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July 18, 2018

Alex Dambach, AICP
Planning Supervisor
City of Oakland Park
Engineering & Community Development Department
5399 N. Dixie Highway, Suite 3
Oakland Park, FL 33334

Re: Response letter to DRC comments RAI2 – **Ceiba Groupe Multifamily
CD17-23RZ/P/Z**

Dear Mr. Dambach,

Please see the following for responses to comments for the proposed Ceiba Groupe Multifamily development.

Site Development Plan Review

General comments:

1. Please indicate on the plans and/or project narrative any site or building design methods being used to conserve energy and/or water.
Repeat comment: This is still not notated on plans.
Response: The following note, which was previously included in the Project narrative, has been added to the plans – “The methods currently contemplated to be implemented to conserve energy and/or water include the following: 1) energy star or energy efficient appliances; 2) low flow plumbing fixtures and 3) LED efficiency lighting fixtures.”

Minimum Site Development Plan Requirements:

2. Provide self-latching gates for the compactor enclosure.
Response: Self-latching gates for the compactor enclosure have been provided.
3. Consider relocating the pool and recreation building to a central location for access and convenience for all residents.
Pool and Recreation Center not relocated.
Response: In designing our project, we were focused on maximizing the amenities such as pool area and clubhouse, creating pedestrian and vehicular connectivity throughout the entire community, security and operational efficiency. The land of our site is configured in such a way that the center point is only approximately 100 feet wide. To locate the amenities in the center and

still maintain pedestrian and vehicular connectivity throughout the entire community would reduce the size of the pool and recreational facilities. Instead, we located such facilities in a location where we could maximize the amenity footprint as well as surrounding parking and still allow for full pedestrian and vehicular connectivity throughout the entire community. To promote security, we located management by the sole entrance gate so management may receive mail, packages, guests and vendors without first requiring these third parties to enter the community. By then including the recreational facilities in the same location as property management, it allowed for management to efficiently control access as well as service residents and invited guests at the recreational facilities.

When this comment was initially made after our first submission, we met with Oakland Park staff to explain our reasoning, as stated above, for locating the amenity facilities in their current location. At that meeting, staff indicated their acceptance and thereafter dropped this suggestion from all subsequent meetings.

Minimum Architectural Plan Requirements

4. Add more architectural elements to the building elevations.

This is still pending

Response: This was not a DRC comment but rather a comment made by City staff at our meeting with the Planning and Zoning division on March 27th. In response, we added enhanced architectural features to the building exterior. All front, side and rear exteriors were enhanced with scored stucco lines to simulate wood siding and horizontal and vertical stucco bands with accent panels to disrupt the high-top massing of the buildings. Additionally, eyebrow windows were added on all corner units to allow more natural light into living areas and master bedrooms. Furthermore, individual buildings vary their colors between Windfresh White and Stonelion. Please see below for architectural elevations with narrative.



Front Perspective



Front elevations were updated and embellished with architectural decorative elements incorporating horizontal and vertical stucco bands and scoring lines.



In addition, there are newly added accent panels with horizontal stucco scoring and accent colors to enhance the massing of the buildings, including matching side wall and parapet colors with the red copper color of the front door.

Side elevations were updated and embellished with eyebrow windows to allow more natural light into living areas. In addition, there are newly added accent panels with horizontal stucco scoring and accent colors to enhance the massing of the buildings



Side Elevation

Rear elevations were updated and embellish with architectural decorative elements incorporating horizontal and vertical stucco bands, scoring lines and accent colors to



enhance the massing of the buildings.

Building 4 Rear Elevation – Towards N. Dixie Hwy.

Development Concurrency Review

5. Local Street & Road Access - Adequate capacity determination to be made based on traffic impact analysis. Availability determination will be made upon possible upgrade of nearby local roadways.

Pending. See traffic review report.

Response: Acknowledged.

