

Project Name: 23-00400047

Project Description: The Forest Apartments Special Exception

Review Comments List Date: 6/18/2024

Ref. # 56, Building, Richard Nixon, 6/18/24 10:49 AM, Cycle 2, Info Only

Comment: Plans have not been reviewed for compliance with the Florida Building Code.

Ref. # 44, CRA, Andrew Pinney, 2/28/24 12:27 PM, Cycle 1, Info Only

Comment: Section 3.5 (CRA Building Design Regulations), "Entrances to multi-family residential buildings within the C.R.A. should be visually obvious and physically linked to pedestrian walkways."

Ref. # 45, CRA, Andrew Pinney, 2/28/24 12:27 PM, Cycle 1, Resolved

Comment: Section 3.8 (CRA Design Regulations) "Large expansive blank walls are to be avoided. This is particularly important when designing larger structures such as multi-family apartment buildings or medical facilities. Adding additional windows to blank walls is the preferred design resolution."

Ref. # 46, CRA, Andrew Pinney, 2/28/24 12:27 PM, Cycle 1, Info Only

Comment: These buildings are big rectangular boxes with a few minor projections. Review the 'Good Example' provided on page 97 of the CRA Building Design Regulations for ideas on how to break down the massing of these buildings into smaller parts.

Ref. # 47, CRA, Andrew Pinney, 2/28/24 12:28 PM, Cycle 1, Info Only

Comment:

Section 3.12 (CRA Building Design Regulations)

"3.12 Multi-Story Buildings

Buildings of three or more stories in height shall be designed to emphasize a tripartite composition of base, middle and top.

3.12.1 Base:

The base of a building should emphasize its relationship with the public realm. This typically translates into street-facing entrances and storefronts. In building designs that reference more traditional precedents, the first floor should feel heavier, through the use of solid materials, such as stone or concrete. The ground floor is often capped with a string course (a raised horizontal brick or stucco band). Architects who reference modern-era design and utilize curtain walls to free the faade from structural columns may chose to make the building base appear lighter. In either case, the design of the base of a building within the C.R.A. must be responsive to pedestrian activity.

3.12.2 Middle:

The middle of a building with a tripartite composition serves as the main body of a building. It is where the design of a building establishes its rhythm and repetition. It is typically the part of the building with the least amount of variation and ornamentation.

3.12.3 Top:

The top of the building includes the roof, the roof overhang, upper floor loggias, cornices, penthouses and/or roof terraces and may include the entirety of the uppermost floor. The top is the culmination of the building and where its profile meets the sky, and therefore should be artistically considered and made to appear special in some way."

Ref. # 48, CRA, Andrew Pinney, 2/28/24 12:28 PM, Cycle 1, Info Only

Comment: Design the buildings to have both a trash chute and a recycling chute. Chutes should be centrally located, or have a pair of chutes on each side of the building, for convenience and ease of use.

Ref. # 49, CRA, Andrew Pinney, 2/28/24 12:28 PM, Cycle 1, Info Only

Comment: Section 2.11 (CRA Building Design Regulations) "Solar panels and wind turbines are encouraged to be installed on building rooftops as a means of subsidizing energy bills for businesses and producing clean energy, thereby reducing fossil fuel emissions."

Ref. # 50, CRA, Andrew Pinney, 2/28/24 12:28 PM, Cycle 1, Info Only

Comment:

Section 3.17 (CRA Building Design Regulations) "Buildings with frontage along State Road 7 or Atlantic Boulevard should be set back (50 feet min.) to allow for the incremental development of vehicular and pedestrian connections between adjacent parcels (see graphic on page 25)."

The application of this requirement on the furthest parcel south in the City does not leave opportunity to have meaningful vehicle and pedestrian connections to the next property south, which is under the jurisdiction of the City of North Lauderdale, and is currently developed as a vehicle dealership.

Ref. # 51, CRA, Andrew Pinney, 2/28/24 12:29 PM, Cycle 1, Info Only

Comment: The CRA Building Design Regulations were incorporated into the City Code through ordinance 2023-3, which had an effective date of December 20, 2023.

Ref. # 52, CRA, Andrew Pinney, 2/28/24 12:34 PM, Cycle 1, Info Only

Comment: While at a high level, the current design layout provides a path of least resistance through the regulatory landscape, staff advocates for a phased project, which includes a land use plan amendment and rezoning on the west parcel so that residential buildings can be built to overlook the adjacent County park to the west. Using this land for parking and solid waste facilities is a missed opportunity.

Ref. # 1, Coordinator, Paul Ojeda, 8/3/23 3:41 PM, Resolved

Markup: Changemark note #01, ADOC-Special Exception Narrative.pdf

This folio is connected to a commercial property in the city of North Lauderdale

Responded by: Amanda Martinez - 8/30/23 11:27 AM

Response: The folio number has been revised to reflect the correct ID number.

Ref. # 2, Coordinator, Paul Ojeda, 8/3/23 3:49 PM, Resolved

Markup: Changemark note #01, ADOC-Special Exception Narrative.pdf

The New address for this parcel is 787 South State Road 7

Responded by: Amanda Martinez - 8/30/23 11:27 AM

Response: The narrative and all application documents have been updated to reflect the new assigned address.

