area.	✓			
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PRINCIPLES OF BUILDING DESIGN		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
B1	Framing the street: building "streetwall" should generally meet setback line (within a percentage).	✓			
B2	Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'.		✓		
<b>Enlarge stairways – push building line to give additional public space</b>					
B3	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).			✓	
B4	Framing the street: encourage maximum building 'streetwall' length of 300 feet.	✓			
B5	Preferred maximum 'floorplate' area for towers (see character area guidelines for specifics).	✓			
B6	Where towers are located on Primary (>60 feet wide) and Secondary (< or = 60 feet wide) Streets, the towers are encouraged to orient towards the Primary Street.			✓	
B7	Where towers are located on streets < or = 60 feet, increased stepbacks from the 'shoulder' are encouraged to reduce the impact on the street.			✓	
B8	Surface parking: discourage frontage and access along 'primary' street.	✓			
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.	✓			
B10	Encourage main pedestrian entrance to face street. <b>Enhance stairway width.</b>	✓			
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations.	✓			
B12	Encourage pedestrian shading devices of various types.	✓			
B13	Encourage balconies and bay windows to animate residential building facades.			✓	

B14	In residential buildings encourage individual entrances to ground floor units (particularly in the Urban Neighborhood Character Area).			✓	
B15	High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor. <b>Provide more details on design and quality of materials</b>				✓
B16	Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.			✓	
B17	Discourage development above right-of-way (air rights).			✓	
B18	Mitigate light pollution. <b>Provide additional details</b>				✓
B19	Mitigate noise pollution. <b>Provide additional details</b>				✓
B20	Vertical open space between towers on adjacent lots: Towers are encouraged to maintain vertical open space alongside and rear lot lines: minimum horizontal distance of 30 feet (abutting property owners can coordinate tower placement as long as maintain 60 feet clearance).			✓	
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart.			✓	
B22	Residential: Encourage minimum ground floor elevation of 2 feet above public sidewalk level for individual ground floor entrances to private units.				
B23	Avoid drive thrus in the wrong places.			✓	
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). <b>Consider providing additional elements on the 5<sup>th</sup> facade</b>		✓		

QUALITY OF ARCHITECTURE		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
Q1	Skyline Drama: Encourage towers to contribute to the overall skyline composition.			✓	
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.			✓	
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. <b>See DRC comments regarding ground floor elements</b>		✓		
Q4	Respect for Historic Buildings. <b>Historic Church is located across the ROW to the west</b>				✓
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.			✓	

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 stormwater capture and re-use through bio-swales and rain gardens; solar roof panes/awnings. <b>Provide additional details</b>				√
Q7	Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level. <b>See DRC comments regarding ground floor elements</b>				√
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.	√			

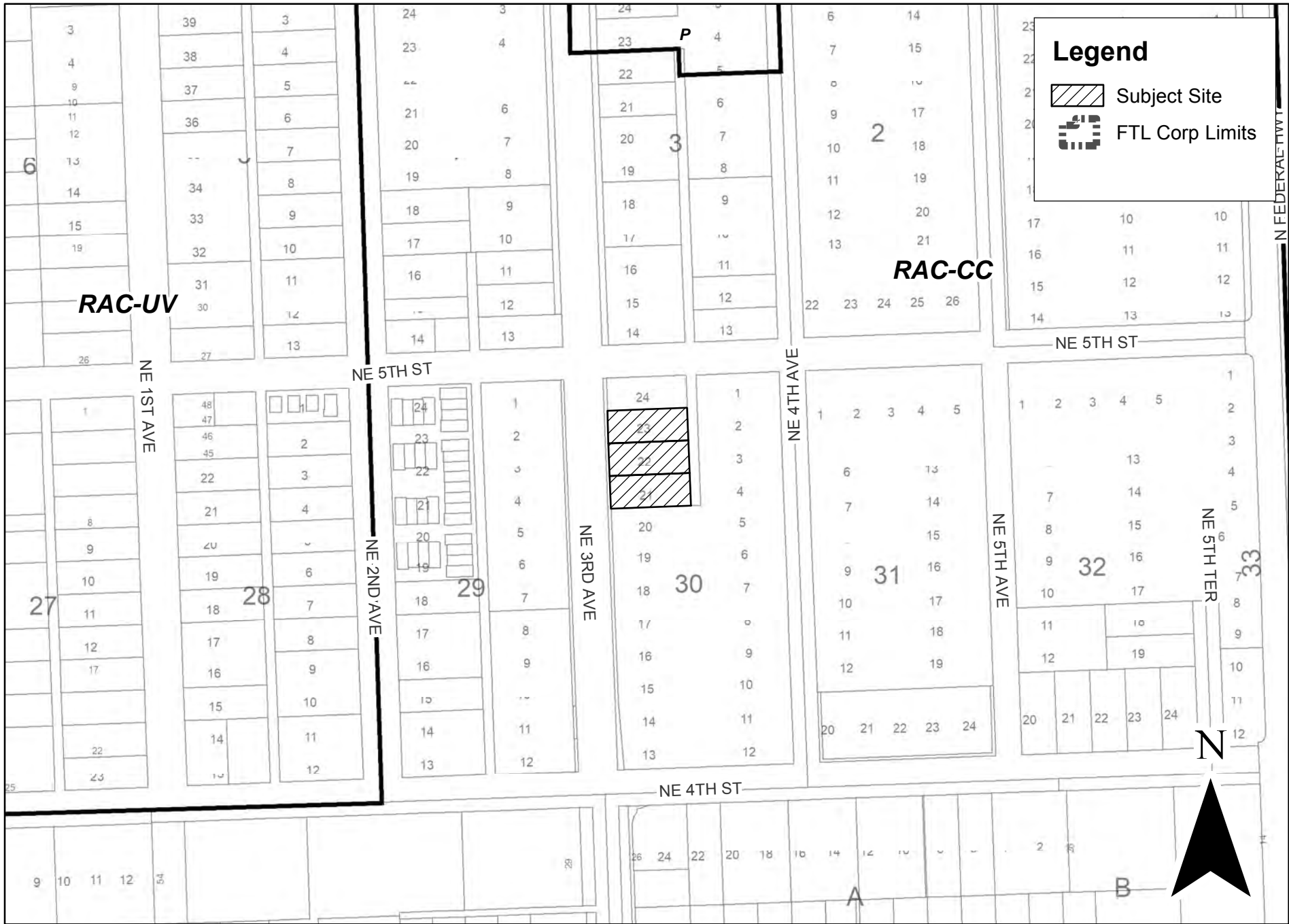
STORE FRONTS		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations.	√			
SF2	Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.	√			
SF3	Encourage durable materials for ground floor retail and cultural uses. <b>See DRC comments regarding ground floor elements</b>				√
SF4	Encourage 15 foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.	√			
SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating. <b>Provide location of restaurant on floor plans</b>				√
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth).	√			
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls.	√			
SF8	Encourage well-designed night lighting solutions. <b>Provide additional details</b>				√

