



Case Number: R18070

CASE COMMENTS:

Please provide a response to the following:

1. The City has adopted Florida Friendly Landscaping requirements into our ULDR Section 47-21. This basically means that plant material must be grouped together based on watering needs (hydro zone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Plant material species must be minimum 50% Florida Friendly Landscaping. 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. Illustrate hydro zones on planting plan, and include calculations in table.
2. Provide, in tabular format, all required versus provided landscape calculations.
3. Review landscape plan requirements for data to be included on plans, as per ULDR Section 47-21.6.
4. Large and desirable trees of 60 percent or higher, please have the ISA Arborist look into relocating these trees on site.
 - a. Prescribed preparation and maintenance follow up requirements from the ISA Arborist are to be documented on plans and begin as soon as possible to inshore successful transplanting of trees.
5. Sidewalk along SE 7 ST westward of entryway shift to have landscape area with street trees and shrub ground covers between travel lane curb and sidewalk.
6. *Section 47-21.14.A.4 Parking garages.* Structures which enclose parking shall provide a landscape area between the street and that portion of structure enclosing the parking utilizing trees and ground cover. The minimum square footage of the landscape area to be provided shall be determined by multiplying by five (5) the lineal street frontage of the parcel of land upon which the parking garage is located, and adding four hundred (400) square feet for each corner of the parcels adjacent to a street.
 - a. Please demonstrate measured landscape areas on the Landscape plan.
 - b. Provide, in tabular format, all required versus provided landscape calculations.
 - c. Propose trees and shrub ground covers in required landscape areas between parking garage and sidewalk.
7. The use of CU structural soil is required in paved sites to provide adequate soil volumes for tree roots under pavements, as per ULDR Section 47-21.13. CU 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.
8. 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.



9. Within the RAC districts, newly planted street trees shall be a minimum of 14 feet tall; 8 feet spread 6 feet clearance within 12 feet of the travel lane 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.
 - a. Please propose additional bulb outs for street trees.
 - b. Where there are no overhead utilities shade trees are to be proposed as street trees.
 - c. Where there are overhead utilities small maturing trees are to be proposed.
 - d. Please provide a minimum of four feet from an edge of curb to the tree trunk.
10. Being that 3 AVE. is a road under the jurisdiction of Broward County. Please confer requirements with UD&P staff and on plans from the County due to proposed changes with the sidewalk, tree removal and installation. Approval for the proposed Streetscape required from the governing Jurisdiction along that thoroughfare the site is adjunct with. Please demonstrate requirements of governing Jurisdiction on plans for DRC staff review. This Streetscape installation approval from the governing Jurisdiction is preferred at time of DRC sign off yet will be required for at time of permitting.
11. Within the RAC districts, and as per Chapter 4 of the Downtown Master Plan Design Guidelines, at intersections where street with shade trees converge, it is encouraged to have tall palms at the immediate corners to provide a visual marker. This also helps to frame the street from the perspective of the automobile in creating a sense of space.
 - a. Please provide a tall palm species at the corner of the street intersection in addition to the canopy street trees. This cluster palm proposal is to be 3 individual palms, slender trunked and of staggered heights. Largest palm to have minimum 18 feet OA height, smallest to have a minimum of 8 feet of GW installed maximum 5 feet apart at their base to frame the corners. This doesn't include the use of palms grown as a triple caned palm or naturally clustering palms.
 - b. Redesign plaza at the northwest corner of the site at SE 3 AVE and SE 7 ST to have palms to frame the intersection.
12. 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, walk able, attractive and porous surface for tree pit such as ADDAPAVE TP, etc.
13. 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.
14. 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.



15. All detached freestanding signs shall be landscaped underneath the sign with a continuous planting and irrigation system, as per ULDR 47-22.E.3.
 - a. This area is to be minimum 3 feet deep and extend at least the same length as the longest side of the sign.
 - b. Continuous planting is to be mulched and can be hedges and shrubs 2 feet tall planted 2 feet apart. Groundcover may be 6 inches tall planted 6 inches apart.
 - c. Irrigation shall be from a permanent water source.
 - d. Please clearly note and illustrate all of the above on plan.

16. Provide tree protection barricade detail for existing trees on site to remain, as per ULDR 47-21.15. This barricade must be installed prior to the beginning of proposed work, and a landscape job-check inspection may be scheduled.

GENERAL COMMENTS

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. This Streetscape installation approval from the governing Jurisdiction is preferred at time of DRC sign off yet will be required for at time of permitting. Any deviations from DRC signed and approved plan will require an amendment to those plans prior to permit review.