Ref. # 3, Coordinator, Paul Ojeda, 8/10/23 2:25 PM, Resolved

Markup: Changemark note #01, SURV.pdf

Tree survey is missing information See definition below

Tree survey means a document signed and sealed by a Florida registered land surveyor meeting the requirements of F.S. Â§ 472.025, as amended, which must provide, at a minimum, the following information:

(a)The location, plotted by accurate techniques, of all existing non-nuisance trees;

- (b)The common and scientific name of each tree;
- (c)The DBH of each tree, or if a multiple-trunk tree, the sum DBH for all trunks; and
- (d)Canopy coverage, if required by DEES.

Responded by: Amanda Martinez - 8/30/23 11:27 AM

Response: The survey has been revised to include the information required for the tree survey. Please refer to Sheets SURV-01 - SURV-04.

Ref. # 9, Engineering, Paula Fonseca, 10/26/23 12:05 PM, Cycle 1, Info Only

Comment: Traffic Report - Signalized Intersection Level of Service: 1) Include SW 7th Street/SR7 left turn, right turn, and through lane movements. 2)Include Southgate Blvd/SR7 left turn, right turn, and through lane movements.

Reviewer Response: Paula Fonseca - 2/2/24 2:29 PM

Information provided satisfies the requirements for completeness check request; however, comments may be provided during DRC review.

Responded by: Amanda Martinez - 1/26/24 11:02 AM

Response: The requested level of service information is presented in the updated report as requested. Please see Tables 3 and 4.

Ref. # 10, Engineering, Paula Fonseca, 10/26/23 12:05 PM, Cycle 1, Resolved

Comment: Traffic report: reference office traffic assuming office is at full capacity.

Responded by: Amanda Martinez - 1/26/24 11:03 AM

Response: The traffic impact study has been updated to reflect the adjacent office space operating at full capacity.

Ref. # 15, Engineering, Paula Fonseca, 10/26/23 3:20 PM, Cycle 1, Resolved

Comment: Provide evidence of reserved capacity for water/sewer, if any.

Responded by: Amanda Martinez - 1/26/24 11:03 AM

Response: Copies of the recorded agreements regarding reserved capacity for water and sewer have been provided with this submittal. Please refer to the document titled, "ADOC-Assignment of Development Rights 2001" for the current reserved capacity.

Ref. # 30, Engineering, Paula Fonseca, 2/23/24 2:38 PM, Cycle 1, Unresolved

Markup: Changemark note #01, ADOC-Easement Agreement.pdf

It is critical to identify the "Shared Access Roadway"

Reviewer Response: Paula Fonseca - 6/14/24 12:22 PM

Revise Exhibit C-1 to include roadway access to SW 7th Street.

Responded by: Amanda Martinez - 5/10/24 10:26 AM

See revised Exhibit C-1. Shared Access Roadway is shaded in grey.

Responded by: Amanda Martinez - 5/7/24 9:38 AM

See revised Exhibit C-1. Shared Access Roadway is shaded in grey.

Ref. # 31, Engineering, Paula Fonseca, 2/23/24 2:38 PM, Cycle 1, Unresolved

Markup: Changemark note #02, ADOC-Easement Agreement.pdf

Need to work on Exhibits to clearly show all areas.

Reviewer Response: Paula Fonseca - 6/14/24 12:22 PM

Exhibits seem to be incomplete and all of them look similar. Exhibits must be completed at this stage.

Responded by: Amanda Martinez - 5/10/24 10:26 AM

See revised Exhibit section.

Responded by: Amanda Martinez - 5/7/24 9:39 AM

See revised Exhibit section.

Ref. # 32, Engineering, Paula Fonseca, 2/23/24 2:38 PM, Cycle 1, Resolved

Markup: Changemark note #03, ADOC-Easement Agreement.pdf

Separate file referenced. May need to include as Exhibit.

Responded by: Amanda Martinez - 5/10/24 10:26 AM
See Master Parking Agreement which will be separately recorded.
Responded by: Amanda Martinez - 5/7/24 9:39 AM
See Master Parking Agreement which will be separately recorded.

Ref. # 33, Engineering, Paula Fonseca, 2/23/24 2:40 PM, Cycle 1, Resolved
Markup: Changemark note #01, SP-2-Master Parking Plan.pdf
Specify drive aisle width.

Responded by: Amanda Martinez - 5/10/24 10:27 AM
Drive aisle width has been specified. Refer to sheet SP-1 & SP-2.
Responded by: Amanda Martinez - 5/7/24 9:39 AM
Drive aisle width has been specified. Refer to sheet SP-1 & SP-2.

Ref. # 34, Engineering, Paula Fonseca, 2/23/24 2:40 PM, Cycle 1, Resolved
Markup: Changemark note #02, SP-2-Master Parking Plan.pdf
how to access this area for recyclable material collection.

Responded by: Amanda Martinez - 5/10/24 10:27 AM
A valet trash company will be responsible for recyclable material collection, sorting, and disposition. Valet trash will handle the trash collection. Maintenance staff will be responsible for rolling out all bins (waste and recycling) to the designated trash pickup area on scheduled pickup days and returning them afterward. For more details, please refer to the attached report and sheet TR-1.1.