CHARACTER AREAS		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
<b>Downtown Core</b>					
1A	Frame the street with appropriate streetwall heights: Shoulder: 3-9 floors, Towers: no max.			√	
1B	Signature Tower: Special architectural design encouraged for buildings over 37 floors.			√	
1C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below.			√	

Tower guidelines: <i>Non-residential:</i> preferred 32,000 Gross Square Foot floorplate max. <i>Residential:</i> Buildings up to 15 floors: preferred 18,000GSF floorplate max. <i>Residential:</i> Buildings over 15 floors: preferred 12,500GSF floorplate max.			√	
<b>Near Downtown</b>				
2A Frame the street with appropriate streetwall heights: Shoulder: 3-7 floors, Non-tower option: 9 floors max with min 15ft stepback on portion over 7 floors. No max floorplate up to 9 floors.			√	
2B Encourage maximum building height of 30 floors.	√			
2C Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below.			√	
Tower guidelines: <i>Non-residential:</i> preferred 32,000GSF floorplate max. <i>Residential:</i> Buildings up to 15 floors: preferred 18,000GSF floorplate max. <i>Residential:</i> Buildings up to 30 floors: preferred 12,500GSF floorplate max.			√	
<b>Urban Neighborhood</b>				
3A Frame the street with appropriate streetwall heights: 2 to 6 floors.			√	
3B Townhouses are a suitable option, especially on alley blocks.			√	
3C Encourage neighborhood-scaled streetscapes. Building Shoulder: 2 to 6 floors			√	
Tower Guidelines: <i>Non-residential:</i> 8 floors max with a min 12ft stepback on portion over 6 floors: preferred 16,000 GSF floorplate max. <i>Residential:</i> 12 floors max with a min 12ft stepback on portion over 6 floors: preferred 10,000 GSF floorplate max.			√	

<b>TOD Guidelines</b> ( T1 Refers to Applicability to Regional Activity Center.)	Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
T2 Discourage land uses that are incompatible with transit and walkability. (Refer to ULDR Section. 47-13, Land Development Regulations.)	√			
T3 Encourage pedestrian connections to transit stops and bike parking.	√			
T4 Encourage bike connections to transit stops and bike parking. <b>Coordinate with TAM</b>				√
T5 Parking consistent with TOD Principles.			√	
Encourage structured parking with screening or liner building if parking provided.			√	
Surface parking should be configured into smaller lots rather than one large lot.			√	
Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station.			√	

	Parking should not face onto plaza or park space of any transit station.			✓	
	Include parking for mopeds, scooters, motorcycles, and other similar vehicles.				✓
T6	Incorporate Transportation Demand Management (TDM).				✓
	Encourage carpooling or vanpooling.				✓
	Encourage car or bike sharing.				✓
	Offer flexible hours.				✓
	Provide shared parking.				✓
T7	Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area. (Refer to Section 47-20, Land Development Regulations.)	✓			
T8	Encourage green buildings, green site design and green infrastructure.				✓
T9	Create attractive, active and safe multimodal systems.				✓
<b>COMMENTS</b>					
1 Applicant is encouraged to provide the same setbacks as the development south, to maintain a consistent street grid and provide street trees closer to the ROW.					
2 Applicant shall provide additional details regarding the materials proposed on the project, specifically at the ground floor levels					
3 Applicant shall consider expanding the width of all three (3) stairways to enhance building presence on the street.					



# R18055