Solid Waste Concerns

6. The distance between the trash compactor and many of the units is too great. Some units are as far as nearly a ¼ mile from the compactor. This must be mitigated to avoid future problems in the development including residents transporting garbage bags on top of their cars, residents allowing garbage to accumulate near their units to avoid long trips to the garbage area, and the risk of garbage bags breaking during the long trips to this compactor. There are many possible solutions to this issue, and the following could be considered:
 - a. Trash valet service for all residential units to be provided through an agreement that is reviewed and acceptable to the City to transport trash from units to the compactor.
 - i. This is the preferred mitigation strategy of staff.
 - ii. This eliminates the potential from litter during the transporting of refuse from dwelling units to the trash compactor.
 - iii. On-site management would need to coordinate and schedule pickups from the units.
 - b. Multiple dumpsters throughout the development. City of Oakland Park Solid Waste will service these weekly.
 - i. Refuse collection trucks could service the development and would need to use the exit along NE 9th Avenue.
 - ii. This would reduce the length of trips residents would need to take to dispose of their garbage allowing them to avoid using a motor vehicle to transport their refuse.
 - iii. There would still be the risk of litter when residents transport trash to the dumpsters.

- iv. Each dumpster would require coordinated maintenance.
- c. Cart service provided for each dwelling unit.
 - i. This is not preferred by staff. There is little to no room for cart storage in the front of each dwelling unit, and parking spaces would likely wind up being used for storage of carts on collection days.
 - ii. The property management would need to coordinate with the Solid Waste Division to have a recycle bin and trash bin allocated for each dwelling unit.

Response: We will include a valet trash service to residents. The valet trash service will be in accordance with local market conditions and standards.

Traffic Impact Study

Reviewer: Ali N. Hanes, P.E. (Kimly-Horn)

- 1. The introduction states that the access along NE 9 Avenue is for emergency vehicle access only. However, the site plan shows it as “emergency access & exit only”. Confirm if this access is intended to serve exiting residents/visitors. If so, the report text and analysis need to be revised to reflect exiting vehicles at this access point. If not, the site plan should be revised accordingly.

Response: The report has been revised to note that the NE 9th Avenue access drive permits vehicles to exit the project site.

- 2. Traffic volume figures for the existing, future background, and future total conditions should be provided. Although the volumes are included in Tables 1 and 2, the requested figures are a clearer way of representing the volumes consistent with the distribution and assignment figures.

Response: It remains our position that the requested figures are not required and that Tables 1 and 2 clearly show the traffic volumes.

- 3. The growth rates in Appendix B appear to be calculated based on 5 years of growth. Although the growth rates consider 5 years of data, there are only 4 years of growth between 2012 and 2016. The growth rate calculations should be revised to reflect 4 years of growth. For example, for count station 867079, the annual compound growth rate should be 9.2%. Additionally, utilizing FDOT’s Traffic Trends Analysis Tool spreadsheet with historic volumes is an accepted method for determining the background growth rate rather than simply using the data from the most recent year and 4 years prior. This method should be utilized for future traffic impact studies.

Response: The Annual Growth Rate calculation has been revised and now includes the latest 2017 AADT information from the Florida Department of Transportation.

- 4. All analyses for Background Traffic Conditions and Total Traffic Conditions should be updated to reflect the revised growth rate per Comment 2.

Response: All analyses have been updated as a result of a change in the development program and the revised Annual Growth Rate.

- 5. The turn lane length values in Tables 3 and 4 for the northbound and southbound left-turn lanes that the intersection of Andrews Avenue and NE 56 Street appear to have been switched.

Response: The turn lane lengths have been corrected.

6. The queue length values in Tables 3 and 4 for stop-controlled intersections appear to be based on a vehicle length of 20 feet. These values should be revised to reflect a vehicle length of 25' to account for spacing between vehicles.

Response: All queue lengths have been revised.

7. The splits entered into Synchro should match what is provided in the Broward County signal timing sheets and should not be optimized. It is understood that the signals are actuated and will adjust splits based on traffic demand. However, Synchro algorithms account for this as the "Actuated Effective Green". Therefore, the splits should not be optimized. The splits in the Synchro analyses should be revised to reflect the splits provided in the Broward County signal timing sheets at the following intersections: Commercial Boulevard & Dixie Highway, Andrews Avenue & NE 56 Street, and Dixie Highway & NE 56 Street.

Response: All intersection splits are as provided by Broward County.