Responded by: Amanda Martinez - 5/7/24 9:39 AM
A valet trash company will be responsible for recyclable material collection, sorting, and disposition. Valet trash will handle the trash collection. Maintenance staff will be responsible for rolling out all bins (waste and recycling) to the designated trash pickup area on scheduled pickup days and returning them afterward. For more details, please refer to the attached report and sheet TR-1.1.

Ref. # 35, Engineering, Paula Fonseca, 2/23/24 2:40 PM, Cycle 1, Resolved
Markup: Changemark note #03, SP-2-Master Parking Plan.pdf
Proposed gate impedes pedestrian access to the preserve.

Responded by: Amanda Martinez - 5/10/24 10:27 AM
Gated community will be open to the public to allow for pedestrian access at determined hours and closed at night for security purposes.
Responded by: Amanda Martinez - 5/7/24 9:40 AM
Gated community will be open to the public to allow for pedestrian access at determined hours and closed at night for security purposes.

Ref. # 36, Engineering, Paula Fonseca, 2/23/24 2:40 PM, Cycle 1, Resolved
Markup: Changemark note #04, SP-2-Master Parking Plan.pdf
Proposed gate impedes pedestrian access to the preserve.

Responded by: Amanda Martinez - 5/10/24 10:27 AM
Gated community will be open to the public to allow for pedestrian access at determined hours and closed at night for security purposes.
Responded by: Amanda Martinez - 5/7/24 9:40 AM
Gated community will be open to the public to allow for pedestrian access at determined hours and closed at night for security purposes.

Ref. # 37, Engineering, Paula Fonseca, 2/23/24 2:42 PM, Cycle 1, Unresolved
Comment: Wastewater - provide evaluation of existing gravity line capacity.

Reviewer Response: Paula Fonseca - 6/14/24 3:38 PM
Provide evaluation of gravity line. The responses received on 5/7/24 and 5/10/24 do not address the 2/23/24 comment. The hydraulic evaluation analyzed only the pressurized components of the wastewater system. Determination of surplus capacity in the gravity

system is an independent engineering analysis.

Responded by: Amanda Martinez - 5/10/24 10:27 AM

Please refer to the CHA 777 Hydraulic Evaluation Memo. On sheet 8 of 9 under the wastewater model analysis there is a sentence that states "Pressures immediately downstream of Lift Station 29 are adequate while the velocities in the 8-inch force main coming out of Lift Station 29 are within an acceptable range as well."

Responded by: Amanda Martinez - 5/7/24 9:40 AM

Please refer to the CHA 777 Hydraulic Evaluation Memo. On sheet 8 of 9 under the wastewater model analysis there is a sentence that states "Pressures immediately downstream of Lift Station 29 are adequate while the velocities in the 8-inch force main coming out of Lift Station 29 are within an acceptable range as well."

Ref. # 38, Engineering, Paula Fonseca, 2/23/24 2:43 PM, Cycle 1, Unresolved

Comment: Wastewater - provide evaluation of LS 29 capacity (wet well capacity, flow and head)

Reviewer Response: Paula Fonseca - 6/14/24 3:38 PM

Provide evaluation of LS29. The responses received on 5/7/24 and 5/10/24 do not address the 2/23/24 comment.. The hydraulic evaluation analyzed only the pressurized components of the wastewater system downstream of lift stations. Independent engineering analysis must be performed to determine if the existing influent pipe operates under surcharge conditions due to the additional flows from this development.

Responded by: Amanda Martinez - 5/10/24 10:28 AM

Please refer to the 777 Hydraulic Evaluation Memo by CHA dated March 28, 2024. (ADOC-Hydraulic Evaluation Report)

Responded by: Amanda Martinez - 5/7/24 9:41 AM

Please refer to the 777 Hydraulic Evaluation Memo by CHA dated March 28, 2024.

Ref. # 39, Engineering, Paula Fonseca, 2/23/24 2:53 PM, Cycle 1, Unresolved

Comment: Transportation: as per FDOT Pre-approval letter indicates, include evaluation of any needs for improvements at the intersection of SW 7th Street and SR 7 due to project traffic.

Reviewer Response: Paula Fonseca - 6/14/24 12:24 PM

Provide FDOT statement that TIA will suffice. If signal timing is unlikely to be altered, provide potential traffic or road improvements to optimize the eastbound approach as the SW 7th Street eastbound lanes are directly impacted by the Forest development and currently at LOS E.

Responded by: Amanda Martinez - 5/10/24 10:28 AM

The traffic impact study prepared for the City of Margate will suffice for the FDOT's request for a traffic study and evaluation of SR 7 and SW 7th St. In regard to the intersection of SR 7 and SW 7th St., the overall Level of Service (LOS) is projected to be "B" in the AM and PM peak hours. It is noted that the side-street delays at this intersection are currently in excess of 60.0 seconds / vehicle (i.e. LOS "E") for both approaches (EB and WB). This is a typical condition on major arterial roadways and minor signalized sidestreets. This condition is attributed to the maintaining agencies (in this case, Broward County Traffic Engineering) and their priority for the traffic volumes on the major street. By giving the traffic volumes on the major street preferential treatment, the overall roadway network is optimized, more users are served more efficiently, and traffic progression is maintained from one signalized intersection to the next. Since this intersection is functioning well (LOS "A/B") it is unlikely that Broward County will significantly alter the signal timings. However, once The Forest Apartments project is complete and occupied, a signal timing review and optimization analysis can be requested on behalf of the project and the City of Margate. This discussion is included in the updated traffic study on page 24.

