

## ZONING

Plan Reviewer: Pamela Stanton |

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complete. Resubmittal required.

1. Provide written responses to all DRC comments.

R.-Submitted in documents under each appropriate discipline as a comment sheet

2. Revise the written project narrative to reflect changes to the project, including but not limited to the number of buildings, removal of firepit, etc.

R. -Provided under documents/drawings labeled cover page description on 11/24/21

3. A portion of the proposed walkway between the pool and the west stairwell measures less than 5 feet in width. Pursuant to Section 155.5101.I.3.1.i, walkways must be a minimum of 5 feet wide.

R. -Revised to 5 ft

4. Various lines appear on the site plan that are unlabeled and thus difficult to discern what they represent or if conflicts are created with other elements of the project.

R. -2nd floor out lines removed to void any confusion

5. A note on the Second Floor Plan states “STRUCTURAL BEAM ATTACHMENT BUILDING & ENTRY TRELLIS SUPPORT.” The element does not appear to be attached to the buildings. Provide specific and detailed clarification on the structural attachment that creates the structures as one building, not two separate buildings in order to comply with the Zoning regulation for minimum 25-foot spacing between principal buildings, pursuant to Section 155.3210.C. Verification may be sought from the Building Official.

R. Buildings are attached by a new gym room on new proposal

6. The northernmost parking stall measures less than 9 feet wide at the opening of the stall.

R. All parking spaces are complying with a minimum stall measurement 9x18 ft -please specify what space you are referring to?

7. Previous comment #6 remains. Please show the property line on all elevation drawings with proposed building setback dimensions. Pursuant to Section 155.3210.C (Interior side yard and street side yard setbacks), those portions of a structure extending above a height of 20 feet shall be set back an additional 1 ft for each 4 ft (or major fraction thereof) the height of the portion of the structure exceeds 20 ft. It is unclear if this has

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been provided. Show the property lines on the building elevation sheets with the setback dimension, in compliance with the requirements of this Section.

R. Side Set backs required are 10 Ft, due to a total building height is 32' then 20 Ft =10'+3' 12 /4ft additional=3 ft minimum required additional. For a total of 13'-00" provided, see site plan SP-1

8. Previous comment #8 remains. The response states that this issue received "...approval from zoning prior to DRC submission..." However, evidence of an approval was not found in the site plan file of record. Please provide written evidence that documents such an approval. Pursuant to Section 155.5101.G.3.a, direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) shall be located at least 100 lineal feet from an intersection with a principal arterial street, minor arterial street, or collector designated on the Broward County Trafficways Plan. Direct driveway access may be provided directly from a principal arterial street, minor arterial street, or local collector designated on the Broward County Trafficways Plan only if:
- i. No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;
  - ii. Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and
  - iii. The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or the Development Service Director determines that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

Revise plans to indicate compliance with this Code requirement.

R. -We proposed since the beginning of this project one access per street on a pre-approval meeting with zoning Department before to DRC submission. Due to the special conditions of the lot (such as : Canal Setbacks, 7.5 Ft City Utility easement at West side, corner lot setbacks of 13', 10' landscape buffer at 5 sides and the lot shape it self causing many affectations and conflicts between several disciplines such as, (zoning, Landscaping, engineering and Fire Department to develop this property, the project was reduced from 8 units to 6 units to comply with the maximum of codes and city requirements, this proposal was accepted verbally in this "pre-approval meeting" understanding the previous circumstances mentioned, after all this affectations the useful area is minimum not enough to provide an interior vehicular circulation

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crossing the property to all parking spaces, nor the lot has not enough area to provide a fire truck access and maneuverings inside the property (20ft + 50Ft maneuvering radius).

The proposed design comply with 1. For the NE 14 street the development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, the Development Service Director determines that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes for a total of 14 vehicles proposed, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street/The traffic count would not apply as it would be a low flow traffic volume. – For the 27<sup>th</sup> Way this is a dead end way with a very low traffic, the intention to provide a second access from this way is facilitate on street parking for emergencies and fire truck or ambulance maneuver instead of NE 14 street Hight traffic way. Also this proposal provides a balance between two vehicle access reducing the trips numbers coming in and coming out on to NE 14 street, and close to the corner by the 27<sup>th</sup> Way because the lot has only 94 Lf. Wide.at this side.

At the same time our project design proposal provide an efficient parking spaces close to each living unit access to reduce a pedestrian circulation conflicts to comply with Section 155.5101.G.3.b.iii,

9. Previous comment #9 remains. The response states that this issue received “...approval from zoning prior to DRC submission...” However, evidence of an approval was not found in the site plan file of record. Please provide written evidence that documents such an approval. Pursuant to Section 155.5101.G.3.b.iii, the following standard applies to vehicular access along a street other than an arterial or collector street designated on the Broward County Trafficways Plan: Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be from the lower-classified fronting street. Revise plans to comply with the requirements of this Section.

R.- Please see previous comment response. (The lower -classification fronting street, on to 27<sup>th</sup> way has less than 100 ft from the corner that it means the access trough this point doesn't comply with Section155.5101.G.3.a., but access trough 14 street comply with Section155.5101.G.3.a. iii.