Please consider the following prior to submittal for Building Permit:

1. This Streetscape installation approval from the governing Jurisdiction is preferred at time of DRC sign off yet will be required for at time of permitting. . Any deviations from DRC signed and approved plan will require an amendment to those plans prior to permit review.

2. A separate sub-permit application for Tree Removal & Relocation and General Landscaping for site is required at time of master permit submittal. These are Landscape and Tree permit application documents different than the Broward County standard applications. Please note this at time of submittal.

3. 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 (hydro zone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Illustrate hydro zones on planting plan, and include calculations in table.

4. Note that tree removal at time of demolition will not be permitted unless the Master Permit for redevelopment has been submitted for review.
 - a. Prescribed preparation, maintenance and time line of when trees are moved follow up requirements from the ISA Arborist for the transplanting of trees will be required for the tree relocation permit.



5. 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. Easily identifiable and accessible emergency communication devices should be placed throughout the parking garage.
2. Light reflection type paint should be considered to increase ability to observe movement in the garage.
3. The use of electronic card access should be considered for maintenance/service areas
4. Clear and concise signage should be placed throughout site not only for directional purposes but to delineate restricted areas from common areas.
5. Consider the use of CCTV at all entrance/exit points; all stairwells, elevators, strategically placed throughout parking garage, and common areas. CCTV should be monitored and recorded to a remote location.
6. All stairwells should egress only first floor.
7. Site lighting and landscape should follow C.P.T.E.D. principles.

GENERAL COMMENTS

The following comments are for informational purposes.

Please consider the following prior to submittal for Final DRC:

1. All exterior windows and doors to be impact rated
2. Stairwells egress only on first level
3. It states on plans 'all fencing to be access controlled' will the parking garage be gated?

Please consider the following prior to submittal for Building Permit:

- 1.



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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. Trash Room services will be handled by private collector, or Trash Room services will be done by on site personnel, or Trash Room services will be done by custodial staff.
7. Draw trash and recycling area on site plan.
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. 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. All proposed steps must begin with in the property and outside of easements and the public right of way.
3. Ensure sidewalk on SE 3rd Ave is a minimum of 8 feet wide. This minimum is in reference to clear, unobstructed pathways –Light poles, trees and landscaping is not to be included in this zone. Landscaping should be between the sidewalks and back of curb and a minimum of 4 feet in width.
4. Please straighten the sidewalk on SE 8th Street.
5. Neither the city nor county will maintain proposed decorative pavers in the public right of way. If the decorative pavers are to remain maintenance agreement will be needed.
6. Please show all sidewalk and parking dimensions on the site plan, including all pinch points on the site.
7. Please install Brasco BCT Interlude prefabricated bus shelter at the bus stop locations
8. Please provide pedestrian lighting along the sidewalks. Submit a photometric plan of the lighting on the sidewalk, a lighting pole, and light fixture detail of what is to be proposed.
9. Please show inbound and outbound stacking requirements from the property line to the first conflict point according to sec 47-20.5 General design of parking facilities.
10. Per ULDR Section 47-2.2.Q, show and label sight triangles as appropriate for safe and adequate access of drivers and pedestrians, on the Site Plan, Landscape Plans, and Civil Plans: intersections of driveways with streets and alleys (10' measured from intersection point of pavement edges), alleys with alleys (15' measured from intersection point of extended property lines), alleys with streets (15' measured from intersection point of extended property lines), and streets with streets (25' measured from intersection point of extended property lines). The request for reduction of sight triangle dimensions is subject to review by the City Engineer on a case-by-case basis. Per ULDR Section 47-19.1.E, no accessory use or structure shall be permitted within a sight triangle except as provided in ULDR Section 47-35.
11. The city reserves the right to meter the on street parking stalls at any time.
12. All loading and unloading must be contained on site including postal delivery services.
13. Show all sidewalks clear path dimensions on the site plan, including all pinch points on the site.
14. Bicycle parking being proposed isn't sufficient. Consult the APBP Bicycle Parking Guidelines, city of Fort Lauderdale Parking Standards 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.

15. Please consider enhancing the pedestrian experience by providing interactive public art works, seating, and shade along all sidewalks to promote multimodal travel.
16. 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.
17. Additional comments may be provided upon further review.
18. 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.
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.