Responded by: Amanda Martinez - 5/7/24 9:41 AM

The traffic impact study prepared for the City of Margate will suffice for the FDOT's request for a traffic study and evaluation of SR 7 and SW 7th St. In regard to the intersection of SR

7 and SW 7th St., the overall Level of Service (LOS) is projected to be "B" in the AM and PM peak hours. It is noted that the side-street delays at this intersection are currently in excess of 60.0 seconds / vehicle (i.e. LOS "E") for both approaches (EB and WB). This is a typical condition on major arterial roadways and minor signalized sidestreets. This condition is attributed to the maintaining agencies (in this case, Broward County Traffic Engineering) and their priority for the traffic volumes on the major street. By giving the traffic volumes on the major street preferential treatment, the overall roadway network is optimized, more users are served more efficiently, and traffic progression is maintained from one signalized intersection to the next. Since this intersection is functioning well (LOS "A/B") it is unlikely that Broward County will significantly alter the signal timings. However, once The Forest Apartments project is complete and occupied, a signal timing review and optimization analysis can be requested on behalf of the project and the City of Margate. This discussion is included in the updated traffic study on page 24.

Ref. # 40, Engineering, Paula Fonseca, 2/23/24 2:53 PM, Cycle 1, Unresolved

Comment: Transportation: Traffic study only references signal timing optimization at the Atlantic/SR 7 & Southgate/Rock Island Road intersections; however, it fails to provide further details to optimize it.

Reviewer Response: Paula Fonseca - 6/14/24 3:39 PM

Under review by City consultant.

Responded by: Amanda Martinez - 5/10/24 10:28 AM

The intersection at S. State Road 7 and W. Atlantic Boulevard and the intersection at Rock Island Road and Southgate Boulevard were both optimized for the purposes of reducing the anticipated vehicular delay. This is achieved by holding the overall traffic signal cycle length constant (this is required in order to maintain signal progression within the overall roadway corridor) and adjusting the green times allocated to the individual approaches and movements. In other words, the amount of green time provided to these approaches and movements is reassigned to correspond with the vehicular demand thereby reducing the overall intersection delay. In both cases, the overall intersection delay can be reduced through this technique. This discussion is included on page 26 of the updated report and the output for these analyses is presented in Appendix I.

Responded by: Amanda Martinez - 5/7/24 9:41 AM

The intersection at S. State Road 7 and W. Atlantic Boulevard and the intersection at Rock Island Road and Southgate Boulevard were both optimized for the purposes of reducing the anticipated vehicular delay. This is achieved by holding the overall traffic signal cycle length constant (this is required in order to maintain signal progression within the overall roadway corridor) and adjusting the green times allocated to the individual approaches and movements. In other words, the amount of green time provided to these approaches and movements is reassigned to correspond with the vehicular demand thereby reducing the overall intersection delay. In both cases, the overall intersection delay can be reduced through this technique. This discussion is included on page 26 of the updated report and the output for these analyses is presented in Appendix I.

Ref. # 41, Engineering, Paula Fonseca, 2/23/24 2:53 PM, Cycle 1, Unresolved

Comment: Transportation: Evaluate U-turn alternatives at SW8th Court and Santa Catalina Ln going southbound on SR 7.

Reviewer Response: Paula Fonseca - 6/14/24 3:39 PM

Under review by City consultant.

Responded by: Amanda Martinez - 5/10/24 10:28 AM

As noted in the project traffic assignment figures (Figures 5 through 7), it is estimated that approximately 14% of the exiting traffic will travel south on State Road 7 and perform a U-Turn at the first median opening in order to travel north on State Road 7. The first median opening south of the site is located at SW 8th Court – approximately 500 feet south of the project driveway. (During heavily congested time periods, it may be difficult to weave across three travel lanes within 500 feet. As such, the next opportunity to perform the referenced U-

Turn will be at Santa Catalina Circle which is approximately 600 feet south of SW 8th Court). The number of vehicles expected to perform this U-Turn maneuver is relatively low (15 vehicles in the AM peak hour and 7 vehicles in the PM peak hour). Not only are these U-Turn volumes relatively low, the available storage capacities of the southbound turn lanes are substantial (approximately 375 feet at SW 8th Court and approximately 275 at Santa Catalina Circle). As such, these movements are expected to function adequately. This discussion is included in the updated traffic study on page 26.

Responded by: Amanda Martinez - 5/7/24 9:41 AM

As noted in the project traffic assignment figures (Figures 5 through 7), it is estimated that approximately 14% of the exiting traffic will travel south on State Road 7 and perform a U-Turn at the first median opening in order to travel north on State Road 7. The first median opening south of the site is located at SW 8th Court – approximately 500 feet south of the project driveway. (During heavily congested time periods, it may be difficult to weave across three travel lanes within 500 feet. As such, the next opportunity to perform the referenced U-Turn will be at Santa Catalina Circle which is approximately 600 feet south of SW 8th Court). The number of vehicles expected to perform this U-Turn maneuver is relatively low (15 vehicles in the AM peak hour and 7 vehicles in the PM peak hour). Not only are these U-Turn volumes relatively low, the available storage capacities of the southbound turn lanes are substantial (approximately 375 feet at SW 8th Court and approximately 275 at Santa Catalina Circle). As such, these movements are expected to function adequately. This discussion is included in the updated traffic study on page 26.