8. The offsets in the Synchro analyses should be revised to reflect the offsets provided in the Broward County signal timing sheets at the following intersections: Commercial Boulevard & Dixie Highway, Andrews Avenue & NE 56 Street, and Dixie Highway & NE 56 Street.

Response: All offsets are as provided by Broward County.

9. The signals at the intersections of Cypress Creek Road & Dixie Highway and NE 56 Street & NE 6 Avenue are not part of the coordinated system. Therefore, the Synchro analyses should be revised to reflect "Actuated Uncoordinated" for these signals.

Response: The intersections have been changed to "Actuated Uncoordinated."

10. Per direction from Broward County Traffic Engineering Division, a Recall Mode of "C- Max" should be used for coordinated phases at coordinated intersections and a Recall Mode of "C-Min" should be used for major street through movements at free intersections. The Synchro analyses should be revised accordingly.

Response: Done—and thanks to the reviewer for the backup information from Broward County Traffic Engineering Division.

11. The report states that the distribution was determined by a review of existing traffic volumes and knowledge of the local roadway network. Documentation/calculations of how the distribution was determined should be provided. The distribution to/from the east (20%) appears low considering approximately 35% of the existing traffic volumes entering the intersections along Dixie Highway are from the east. The distribution should be revised accordingly.

Response: The distribution remains as it was, except for one modification noted below. It is expected that a substantial number of project trips will be oriented to/from I-95 to the immediate west of the study area.

12. The report text provides an explanation as to why the distribution did not assign any trips to NE 9 Avenue between NE 58 Street and Cypress Creek Road. Although the intersection of NE 9 Avenue at Cypress Creek Road is right-in/right-out only, vehicles entering the site from eastbound Cypress Creek Road and exiting the site destined for eastbound Cypress Creek Road would likely utilize this intersection as the simplest access route. Additionally, as the adjacent

school's hours are from 9:15 A.M. to 3:45 P.M., the associated delay from the schoolzone is primarily outside of the peak hours of the adjacent intersections. The distribution should be revised accordingly.

Response: The distribution has been revised to assign project trips to NE 9th Avenue. Incidentally, the adjacent school's school zone hours begin at 8:00 a.m. and, in the afternoon, end at 4:30 p.m.

13. The project driveway(s) should be included in Figure 4 – Project Trip Assignment.

Response: Done. Please see new Figure 4b.

14. Figure 4 – Project Trip Assignment includes several inconsistencies between adjacent intersections. For example, there are 20 inbound trips at the intersection of Cypress Creek Road and Dixie Highway during the P.M. peak hour, but there are 21 southbound inbound trips at the next intersection of NE 58 Street and Dixie Highway. Additionally, there are 16 inbound trips at the intersection of NE 56 Street and Dixie Highway during the P.M. peak hour, but there are 14 northbound inbound trips at the next intersection of NE 58 Street and Dixie Highway.

Response: All trip assignments have been updated as a result of the change in the development program.

15. The traffic impact analysis appears to report the Synchro level of service/delay results and not the Highway Capacity Manual (HCM) reports for the signalized intersections. The report should be revised to include the HCM results and provide the output reports in the Appendix.

Response: The requested HCM report have been included in the revised report.

16. The “Vehicle Extension” times in the Synchro analyses should be revised to match the “Gap Ext” times included in the Broward County signal timing sheets.

Response: Done.

17. The turning movement counts do not reflect pedestrian counts. This data should be included and pedestrian conflicts and pedestrian calls should be included in the Synchro analyses.

Response: The pedestrian volumes were found to be very small; however, they have been added to the Synchro analysis and traffic count summaries containing the peak hour pedestrian volumes have been added to Appendix A.

18. The “Walk” and “Flash Don't Walk” times in the Synchro analyses for the intersection of NE 56 Street and NE 6 Avenue do not match the “Walk” and “Ped Clearance” times included in the Broward County signal timing sheets. The Synchro analyses should be revised accordingly.

Response: The pedestrian timings have been corrected.

19. At the intersection of Dixie Highway and NE 58 Street, the eastbound approach delay increases by 174% and the eastbound approach queue increases by 122% during the P.M. peak hour when compared to background conditions. This degradation of operations may result in aggressive, unsafe maneuvers at this intersection. The applicant should propose appropriate mitigation measures to

address this issue which may include the construction of a eastbound left-turn lane at subject intersection.