Case Number: R18069

CASE COMMENTS:

Please provide a response to the following:

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 map and listing of officially-recognized neighborhood associations is provided on the City's website: <http://www.fortlauderdale.gov/neighborhoods/index.htm>). Provide acknowledgement and/or documentation of such outreach.
2. The site is designated Downtown Regional Activity Center (RAC) 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. The project is subject to a 30-day review period by the City Commission and potentially subject to approval by the City Commission. The applicant will be required to submit a separate application if the project is placed on the City Commission agenda and the applicant will be responsible for all public notice requirements per City's Unified Land Development Regulations (ULDR), Section 47-27. Note, the City Clerk's office requires 48 hours' notice prior to a Commission meeting if a presentation is planned, e.g. PowerPoint, and that such presentation be provided on a CD or flash drive for the City Clerk. Contact the case planner for more information (954-828-5019).
4. This project is subject to the approval of a concurrent application to vacate a utility easement, DRC Case E18019. Note, Final DRC for the site plan shall not be provided until such easement vacation is approved by the City Commission.
5. Additional information is needed regarding the relation of this site and the concurrent application for the affordable housing project, DRC Case R18069. The applicant should address the following:
 - a. The traffic statement identifies trip generation for the project based on 20-25 employees and 25 visitors per day. Indicate where parking will be provided for employees and visitors;
 - b. Bicycle parking is proposed on site and the concurrent site plan for the affordable housing project. Additional information is needed on proposed bicycle storage including whether the area is sheltered, secured with direct access to the bike network. Note that bicycle parking and bicycle storage serve different functions. It is unclear if the bike storage is serving the needs for future affordable housing residents; and
 - c. Indicate the breakdown of bike parking calculations and ratio for this project. As proposed, the ratio seems insufficient based on proposed need.
6. The project does not meet certain Downtown Master Plan (DMP) intents and guidelines, which have been identified on the attached Design Review Team (DRT) checklist. Staff has provided overall comments below under each design guideline category.

Principles of Street Design

 - a. Adjust the streetscape design along SE 7th Street, SE 4th Avenue, and SE 8th Street to reflect the cross section for local streets with the following elements: on-street parking, street trees, and 7-foot clear path sidewalk; and
 - b. According to the survey, there are overhead power lines that transverse the entire property and it is unclear how the applicant will address this issue.



Principles of Building Design

- c. Provide for street level activity on the ground floor;
- d. Bike storage may function as an active use. Consider enclosing the storage area with storefront glass and transparency;
- e. Provide for pedestrian shading devices such as awnings, canopies, arcades, etc.;
- f. Upper levels of the parking garage are not adequately screened. Utilize higher-quality materials and interesting design patterns to mitigate lack of liner uses, consider flexible ground level space that can transition to an active use; and
- g. Pedestrian entrance(s) should be architecturally enhanced and where possible, face the street.

Quality of Architecture

- h. Parking garage screening should be of durable, high quality material that creates an exceptional design solution and compelling street presence. As proposed, the aluminum wire system does not meet this requirement. Explore additional screening solutions; and
 - i. Consider building illumination and artwork for the garage.
7. The southeast corner of the garage should act as a focal point with architectural elements on the building corner that vary from the remaining building with a design hierarchy that makes the corner unique, visually interesting, and relates to the affordable housing project immediately across the street. In addition, the ground level of the corner should contain a plaza and/or pedestrian entrance.
 8. The ground level should be revised to seamlessly blend with the public realm. As proposed, the ground level contains a physical barrier along the street frontages and internalizes the pedestrian entrance toward the center plaza. Consider making the garage pedestrian entrance more predominant.
 9. Discuss public access areas on the property for pedestrian sidewalks and plaza areas as identified on Site Plan Sheet C0. Applicant shall provide the public 24-hour access to any public access areas that are utilized as part of the public sidewalk, along a public right-of-way for entire project frontage. Any required easements shall be vetted with Planning, Engineering and City Attorney's Office and provided to the City and/or appropriate government entities prior to obtaining a certificate of occupancy or certificate of completion, as applicable, from the City.
 10. Ensure the site plan package contains adequate amount of detail drawings and cross sections for streetscapes, pedestrian shading devices, and other building design features to demonstrate compliance with the design requirements outlined in the DMP and comments provided herein.
 11. Coordinate with the representative for Transportation and Mobility (TAM) Department regarding plans for addressing mobility within the area, necessary project mitigation, and whether the project is located along a planned bike network.
 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. The plans indicate the project will be LEED certified. Staff recommends the applicant provide a preliminary LEED worksheet for the application file.

GENERAL COMMENTS

The following comments are for informational purposes. Please consider the following prior to submittal for Final Development Review Committee ("DRC"):

13. Provide a written response to all DRC and DRT comments within 180 days.



14. If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on an additional site plan, to avoid additional review in the future. Ensure details and locations receive approval from the Building Service Department's DRC Representative.
15. Additional comments may be forthcoming at the DRC meeting.