Ref. # 42, Engineering, Paula Fonseca, 2/27/24 1:48 PM, Cycle 1, Unresolved

Comment: Determine location for bulk waste disposal and show in plans. Ensure area is discreet, ensuring visual aesthetics. Attention shall be given to the sanitary aspects of the bulk waste by addressing safety, health and well-being of community.

Reviewer Response: Paula Fonseca - 6/14/24 12:32 PM

Although responses received on 5/7/24 and 5/10/24 do not address the 2/27/24 comment, the Pro Waste letter provides methodology and rationale for the bulk waste disposal which addresses this comment. Please upload this document to this application 23-00400047.

Responded by: Amanda Martinez - 5/10/24 10:28 AM

As noted in the project traffic assignment figures (Figures 5 through 7), it is estimated that approximately 14% of the exiting traffic will travel south on State Road 7 and perform a U-Turn at the first median opening in order to travel north on State Road 7. The first median opening south of the site is located at SW 8th Court – approximately 500 feet south of the project driveway. (During heavily congested time periods, it may be difficult to weave across three travel lanes within 500 feet. As such, the next opportunity to perform the referenced U-Turn will be at Santa Catalina Circle which is approximately 600 feet south of SW 8th Court). The number of vehicles expected to perform this U-Turn maneuver is relatively low (15 vehicles in the AM peak hour and 7 vehicles in the PM peak hour). Not only are these U-Turn volumes relatively low, the available storage capacities of the southbound turn lanes are substantial (approximately 375 feet at SW 8th Court and approximately 275 at Santa Catalina Circle). As such, these movements are expected to function adequately. This discussion is included in the updated traffic study on page 26.

Responded by: Amanda Martinez - 5/7/24 9:42 AM

As noted in the project traffic assignment figures (Figures 5 through 7), it is estimated that approximately 14% of the exiting traffic will travel south on State Road 7 and perform a U-Turn at the first median opening in order to travel north on State Road 7. The first median opening south of the site is located at SW 8th Court – approximately 500 feet south of the project driveway. (During heavily congested time periods, it may be difficult to weave across three travel lanes within 500 feet. As such, the next opportunity to perform the referenced U-Turn will be at Santa Catalina Circle which is approximately 600 feet south of SW 8th Court). The number of vehicles expected to perform this U-Turn maneuver is relatively low (15 vehicles in the AM peak hour and 7 vehicles in the PM peak hour). Not only are these U-Turn volumes relatively low, the available storage capacities of the southbound turn lanes

are substantial (approximately 375 feet at SW 8th Court and approximately 275 at Santa Catalina Circle). As such, these movements are expected to function adequately. This discussion is included in the updated traffic study on page 26.

Ref. # 43, Engineering, Paula Fonseca, 2/27/24 1:53 PM, Cycle 1, Unresolved

Comment: Provide a statement describing the proposed methodology for solid waste disposal and collection in general for the development. Solid waste disposal includes garbage, trash, recyclable and bulk.

Reviewer Response: Paula Fonseca - 6/14/24 12:32 PM

The Pro Waste letter provides methodology and rationale for solid waste disposal addressing this comment. Please upload this document to this application 23-00400047.

Responded by: Amanda Martinez - 5/10/24 10:29 AM

See Pro Waste letter for methodology and rationale.

Responded by: Amanda Martinez - 5/7/24 9:42 AM

See Pro Waste letter for methodology and rationale.

Ref. # 53, Engineering, Paula Fonseca, 2/29/24 9:11 AM, Cycle 1, Unresolved

Comment: Drainage: Ensure agreement to discharge surface water to neighboring parcel incorporates language ensuring its validity in perpetuity, irrespective of changes in ownership.

Reviewer Response: Paula Fonseca - 6/14/24 3:40 PM

Finalized and executed agreement is a requisite prior to obtaining the engineering permit. As part of this review, provide updated status of agreement with Broward County and draft document incorporating requested language to ensure that surface water from Forest development and existing building offices can discharge to neighboring property (currently under Broward County ownership) in perpetuity and irrespective of changes in land ownership.

Responded by: Amanda Martinez - 5/10/24 10:29 AM

We are currently under review with Broward County Surface Water and are working with them to obtain these agreements. An update will be provided once an agreement has been drafted. Applicant requests that the Agreement be a condition of final building permit.

Responded by: Amanda Martinez - 5/7/24 9:42 AM

We are currently under review with Broward County Surface Water and are working with them to obtain these agreements. An update will be provided once an agreement has been drafted. Applicant requests that the Agreement be a condition of final building permit.

Ref. # 55, Engineering, Paula Fonseca, 6/14/24 3:21 PM, Cycle 2, Unresolved

Comment: Provide 30' drainage/access easement through the parking lot area west of the development (Parcel Id: 494101330010). This easement will be a continuation of the existing/realigned 30' ingress/egress, utility & drainage easement.