Response: The condition noted by the reviewer is no longer the case. Further, the City of Oakland Park's Code of Ordinances provides specific guidance for the addition of left-turn lanes in Section 24-83(2)(c). The three criteria given for the addition of a left-turn lane are:

“(c) A left turn lane shall be constructed at each driveway or adjacent intersection for ingress and/or egress purposes where the roadway is operating over the minimum acceptable level of service, the speed limit is forty (40) mph or higher, or the development will generate twenty-five (25) or more left turns during the peak hour, provided the other standards contained herein can be met.”

Response: Comparing this code language to the conditions proposed, it is observed that the intersection of NE 58th Street at Dixie Highway is not exceeding “the minimum acceptable level of service,” the speed limit is well below 40 mph, and the development does not generate 25 or more left turns during the peak hour.

20. The daily roadway capacity values were obtained from the MPO's Roadway Capacity and Level of Service for 2013 and 2035 Report. These numbers need to be updated based on the most recent version of the report (2017). The spreadsheet can be download from the following website:
<http://www.browardmpo.org/index.php/data>.

Response: Those were the current roadway capacity values when the previous report was put together. The report has been updated with the latest information made available by the MPO.

CPTED

Reviewer: Detective Debra Wallace

- 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.

- Although the City doesn't have an Ordinance regulating site lighting on residential property, none the less, lighting is extremely important in CPTED. This is important for identification. More lighting fixtures with lower wattage instead of higher wattage with fewer fixtures help reduce shadows and reduce glare Note this lighting fixtures on the plans as stated in your reply. The FC in the Pool area is extremely low, needs increased. The Florida Administrative Code suggests 3 FC for public pools.

Response: The specifications for the site lighting fixtures are detailed on sheet ES-O. The pool itself will be closed at dusk so we do not believe the 3 FC requirement is applicable in our case. Nonetheless, the pool deck will ultimately be further illuminated through landscape up lighting that will be developed during the construction document phase of the development.

- What are the hours of the pool/Clubhouse? How is it to be accessed once the office closes?

Response: The pool is to be closed at dusk. The clubhouse is to remain open until 11 pm to allow residents to use the recreational facilities. All entrances to the clubhouse will only be accessible through keyed (or fobbed) access.

- The dog park renderings show benches, are these to be included? Include some type of shade for these benches. What is the fencing? Include a legend.

Response: There will be trees providing shade in the dog park area. The fencing is to be chain link with a covered green element. We intend to include benches, however, the specific equipment for the dog park is to be selected during the construction document phase of the development.

- Although you state this is a gated community, it is not manned and the renderings show arm gates. This is not a secured community. Is this incorrect, as I did not see this included on a legend. How will the guests gain access to residents? How will the management operations monitor access as stated? Please clarify.

Response: We have now included full length gates (rather than arm gates) at the entrance to the community. There are full length gates now at all the entry and exit points of the community. Prior to gaining access to the community with their vehicle, guests will need to register with management at the clubhouse building and receive a guest pass. Once management leaves for the day, guests will be able to use the call box located at the entry gate where guests will be able to enter only after receiving access from a resident. Residents will be required to register guests with vehicles intending to stay the evening. Failure to register the guest vehicle or failure to have a guest pass shall subject the vehicle to towing.

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.

- Include locations of CCTV on the site plans.

Response: Security cameras to be positioned to record activities at the entrance gate, clubhouse entry, pool deck and compactor. This note has been added to the site plan. The specific design and layout of the CCTV system is a specialty item that will be developed in the construction document phase.

- Include the doggie stations locations on the site plans.

Response: A doggie station shall be located at the dog park.

- Is all mail/delivery only delivered to the office?

Response: Yes, the office in the clubhouse will contain all mailboxes and package lockers to accommodate USPS and deliveries.

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:

- Is all mail/delivery only delivered to the office? What are staff hours? As some delivery's come later than normal office hours.

Response: Yes, the office in the clubhouse will contain all mailboxes and package lockers to accommodate USPS and deliveries. Staff hours are likely to be 9:30 to 5:30. Outside of staff hours, the call box will be set up to allow guests and 3rd parties to enter the community through receiving access by a resident.

