



PLAN CORRECTIONS REPORT 000028-2020-APP FOR CITY OF OAKLAND PARK

PLAN ADDRESS: 670 E Oakland Park Blvd
Oakland Park, FL 33334
PARCEL: 494226680010

APPLICATION DATE: 01/15/2020 **SQUARE FEET:** 0.00 **DESCRIPTION:** 670 E Oakland Park Blvd - Ram Development Multi Use
EXPIRATION DATE: **VALUATION:** \$0.00 separate commercial and residential

CONTACTS	Name	Company	Address
Owner	PHYLLIS OVERSTREET	WAL-MART STORES EAST LP	E 670 Oakland Park Blvd Oakland Park, FL 33334

DRC Review

REVIEW ITEM

Engineering v.1
Engineering

STATUS

Requires Re-submit

REVIEWER

Jay Flynn Ph: 954.258.5386 email: jflynn@flynnengineering.com

Correction: 01 - General Comment - Alexander Dambach (1/24/20) - Not Resolved

Comments: Reviewed by: Dennis Shultz, P.E.

Review Date: 01/24/20

Phone: 954.522.1004

Email: dshultz@flynnengineering.com

Current Comments:

--General

1. Please provide written responses with resubmittal. A resubmittal without them will not be reviewed.
2. Please note the 2019 FEMA flood zone for this site will be AE 6.

--Commercial

3. Provide FDOT Pre-Application Letter
4. Provide separate Pavement Marking & Signage Plan
5. On plan C5 the fire service to the retail / restaurant building is showing a 4" DDCV but also has a note for 8" C900 PVC WM after the DDCV. Please relocate this note to label the portion before the DDCV.

6. Please also include the Pre development flood stages for comparison with the Post development flood stages provided.

--Residential

7. Provide separate Pavement Marking & Signage Plan
8. Please also include the Pre development flood stages for comparison with the Post development flood stages provided.
9. Water quality structures are not allowed by Broward County SWM.
10. Without water quality structures the drainage system will need to be interconnected to utilize exfiltration trench for the water quality.
11. Is additional drainage going to be provided for the area around the pool and other landscape areas?
12. Show offsite drainage design for both Oakland Park Boulevard and NE 6th Avenue.
13. How is storm water to utilize the drainage well adjacent to the dry detention area?

Fire Prevention v.1
Fire Prevention

Requires Re-submit

Christopher French Ph: 1-954-630-4559 email: christopherf@oaklandp

Correction: 01 - General Comment - Alexander Dambach (2/24/20) - Not Resolved

Comments: See attached materials under the heading "Fire1"

Landscaping v.1
Landscaping

Approved

Kevin Woodall Ph: 1-954-630-4397 email: kevinw@oaklandparkfl.gov

Null v.1
Null

In Review

Planning User email: Planning@oaglandparkfl.gov

Planning v.1
Planning

Requires Re-submit

Alexander Dambach Ph: 1-954-630-4339 email: alexander.dambach@c

Correction: 01 - General Comment - Alexander Dambach (2/10/20) - Not Resolved

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Comments: The purpose and intent of the Mixed Use Land Development (MULD) zone is to encourage mixed use and free standing multi-family development in areas with access to transit stations or stops along existing and planned transit corridors including Oakland Park Boulevard; to promote mixed use land development patterns which achieve an aesthetic and functional pedestrian and transit compatible environment. Those commercial areas located within a Community Redevelopment Area (CRA) which are consistent with design ideals that encourage pedestrian friendly environments with enhanced public access to the city's waterways or the CRA Redevelopment Plan may also be considered for freestanding multi-family residential uses. This project needs to be redesigned in order to meet the purpose and intent of the MULD zone.

Currently the project is a residential development on one parcel proposed for the MULD zone and a commercial project on another proposed to remain in the B-1 zone. To achieve the purpose and intent of the MULD zone, a pedestrian oriented design layout and a connection of the residential property to the proposed commercial development and to commercial areas along NE 6th Avenue and along E Oakland Park Blvd is needed, in addition to pedestrian-friendly commercial uses along W. Oakland Park Blvd in this project. Staff recommends eliminating the berms and deep setbacks that would separate the proposed residential areas from shopping areas and transit stops. Additionally staff recommends inclusion of structured parking facilities rather than large surface parking lots, stand-alone garage sheds. Reconfigure loading areas, refuse areas, and other 'back-of-house' portions of the commercial development to create true pedestrian connections within the development. The residential and commercial components of this project need to be more fully integrated. There also needs to be further integration of the residential component with surrounding commercial areas.