Ref. # 11, Planning, Christopher Gratz, 10/26/23 1:59 PM, Cycle 1, Info Only

Comment: We realize the application requirements for a special exception include many items that are exhibits to the application and required by those. The only unique document required by the Special Exception is the General Standards of Review. However, comments relative to the Special Exception criteria will be made under this application that are to be addressed in revisions to documents in those other applications.

Ref. # 4, Planning, Christopher Gratz, 10/25/23 12:34 PM, Cycle 1, Info Only

Comment:

Not a completeness item, this will be a DRC comment.

The building elevations provided with the site plan application which is an exhibit to the Special Exception must all be consistent. The club house and pool house are treated with

different stone in a different way than the buildings. They all need to match, The rock detail also needs to be carried over into the entrance sign design.

Ref. # 8, Planning, Christopher Gratz, 10/25/23 1:45 PM, Cycle 1, Info Only

Comment: The cross-parking agreement shall also include unfettered pedestrian access from the apartments to the county park during all hours of operation of the park.

Ref. # 12, Planning, Christopher Gratz, 10/26/23 2:32 PM, Cycle 1, Resolved

Comment: On the site plan and within the site plan documents, provide the bus shelter that we said is required by Policy 7.2.6, we provided the plans.

Reviewer Response: Christopher Gratz - 1/29/24 10:25 AM

bus shelter files transferred to the site plan

Responded by: Amanda Martinez - 1/26/24 11:03 AM

Response: The proposed bus shelter is shown on the plans included with this submittal. Per the City's request it has been located in the same position as the existing bus shelter. Please refer to sheet SP-1

Ref. # 13, Planning, Christopher Gratz, 10/26/23 2:34 PM, Cycle 1, Resolved

Comment: Narrative to address Parks LOS

Responded by: Amanda Martinez - 1/26/24 11:03 AM

Response: The narrative has been revised to provide the level of service analysis for community parks.

Ref. # 14, Planning, Christopher Gratz, 10/26/23 2:39 PM, Cycle 1, Resolved

Comment:

General Standards of review narrative shall address Policy 2.1.2.

Developments with a density in excess of 25 units per acre should only be permitted if they are designed around a permanent open space and recreational feature that is of a size and scale appropriate for the development that it serves, or along an east-west arterial roadway as designated by the Broward Metropolitan Planning Organizations Broward County Highway Functional Classifications Map and within a one-quarter mile radius of a transit facility.

Responded by: Amanda Martinez - 1/26/24 11:04 AM

Response: The narrative has been revised to address Policy 2.1.2. Please refer to the response for item number 1 in the Special Exception criteria section of the narrative.

Ref. # 16, Planning, Christopher Gratz, 1/29/24 11:30 AM, Cycle 2, Info Only

Comment: For DRC approval change all references in all documents and plans to reflect the recent Code update; i.e. TOC was removed from the Code, Appendix A was deleted and all the Code sections have changed.

Ref. # 17, Zoning, Christopher Gratz, 2/6/24 12:12 PM, Cycle 1, Resolved

Comment: Revise all documents by removing "TOC" from them, the Code was changed and that was eliminated from it. The development is still entitled to use the Code requirements from before the change became effective in December.

Responded by: Amanda Martinez - 5/10/24 10:29 AM

Response: All documents have been revised to reflect a zoning designation of Gateway (G) rather than TOC-G.

Responded by: Amanda Martinez - 5/7/24 9:42 AM

Response: All documents have been revised to reflect a zoning designation of Gateway (G) rather than TOC-G.

Ref. # 18, Zoning, Christopher Gratz, 2/6/24 2:16 PM, Cycle 1, Unresolved

Comment: The grey shading of the stairwells / corridors on the elevations is a misleading representation of the proposed design. Building's designed with open un-airconditioned corridors are an inferior low-cost product that negatively impacts the livability. Revise so that all the space under the roof of the buildings is airconditioned.

Reviewer Response: Christopher Gratz - 6/17/24 9:31 AM

The special exception will be processed noting the staff objection to this inferior design with a recommendation of denial. The size of the property is more than adequate to construct a successful development. Buildings within all air-conditioned space for a free entitlement to 338 dwelling units is not asking much.

Responded by: Amanda Martinez - 5/10/24 10:29 AM

The building corridors have been designed to be open-air, allowing for natural ventilation to flow throughout the entire structure.

Responded by: Amanda Martinez - 5/7/24 9:43 AM

The building corridors have been designed to be open-air, allowing for natural ventilation to flow throughout the entire structure.

Ref. # 19, Zoning, Christopher Gratz, 2/6/24 2:17 PM, Cycle 1, Unresolved

Comment: Doors that swing inward are a security issue regardless of a secure entry to the building and the community being gated. Revise so all the doors to the dwelling units only swing out.

Reviewer Response: Christopher Gratz - 6/17/24 9:30 AM

The special exception will be processed noting the staff objection to this inferior design with a recommendation of denial. The size of the property is more than adequate to construct a successful development. Buildings with hallways with doors that swing outward to an air-conditioned hallway for a free entitlement to 338 dwelling units is not asking much.

Responded by: Amanda Martinez - 5/10/24 10:29 AM

Doors will have digital keys with lock and deadbolt. Doors cannot be modified to swing outward without expanding the hallways and in turn changing the building width and compromising the site plan.