- How are the 3 gates accessed on the perimeter (walk through gates?) Is the one on NE 9th Ave for residents? Include on a legend.

Response: The perimeter gate on 9th ave is for residents and is accessible only through keyed (or fobbed) access. The gate on Dixie and in the 20 foot access easement behind building 7 is for fire department access only.

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.

- The property needs to be patrolled daily for violations and/or trash.

Response: Acknowledged and agreed. Management will be on-site daily to ensure all community rules and regulations as set forth in the lease are being observed.

Additional questions and or concerns.

- Is the complete property to be maintained by a property management, including the mowing? How will they gain access to the rear of some of the townhouses?

Response: Property management is responsible for overseeing the implementation of all service vendors, including the landscape provider. All outdoor spaces throughout the community is accessible to management without needing to enter any unit. Additionally, there is a minimum 3 foot access route behind all units.

- Will this development be required to have residents obtain an annual Residential Rental Certificate of Use as with Broward County and other Cities? If not, the City needs to address this issue. As this is necessary to proactively obtain compliance with proper home maintenance and community standards which address not only life, health, and safety issues but also the negative results of inadequate maintenance in rental properties. This directly impacts the Calls for Services for all departments and property values.

Response: To our knowledge, the City of Oakland Park does not require a rental certificate of use.

- **ADDITIONAL PARKING** spaces are needed. I see you responded that you have an additional 21 spaces. I only located 7 on the interior with 2 of these for the dog park, 12 for the pool area/club house/office and 2 which I perceived as for the residents to temporarily stop to deposit their trash in the compactor. And 1 of those spaces is over 2 manholes, which are not permitted. Additionally, you have parking spaces in the setbacks.
- How many parking permits will be given to each unit?

Response: Each unit will receive two parking permits. Additionally, we added further parking to the community, increasing the number of additional spots to 37 from 21.

- Please provide a copy of the Community parking rules.

Response: Our parking rules are included in our standard form of lease which is created in conjunction with the National Apartments Association as well as the Florida Apartments Association. In this lease, the parking rules and regulations include the following:

- That we may regulate the time, manner and place of parking vehicles;
 - That all vehicles entering the community must be registered;
 - That any vehicle illegally parked in a fire lane, designated no parking space or handicapped space, or blocking an entrance, exit, driveway, dumpster or parked illegally in a designated parking space will be immediately towed, without notice at the vehicle owner's expense.
-
- The handicap parking spaces are not located in appropriate areas on the interior. The one on the SE corner should be moved.

Response: While there is no code section stating where the handicap spaces must be located, it is customary to have them distributed throughout the community, with a heavier concentration where guests and third parties are to access the community facilities. Thus, the majority of the handicap parking spaces have been placed around the pool/recreation area, however we've also proposed two spots in the NW corner of the development and one in the SE corner of the development.

- Have a lease with a towing company and post signs throughout the community.

Response: Acknowledged and accepted.

- Have trespass affidavit with BSO and post No Trespassing signs in common areas.

Response: Acknowledged and accepted. "No Trespassing" signs have been added to common areas (Pool/Recreation area and Dog Park).

- Will this development meet City Ordinance 24-175, 176 and 177 requirements to include Police Services? Please clarify how you have satisfied this requirement on Police Services.

Response: We have not received any comments that we have failed to meet concurrency from staff.

Structural

Reviewer: Dave Spence (City of

Separate Plans and Permit shall be required for each Building.

Response: Acknowledged.

PROVIDE A FEMA CONSTRUCTION DRAWINGS ELEVATION CERTIFICATE SECTION C REQUIREMENT BUILDING ELEVATION INFORMATION (SURVEY REQUIRED).

Response: Acknowledged. A FEMA construction drawings elevation certificate will be provided at time of Building Permit application.

ALSO SHOW COMPLIANCE WITH:

(Ord. No. O-2013-015 § 2, 10-2-13)

Sec. 24-139.1. - Flood resistant development—Building and structures.