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

Case Number:	DRT18011	Zoning District:	RAC-CC
Project Name:	AHF – Parking Garage	Character Area:	Near Downtown
Project Address:	110 SE 6 th Street	Date of Review:	10-10-18

PRINCIPLES OF STREET DESIGN		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
S1	Maintain fine-grained street grid: discourage vacations.	X			
S2	Utilize Traffic Calming rather than blocking streets.	X			
S3	Maximize on-street parking except on major arterials.	X			
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet).				X
S5	Maximize street trees on all Downtown Streets.		X		
S6	Encourage location of primary row of street trees between sidewalk and street.		X		
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees - 30 feet.				X
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet.				X
S9	Encourage shade trees along streets, palm trees to mark intersections.		X		
S10	Eliminate County “corner chord” requirement not compatible with urban areas.		X		
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials.	X			
S12	Discourage curb cuts on “primary” streets.	X			
S13	Encourage reduced lane widths on all streets.	X			
S14	Encourage reduced design speeds on all RAC streets (15 - 40 mph).			X	
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.		X		
S16	Bury all power lines in the Downtown Area.		X		

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).	X			
B2	Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'.	X			
B3	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).	X			
B4	Framing the street: encourage maximum building 'streetwall' length of 300 feet.	X			
B5	Preferred maximum 'floorplate' area for towers (see character area guidelines for specifics).			X	
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.			X	
B7	Where towers are located on streets < or = 60 feet, increased setbacks from the 'shoulder' are encouraged to reduce the impact on the street.			X	
B8	Surface parking: discourage frontage and access along 'primary' street.	X			
B9	Parking garages: encourage access from secondary streets and alleys.	X			
	Encourage street level activities and minimize visual exposure of parking, with active space on the ground floor of a parking garage.		X		
	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.		X		
B10	Encourage main pedestrian entrance to face street.		X		
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations.		X		
B12	Encourage pedestrian shading devices of various types.		X		
B13	Encourage balconies and bay windows to animate residential building facades.			X	
B14	In residential buildings encourage individual entrances to ground floor units (particularly in the Urban Neighborhood Character Area).			X	
B15	High rises to maximize active lower floor uses and pedestrian-			X	

	oriented design at ground floor.				
B16	Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.			X	
B17	Discourage development above right-of-way (air rights).			X	
B18	Mitigate light pollution.				X
B19	Mitigate noise pollution.				X
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).			X	
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart.			X	
B22	Residential: Encourage minimum ground floor elevation of 2 feet above public sidewalk level for individual ground floor entrances to private units.			X	
B23	Avoid drive thrus in the wrong places.	X			
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).	X			

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.			X	
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.			X	
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.		X		
Q4	Respect for Historic Buildings.			X	
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored.		X		
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.	X			
Q7	Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special		X		

	attention to facades below the shoulder level.				
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.		X		

STORE FRONTS		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations.			X	
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.			X	
SF3	Encourage durable materials for ground floor retail and cultural uses.			X	
SF4	Encourage 15 foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.			X	
SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating.			X	
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth).			X	
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls.			X	
SF8	Encourage well-designed night lighting solutions.			X	

CHARACTER AREAS		Meets Intent	Doesn't Meet Intent	N/A	More Information Needed
<i>Near Downtown</i>					
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.	X			
2B	Encourage maximum building height of 30 floors.	X			
2C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below.			X	
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.				X	

TOD Guidelines (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.)	X			
T3	Encourage pedestrian connections to transit stops and bike parking.	X			
T4	Encourage bike connections to transit stops and bike parking.				X
T5	Parking consistent with TOD Principles.				
	Encourage structured parking with screening or liner building if parking provided.		X		
	Surface parking should be configured into smaller lots rather than one large lot.	X			
	Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station.			X	
	Parking should not face onto plaza or park space of any transit station.			X	
	Include parking for mopeds, scooters, motorcycles, and other similar vehicles.		X		
T6	Incorporate Transportation Demand Management (TDM).				X
	Encourage carpooling or vanpooling.				X
	Encourage car or bike sharing.				X
	Offer flexible hours.				X
	Provide shared parking.				X
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.)			X	
T8	Encourage green buildings, green site design and green infrastructure.	X			
T9	Create attractive, active and safe multimodal systems.			X	
COMMENTS					
1. See DRC Report for specific comments.					



R18070