Responded by: Amanda Martinez - 5/7/24 9:43 AM

Doors will have digital keys with lock and deadbolt. Doors cannot be modified to swing outward without expanding the hallways and in turn changing the building width and compromising the site plan.

Ref. # 20, Zoning, Christopher Gratz, 2/6/24 2:18 PM, Cycle 1, Unresolved

Comment: Revise balconies to have a minimum interior depth of 6' and width, less than this is not acceptable, a balcony needs to fit a dining table that seats 4 or more people so they can be used actively for entertainment. Otherwise, they are just token features with little use of them other than plants and storage. Additionally, provide outdoor ceiling fans on them, they provide comfort and the air movement deters mosquitos.

Reviewer Response: Christopher Gratz - 6/17/24 9:31 AM

The special exception will be processed noting the staff objection to this inferior design with a recommendation of denial. The size of the property is more than adequate to construct a successful development. Buildings with balconies large enough to place a dining table with 4 chairs is not an unsurmountable structural constraint, it is a lower cost design choice. Buildings with balconies that can be actively used for a free entitlement to 338 dwelling units is not asking much.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

All unit balconies have been designed with a 5-foot clearance to accommodate structural constraints. Furniture layouts for the balconies can be found on the unit plan sheets A-4.1 and A-4.2.

Responded by: Amanda Martinez - 5/7/24 9:43 AM

All unit balconies have been designed with a 5-foot clearance to accommodate structural constraints. Furniture layouts for the balconies can be found on the unit plan sheets A-4.1

and A-4.2.

Ref. # 21, Zoning, Christopher Gratz, 2/6/24 2:19 PM, Cycle 1, Resolved

Comment: Eliminate applied non-functional shutters.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

Acknowledged.

Responded by: Amanda Martinez - 5/7/24 9:43 AM

Acknowledged.

Ref. # 22, Zoning, Christopher Gratz, 2/6/24 2:21 PM, Cycle 1, Resolved

Comment: Provide a different design for air-conditioning. AC units on the ground as shown are not a good design.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

All buildings have been revised to feature flat roofs, with the air conditioning units relocated to the rooftop.

Responded by: Amanda Martinez - 5/7/24 9:43 AM

All buildings have been revised to feature flat roofs, with the air conditioning units relocated to the rooftop.

Ref. # 23, Zoning, Christopher Gratz, 2/6/24 2:32 PM, Cycle 1, Resolved

Comment: Revise the right and left elevations, they are unappealing and bland. The windows appear to be the minimum size required by the building code. There is an excessive amount of blank wall space.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

The building elevations have been updated to a new style with no black walls.

Responded by: Amanda Martinez - 5/7/24 9:44 AM

The building elevations have been updated to a new style with no black walls.

Ref. # 24, Zoning, Christopher Gratz, 2/6/24 2:50 PM, Cycle 1, Resolved

Comment: The ceiling heights in the structures as shown on the elevations appears misleading, without cross sections the inside height cannot be discerned from the drawings. There needs to be a minimum ceiling height of 9' from the top of the floor slab to the finished bottom of the ceiling inside the dwellings. The Code allows up to 6 floors in 94', and these are 52.75' to the mean height of the roof so there is plenty of room to work with.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

All elevations have been updated floor heights are being shown from top of the slab to the top of the slab. Floor heights are 9'-6", including a 6" slab. There is a height of 9' from the top of the floor slab to the finished bottom of the ceiling inside the dwelling units. Sheets A-3.1.1C, A-3.1.2C, A-3.2.1C, A-3.2.2C, A-3.3.1C, & A-3.3.2C

Responded by: Amanda Martinez - 5/7/24 9:44 AM

All elevations have been updated floor heights are being shown from top of the slab to the top of the slab. Floor heights are 9'-6", including a 6" slab. There is a height of 9' from the top of the floor slab to the finished bottom of the ceiling inside the dwelling units. Sheets A-3.1.1C, A-3.1.2C, A-3.2.1C, A-3.2.2C, A-3.3.1C, & A-3.3.2C

Ref. # 25, Zoning, Christopher Gratz, 2/6/24 3:05 PM, Cycle 1, Unresolved

Comment: Bicycle racks need to be in sheltered and secure areas like an alcove, what is shown on the plan will only be temporarily used if ever being fully exposed to the climate. They need to be placed where the residents will actually use them. Additionally, the bicycle racks shown outside of this fenced / gated community in front of building #1 have no utility at all, they need to be relocated inside the community.

Reviewer Response: Christopher Gratz - 6/17/24 10:54 AM

The pergola covered areas do not address the comment, bicycles need to be stored inside a building in a secure location. The special exception will be processed noting the staff objection to this inferior design with a recommendation of denial. The size of the property is

more than adequate to construct a successful development. Buildings with areas to store bicycles inside for a free entitlement to 338 dwelling units is not asking much.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

Bicycle racks within the multi family residential site have been relocated under trellises to protect them from climate. Additionally they have been located in close proximity to buildings and access paths for ease of access for pedestrian user convenience.

Responded by: Amanda Martinez - 5/7/24 9:44 AM

Bicycle racks within the multi family residential site have been relocated under trellises to protect them from climate. Additionally they have been located in close proximity to buildings and access paths for ease of access for pedestrian user convenience.