One component needed to help attain the pedestrian and transit compatibility mandated by this zone is the integration of the City's street grid into this site through creation and dedication of streets that connect the components of this site to the surrounding neighborhood. This site is part of a larger area undergoing a major planning project for the entirety of Downtown Oakland Park. Reintegration of the street grid is a key element already determined necessary for this area. This street grid integration should be a component of this site's requested rezoning. This grid integration also should be used in determining appropriate locations for project entrances, as the currently proposed main entrance near the 6th Avenue Bridge raises traffic and safety concerns. The overall area's planning project also already emphasizes providing pedestrian-oriented land uses in commercial areas. Generally, gas stations are not a pedestrian oriented land use to be added to the area.

The commercial components of the site plan do not provide the required number of trees in the parking lot (every 10 spaces need to be integrated with a tree), and additional overall tree planting is needed for the residential parking areas. As the project gets revised, based on the overall comments herein, adherence to the Landscape and Streetscape Design Standards is necessary. Additionally, information needs to be provided about the construction and maintenance of the proposed riverfront walkway as well as the details of its design. This needed information also includes easements, maintenance agreements, access agreements, and other documents to determine its safe, effective, use and sustainability.

The site lends itself well to creating a pedestrian-oriented development featuring time-tested features such as an integrated street grid; shorter setbacks; parking along streets and in garages that are integrated with the building architecture instead of as freestanding shed-like structures; street-facing windows, porches, and balconies; minimal use of surface parking lot and shielding those parking lots from view; and streetscaped sidewalks offering short walking distances to shopping and transit stops. There is specific criteria in the MULD zone requirements calling for these components. The following is an analysis of each of these requirements in Section 24-56(G) regarding the current project proposal, as it now stands.

****Analysis of Minimum Project Design Components for this project:**

Sec. 24-56 (G) Required design components:

In order to qualify for allocation of reserve units as provided herein each of the following design components must be incorporated into the approved site plan and meet the purpose and intent of these regulations:

(1) Enhancement of pedestrian mobility.

Not provided. This project is a gated community with large areas of the site devoted to surface parking. Buildings are not positioned close to the streets providing access to shopping and transit stops. Instead the residential buildings are positioned behind berms and within parking lots, some of which do contain crosswalks, but those are not sufficient for pedestrian connection. The site also provides a locked gate leading to the rear (loading and garbage area) of a convenience store and a building with a drive-thru lane. Pedestrian travel is not enhanced by the building layout or site configuration. Instead pedestrians walk through the unsightly rear areas of commercial out lots or maneuver around berms and fenced parking lots forcing a circuitous route to travel anywhere to serve their needs.

(2) Connectivity to mass transit facilities.

Not provided. The residential buildings and their entrances are positioned behind berms, fences, parking lots, and gates resulting in pedestrians needing to take circuitous routes to get to bus stops along W. Oakland Park Blvd.

(3) Vertical plane moderation for buildings over thirty-five (35) feet.

Not provided. Buildings have a continuous facade to a height of 50 feet. Design methods can be used to accomplish this without affecting the usability of the proposed buildings.

(4) Façade treatments are required for the first thirty-five (35) feet of the vertical plane.

Not provided. The general design of the buildings consists of painted stucco walls, balconies, some windows and a few eyebrow lentils in upper floors. There is very little integrated architectural trim, mixture of wall surface materials, or other design features at high level. The detailing is minimal on the longer facades of the buildings, and the short ends have almost no fenestration. This causes a blank look to highly visible parts of the structures. Additional detailing and façade treatment including increasing the fenestration percentage at building ends is required to meet this standard.

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(5) Architectural fenestration shall be designed into the building façade.

Not provided for end walls of residential buildings. Only the ends of open (based on floorplan) hallways or open stairwells and small gray-tinted windows are provided leaving large areas of blank wall causing a stark appearance.

(6) Rooftop mechanical equipment to be screened from the view of adjacent properties and streets.