10. Previous comment #12 remains. The response to this comment refers to the civil plan for the parking space standard detail. However, the detail was not found on the civil drawings. Pursuant to Section 155.5102.C.4: each required off-street parking area and space and each off-street loading area and berth, shall be identified by double striping as well as other surface markings that are arranged to provide for orderly and safe loading, unloading, parking, and storage of vehicles. Such markings-including directional arrows, lettering on signs and in handicapped-designated areas, and labeling of the pavement-shall be maintained so as to be readily visible at all times. Provide the Standard Parking Space Detail, found on the Engineering page of the City's website.

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R.- Standard Details will be provided on final construction docs

11. Previous comment #14 remains. Parking spaces in the interior of the building may have wheel stops.

R. Wheel stops will be provided for the interior building Parking spaces. On construction documents

Wheel stops must be removed at exterior parking spaces. Pursuant to Section 155.5102.C.9, each off-street parking space shall include a continuous curb. The vehicular overhang area shall be no more than 2½ feet wide and shall not be credited toward any required sidewalk or landscape areas. Delineate the vehicular overhang area on all plans. Verify that the overhang area is not contributed to the landscape area.

R. No wheel stops are proposed for exterior parking spaces , curb type D is provided

12. Previous comment #18 remains. Pursuant to Section 155.5203.D.3.c, the minimum width of the perimeter landscaping strip shall be ten feet in developments on lots greater than 100 feet wide. Revise the plans to provide the required landscape strip between all property lines and vehicular use areas as required by this Section.

R.- The building was moved back 10 ft to provide the 10ft perimeter landscaping strip

13. Previous comment #19 remains. A “row” of parking is constituted of one or more parking spaces, thus the Code Section is applicable. Pursuant to Section 155.5203.D.4.b, a landscape island shall be provided at each end of every row of parking spaces. Each landscape island shall be at least eight feet wide and at least as long as the adjacent parking spaces and contain at least one canopy tree. The required landscape island cannot overlap other required landscape strips, buffers or areas. Revise plans to provide the landscape island, in compliance with the requirements of this Section.

R.- From 14 parking spaces provided 12 of them are located at the interior of the building there is not a row parking proposed in this project except 2 spaces (#4 & 5) with landscape at sides.

14. Previous comment #20 remains. The required footcandles were not found on the photometric plan. Pursuant to Section 155.5401, show the footcandles within the vehicular use areas and at all property lines, within the minimum and maximum illumination levels. Include cut-sheets for all proposed fixtures. Wall pack lights may not be used for site lighting.

R.- Photometric plan provided

15. Previous comment #21 will remain as a condition of a Development Order. Pursuant to Section 155.5509, in all new development, all overhead utilities located on the development site and/or along the public right-of-way fronting the development site shall be placed underground to the maximum extent practicable-provided that the

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Development Services Director shall waive this requirement where the relevant utility company demonstrates that undergrounding will be detrimental to the overall safety and/or reliability of the circuit.

R.- All overhead utilities located on the development site and/or along the public right-of-way fronting the development site will be placed underground

16. Previous comment #22 remains. Revise the rear yard corner triangle with one line following the rear lot line and the other following the side lot line, for a distance of 25 feet, pursuant to Section 155.5302.D.5.a. Where the rear lot line abuts the canal or waterway, no fence, wall, or other obstruction greater than three feet high shall be located within the triangular land area formed by the intersection of the rear lot line with an interior side lot line not abutting a canal or waterway-with two sides of the triangle running along the rear and interior lot lines and being equal in length to the minimum rear yard depth, and the third side being a line connecting the ends of the other two sides-provided that a fence in such area may be as high as 42 inches if it is 66 percent see-through and may be as high as six feet if it is at least 75 percent see-through.

R.-Sight triangle on the rear set back is 25 ft revised on site plan, and the fences at this point is proposed on aluminum 3 ft High with more than 75% of transparency

17. Previous comment #25 remains. Provide dimensions on the site plan including the required and provided setbacks from property lines to the pool.

R.- See site plan revised pool setback required 5ft, provided minimum 5 ft.

18. Previous comment #27 and 28 remain. Pursuant to Section 155.9401.G, the height of a structure shall be determined by measuring the vertical distance from the average elevation of the existing finished grade at the front of the structure to the top of the roof for a flat roof, to the deck line for a mansard roof, or to the mean height between eaves and ridge for a gable, hip, cone, gambrel, or shed roof. The dimensions shown on the elevations appear to measure the height of the building from the 1st level, not from existing finished grade.

R.- The finish grade of this building is proposed -6" below F.F.E, Then the building height is 32 ft between top of the flat roof (T.O.B, Level) and the Finish grade ,see building elevation revision cloud #1

19. Previous comment #30 remains. On the building elevation sheets, label all exterior materials and colors with manufacturer name and model/color.

R.- Materials & Colors proposed are added on elevation sheets, manufactures will be selected by GC.

PLEASE NOTE: Applications that require resubmission to the DRC have 45 days from the time of original DRC meeting in which to resubmit. Applications that fail to be resubmitted before the completion of these 45 days, or fail to receive a time extension from the Development Services Director, shall be considered withdrawn (§155.2304.B).

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