Ref. # 26, Zoning, Christopher Gratz, 2/6/24 3:12 PM, Cycle 1, Unresolved

Comment: Revise the color scheme, it is drab and unappealing, colors reflective of the south Florida region need to be employed; applied stacked stone can be found that is compatible with many colors, a dark color as shown limits color choices.

Reviewer Response: Christopher Gratz - 6/17/24 9:55 AM

These are exact same colors as before.

Responded by: Amanda Martinez - 5/10/24 10:30 AM

The building elevations have been revamped with a modern and fresh color palette, in line with the contemporary aesthetic sought for new constructions.

Responded by: Amanda Martinez - 5/7/24 9:44 AM

The building elevations have been revamped with a modern and fresh color palette, in line with the contemporary aesthetic sought for new constructions.

Ref. # 27, Zoning, Christopher Gratz, 2/6/24 3:23 PM, Cycle 1, Unresolved

Comment: The buildings, especially building #1 facing SR7, must have much greater articulation. The balconies and stairwells shown in these designs do not address the concerns we have heard. The lack of articulation in previously approved developments in the City is among the primary complaints expressed by our elected officials and residents and was highlighted during the Code amendment that makes this project even possible.

Coordinator Response: Christopher Gratz - 6/18/24 2:33 PM

The articulation is still lacking. Even though the building facing SR7 has less than 150 of frontage no more than 75% of it should have the same mass. See the 'Good Example' provided on page 97 of the CRA Building Design Regulations for ideas on how to break down the massing of these buildings into smaller parts.

Reviewer Response: Christopher Gratz - 6/17/24 11:15 AM

The elevations have improved but the open-air hallway design, doors that open in, shallow balconies, and lack of indoor bicycle storage space, merit a staff recommendation of denial. The size of the property is more than adequate to construct a successful development and what is being requested is not asking much for a free entitlement to 338 dwelling units.

Responded by: Amanda Martinez - 5/10/24 10:31 AM

The building elevations have been updated to a new style with a modern and fresh color palette, in line with the contemporary aesthetic sought for new constructions. The colors selected were from the color pallet provided by the City of Margate.

Responded by: Amanda Martinez - 5/7/24 9:44 AM

The building elevations have been updated to a new style with a modern and fresh color palette, in line with the contemporary aesthetic sought for new constructions. The colors selected were from the color pallet provided by the City of Margate.

Ref. # 28, Zoning, Christopher Gratz, 2/6/24 4:12 PM, Cycle 1, Resolved

Comment: The open space feature is to be a prominent feature, relocate it to the opposite property line, adjacent to the entrance. Buried behind equipment is inappropriate and poses a security concern, the more eyes on this space the safer it will be.

Responded by: Amanda Martinez - 5/10/24 10:31 AM

The open feature has been redesigned to be located to the north by the entrance. It

incorporates a Plaza style area with moment sign, trellis, seating spaces and raised planters. Please refer to sheets LP-21 and LP-22 for plaza enlargement and 3D renderings

Responded by: Amanda Martinez - 5/7/24 9:45 AM

The open feature has been redesigned to be located to the north by the entrance. It incorporates a Plaza style area with moment sign, trellis, seating spaces and raised planters. Please refer to sheets LP-21 and LP-22 for plaza enlargement and 3D renderings

Ref. # 29, Zoning, Christopher Gratz, 2/6/24 4:19 PM, Cycle 1, Resolved

Comment: The placement of dumpster locations throughout the development make no sense and are too prominent. It seems that these are drafting errors. The structures have chutes and a trash room and there is a compactor being constructed in the parking area; it seems that the trash will be taken directly from the trash room and not staged outside the buildings.

Reviewer Response: Christopher Gratz - 6/17/24 10:58 AM

This comment was more appropriate under the site plan comments and is being marked resolved.

Responded by: Amanda Martinez - 5/10/24 10:31 AM

Each building is equipped with a trash room. Waste/recycling collection and sorting will be internal and self-contained in each building. The compactor has been replaced with a maintenance building. Maintenance will be responsible for rolling out all bins and solid bulk trash from the designated area to the designated trash pickup area on scheduled pickup days, and returning them afterward. For more comprehensive details, please refer to Pro Water Letter and sheet TR-1.1.

Responded by: Amanda Martinez - 5/7/24 9:45 AM

Each building is equipped with a trash room. Waste/recycling collection and sorting will be internal and self-contained in each building. The compactor has been replaced with a maintenance building. Maintenance will be responsible for rolling out all bins and solid bulk trash from the designated area to the designated trash pickup area on scheduled pickup days, and returning them afterward. For more comprehensive details, please refer to Pro Water Letter and sheet TR-1.1.

Ref. # 54, Zoning, Christopher Gratz, 6/11/24 12:49 PM, Cycle 2, Unresolved

Comment:

The Code at the time of submittal did not have the below requirement and it is being requested as part of the Special Exception. Water is a precious resource that we must conserve.

40.704. - Landscaping.

(E) Materials, installation and irrigation requirements.

3. Irrigation

h. A non-potable water source must be used, if available. A well shall be drilled if the necessary permit can be obtained.