Provided. Parapets in some roof areas would screen rooftop mechanicals positioned in the middle of each building's roof. This will continue to be required with any building configuration.

(7) Dumpsters and trash receptacles must be screened from the view of adjacent properties and streets.

Partially Provided. The five story buildings have indoor trash control areas. the 3 story "garden apartment" building has an outdoor dumpster with a low wall, which is inadequate and does not meet the standard.

(8) Street trees are required.

Provided

(9) Entry monument signage shall not exceed thirty-two (32) square feet.

Provided

(10) Exterior lighting consistent with CEPTED principles.

Not provided, as based on the Broward Sheriff Office CPTED review. Furthermore, the pedestrian walkway proposed along the riverfront raises a major CPTED concern, since it is a dead-end walkway. A pedestrian could be trapped and blocked at the eastern end without a continuous passage to leave the area in case of danger. A better layout would include streets following the City's grid layout connecting to this walkway in order for patrols to monitor this area and for pedestrians to have continuous routes for travel.

(11) Buffering of adjacent single-family and other lower density uses.

Provided

(12) Use of site furnishings such as bike racks, bollards and flagpoles.

Provided

**Comprehensive Plan (CP) Consistency:

The subject property has a Comprehensive Plan Future Land Use Map (FLUM) designation of Commercial. The proposed request is consistent with the underlying FLUM designation. The residential component requires the allocation of 298 flexibility units.

**Zoning Bulk and Setback Regulations:

Existing Zoning

Subject Property - B-1, Community Business

North - B-1, Community Business

South – Middle River and City of Wilton Manors (residential area beyond river)

West – Commercial area in City of Wilton Manors

East - B-1, Community Business and RM-25, Medium-High Density Residential

Proposed Zoning

B-1 and MULDD, Mixed Use Land Development

Zoning District Regulations:

Floor Area Ratio (B-1 and MULDD):

Maximum Permitted: 1.0 for commercial in B-1, no residential limit for MULDD

Proposed: 0.11 for commercial

Density (MULDD):

Maximum Permitted if flexibility units are allocated: 10 DU/Acre plus incentive densities up to 30 DU/Acre total.

-----The following incentive items for which bonus density is requested are provided:

- Inclusion of plazas, open spaces, greenways, water features and/or public art (3);
- Application of design materials such as special paving, site furniture, specialty light fixtures and approved signage (1);
- Use of signature trees as street trees (1);
- Project provides enhancements to the public's access to adjacent waterways (5)

The project is eligible for 20 DU/Acre.

Proposed: 30 DU/Acre. The project is deficient by 10 DU/Acre with the current design.

-----The following incentive items for which bonus density is requested are not provided, and site layout adjustments would need to be made to attain these incentives:

- Inclusion of internal mass transit features and parking associated with supporting transit (1);
- Inclusion of arcades or other acceptable weather protection for pedestrians (1);
- Inclusion of trash facilities inside the building envelope (1);
- Project provides a variety of housing types (2);

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- The project is (to be) consistent with the design ideals that encourage pedestrian friendly environments with enhanced public access to the City's waterways or the adopted goals, objectives and priority improvement projects of the City's community redevelopment plan (5).

Front Setback (B-1 and MULD)

Required – 25'

Proposed - 73'

Status - Complies with minimum, however does not provide design ideals that encourage pedestrian friendly environments.

Side Setback (B-1 and MULD) - East & Interior West

Required - 15'

Proposed - 57.77' East, 75.98' Interior West

Status – Complies with minimum, however does not provide design ideals that encourage pedestrian friendly environments.

Side Setback (MULD) - NE 6th Avenue Frontage

Required - 25'

Proposed - 114.68'

Status – Complies with minimum, however does not provide design ideals that encourage pedestrian friendly environments.

Rear Setback (MULD)

Required – 15'

Proposed – 24.21'

Status – Complies

Landscaping and Pervious Area (B-1):

Required - 25%

Proposed - 30%

Building Height Limit (B-1 and MULD):

Required – 50'

Proposed – 50'

Status – Complies

Parking Spaces (B-1 and MULD)

Required – 596 spaces

Proposed – 418

Status – Parking Study provided. This is to be evaluated based on final project configuration based on review of MULD standards.

**Traffic:

Additional review language will be provided after receiving final traffic study from the applicant.

Police v.1

Requires Re-submit

Deborah Wallace Ph: 1-954-630-4399 email: Debra_wallace@sherriff.

Correction: 01 - General Comment - Alexander Dambach (2/24/20) - Not Resolved

PLAN CORRECTIONS REPORT (000028-2020-APP)

Comments: BROWARD SHERIFF'S OFFICE
Deputy Charles Howard #18027, FCPP, FCP ,Phone
(954) 202-3124
Email Charles howard@sheriff.org
February 7th, 2020

Crime Prevention (CPTED) is the proper design and effective use of a built environment, which can lead to a reduction in the fear and incidence of crime. There are four important CPTED design guidelines, including Natural Surveillance, Natural Access Control, Territorial Reinforcement and Maintenance.

The applicant is requesting to build a 298 unit residential complex, 418 parking spaces, service station and retail building on approx. 12 acre parcel. Residential units will consist of (3) five story buildings, (1) three story building and a clubhouse. This property was previously used as K-Mart Store which is now owned by Wal-Mart.

1. Natural Surveillance: Nature surveillance is the organization of physical features, activities and people in a manner as to maximize visibility. Keep all public areas well lit; a well coordinated lighting system is a very effective way of establishing a sense of security. A clear line of sight should be clear from both inside and outside in public and private spaces. This would also include the landscaping. Criminals do not like to be seen or possibly recognized. This principle is based on the basis that criminal activity is generally reduced when an area is being monitored casually by others who are present or nearby.

- The photometric lighting plan indicates in most areas the property has inadequate lighting and needs improvement. The lighting in all areas should meet IESNA industry standards of 3 fc in parking lots and walkways, and 5 fc for building entryways.
- The photometric/ lighting plan should include 3 fc lighting on the pedestrian walkway along the canal from NE 6 Ave, towards the southeast end of the property.
- Security mirrors - should be installed in all areas where visibility is limited (e.g. stairwell blind spots, elevators, and dumpster enclosures).
- Apartment doors - should have "fish eye" peep holes to allow wide angle view of persons on the other side.

2. Natural Access Control: Take the control out of the criminal hand. Criminals like settings where they can enter and leave without being observed. This objective is the perception of risk to the criminal and denies access to targets. Nature Access control is the physical guidance of people entering and exiting a space by the sensible placement of entrances, exits, signs fencing, landscaping and lighting. Natural access control places users of space in areas where natural surveillance exists. This development defines this concept quite well, through the one way ingress/egress/landscaping and fencing. Include the following in your development.

- Wayfinding - this directs contractors, visitors, package delivery and most importantly fire-rescue I police onto the property swiftly and without confusion. This can be achieved by:
 - o A marque I signage / map posted at each entrance to the property. This signage should list each building, building #, clubhouse, pool area, and other entrances/exits to the property.
 - o Entrances to each building should have building numbers clearly visible from the parking lot and walkways.
 - o Entrances to each building should be celebrated and clearly distinguishable. This is established through contrasting colors, landscaping and signage.
 - o Apartment doors - should be clearly numbered, in sequential order.
- Benches, seating areas provide natural surveillance which deter criminal behavior. Consider placing these seats at all building entrances and exits facing the parking lot.
- Security gate at the entrance should have police/fire department entrance code for emergency access.
- Perimeter fence - CPTED style fence separating the Retail Space and Service Station from the apartment complex. Consider installing a pedestrian pass thru gate for residents to be able to enter/exit
- Pedestrian pass thru gate - that leads into the Retail Store I Service Station should have access control (e.g. key fob, code#, or door handle key). Gate should have an automatic gate closer so it cannot be left open.
- CCTV cameras I LPR's - It is recommended this development have CCTV cameras throughout the property and submit a diagram of camera locations. This is crucial when solving crimes, and identifying suspects and their vehicles. Properties without cameras prove to be easy, and repeat targets of crime. Signage indicating the property is under video surveillance should be posted at all vehicle and pedestrian entrances. At minimum:
 - o An off-site DVR or secured/hidden DVR in the office. DVR recordings should be accessible off site with a minimum of 2 persons having access at all times.
 - o Recommended cameras locations: pool area/clubhouse, mailbox location(s), each entrance/exit into the buildings, pedestrian walkway along canal, pedestrian gate entrance near retail restaurant/service station, each vehicle entrance/exit.
 - o Tag readers (LPRs) at each vehicle entrance and exit.

3. Territorial Reinforcement: This principle's purpose is to define public to private property. Legitimate occupants have a sense of ownership and will notice people who don't belong. The property has excellent definition from public to private from the roadway to the entrance, fencing and the landscaping. An additional way to implement territorial reinforcement:

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- Trespass Signs / Affidavit - Post BSO "No Trespassing" signs at each vehicle and pedestrian entrance, pool area and clubhouse. Have a trespass affidavit on file with BSO. This will avoid having to contact management each time unwanted persons are found on the property.
- Perimeter Fencing - should be CPTED style fencing allowing clear visibility through both sides of the fence.

4. Maintenance: This is an important aspect, if the property is not maintained in pristine condition crime and vandalism will soon follow. This relates to safety as well as pride. Ways to incorporate this into the site:

- All the landscaping must be maintained and should include a landscaping maintenance plan. The landscaping should provide a clear line of sight. Keep all hedges below 30" if placed in front of windows, all trees should provide canopies at least 8' in height. All tree canopies should be neatly trimmed to allow adequate light distribution. Any plants within 3' of any roadway or walkway should be maintained at 2'.
- Include clearly marked dog stations with defecation bags and trash containers. This promotes sanitary conditions throughout the property. This requirement may be EXCLUDED if tenants are not allowed to have dogs on the property.
- Towing Company- have a contract with a tow company authorizing removal of abandoned and/or illegally parked vehicles. Post reflective towing signs at each vehicle entrance to the property according to state statute. This will insure broken down and unregistered vehicles can be promptly removed.

Additional questions and or concerns.

- TRAFFIC HAZARD - the location of the main entrance to the development could pose a traffic crash hazard. This is due to its location in close proximity to the bridge at the southern border to Wilton Manors. Vehicles traveling northbound approaching the bridge have limited visibility, as do the vehicles exiting the complex. If vehicles do not have a clear line of sight to one another vehicle crashes become more prevalent. Consider moving the entrance / exit towards the south side of Building 4 to provide drivers more time to negotiate turns and stopping.
- DURING CONSTRUCTION / SECURITY REQUIREMENTS:
 - o Entire property under construction should be fenced in, have an entrance gate with a heavy duty combination lock and a code on file with BSO in the event of an emergency.
 - o Signage attached to the fence every 300 feet along Oakland Park Blvd, NE 6 Ave and the canal side stating "THIS AREA IS A DESIGNATED CONSTRUCTION SITE, AND ANYONE WHO TRESPASSES ON THIS PROPERTY COMMITS A FELONY, PER FSS 810.09.
 - o Outdoor CCTV camera posted at the construction site entrance and signage the property is under camera surveillance.
- There is NO CPTED REVIEW on the interior of the Retail Space and Service Station buildings.

This security survey has been conducted as a public service of the Broward Sheriff's Office CPTED Deputy. The information contained herein is based on guidelines set by the Florida Crime Prevention Training Institute and the observations of the Individual Deputy conducting the survey. This survey is intended to assist you in improving the overall level of security only. It is not intended to imply the existing security measures or proposed security measures are absolute or perfect.

All new construction or retrofits should comply with existing building codes, zoning laws and fire codes. Prior to installation or modifications the proper licenses and variances should be obtained.

Solid Waste v.1 Solid Waste	Requires Re-submit	Antwan Armalin Ph: 1-954-630-4457 email: antwana@oaklandparkfl.g
Correction: 01 - General Comment - Alexander Dambach (2/24/20) - Not Resolved Comments: I need more information for the enclosures(dimensions/locations)		
Structural v.1 Building	Approved	David Spence Ph: 1-954-630-4200 email: davids@oaklandparkfl.gov
Utilities v.1 Utilities	Pending Assignment	Other User Ph: 954.258.5386 email: UserOther@oaklandparkfl.gov

CONDITION(S) General Condition -

Comment: Building and Permitting has no immediate issues with the current site plan, however, it will conduct a through review during construction permitting process.