(B) *Specific methods of construction and requirements.* Pursuant to Broward County Administrative Provisions for the Florida Building Code, in addition to the requirements for the elevation of new buildings, new construction, and substantial improvements specified in the Florida Building Code, the elevation of the top surface of the lowest floor shall be the highest of:

1. One (1) foot above the base flood elevation; or
2. The 100-year flood elevation as determined by the Broward County 100-year flood criteria map; or
3. a. Twelve (12) inches above the highest adjacent road crown for residential buildings; or
b. Six (6) inches above the highest adjacent road crown for non-residential buildings.

Response:

- 1. The project is located in FEMA zone X: No base flood elevation.**
- 2. The Broward county 100-year flood elevation for this area is 5.5' NAVD and the finished floor elevation is 7.5' NAVD.**
- 3. The highest adjacent crown of road is along N. Dixie Highway and is 5.57' NAVD. The finished floor elevation of 7.50' NAVD exceeds the minimum 12" above for residential buildings.**

FBC 1612.4 Flood Resistant Design and construction. The design and construction of buildings and structures located in flood hazard areas shall be in accordance with Chapter 5 of ASCE 7 and with ASCE 24. CITY ORDINANCE CHAPTER 24, ARTICLE X, SEC. 24-139.1. - FLOOD RESISTANT DEVELOPMENT—BUILDING AND STRUCTURES. Specific methods of construction and requirements. Pursuant to Broward County Administrative Provisions for the Florida Building Code, in addition to the requirements for the elevation of new buildings, new construction, and substantial improvements specified in the Florida Building Code, the elevation of the top surface of the lowest floor shall be the highest of:

1. One (1) foot above the base flood elevation; or
2. The 100-year flood elevation as determined by the Broward County 100-year flood criteria map; or
3. a. Twelve (12) inches above the highest adjacent road crown for residential buildings; or
b. Six (6) inches above the highest adjacent road crown for nonresidential buildings.

Response:

- 1. The project is located in FEMA zone X: No base flood elevation.**
- 2. The Broward county 100-year flood elevation for this area is 5.5' NAVD and the finished floor elevation is 7.5' NAVD.**
- 3. The highest adjacent crown of road is along N. Dixie Highway and is 5.57' NAVD. The finished floor elevation of 7.50' NAVD exceeds the minimum 12" above for residential buildings.**

FLOOD

Provide Base Flood Elevation

5Th EDITION (2014) FBC, Broward County Amendments, Section 107.2.1.1:

Attach to each set of plans a survey showing the finish floor elevation of the building and the crown of the road or an elevation certificate showing the finish floor elevation and a statement of the highest crown of the road so we can determine if the building meets FEMA requirements.

F.B.C. BC 107.6.4 & F.B.C. 2017 1612

Response: Please see Paving and Grading Sheet C-1A showing the highest adjacent crown of road elevation and the finished floor elevation of the proposed buildings.

**Site Work Plans and (Separate) Permitting,
Drainage Plumbing
Site Lighting Photometric Permit
Paving and striping, ADA parking**

Parking spaces and access aisles shall be level with surface slopes not exceeding **1:48 (2.0%)** in all directions. Indicate this on the plans at the accessible parking spaces.
502.4

Response: All handicap spaces and access aisles are level with surface slopes not exceeding 2.0%. Also, a note (#4) has been added to the Paving and Grading Plan C-1A for all handicap spaces and access aisles to meet ADA compliance per Florida Building Code Fifth Edition.

The minimum number of accessible parking spaces shall comply with the table referenced within section 208.2 of the “2014 Fifth Edition Florida Building Code”.
Table 208.2

Response: The minimum number of accessible parking spaces is in compliance. For a total number of parking spaces from 201 to 300, the required number of ADA spaces is 7.

Call out compliance with the Florida Building Code Fifth Edition (2014)
ACCESSIBILITY.

Response: Please see note #4 on the Paving and Grading Plan C-1A referencing the Florida Building Code Fifth Edition for accessibility.

Provide an accessible route from public sidewalk to the accessible entrance with the required detectable warnings. 206.2.1

Response: An access route is provided from the accessible entrance on-site to the public sidewalk. Detectable warning has been added to the ramp in the public sidewalk. Please see Paving and Grading Plan C-1A.

Sidewalks need curb ramps to follow for site accessibility and internal circulation.
206.2.2

Handicap Ramp per FDOT INDEX 304.

Handicap PAVEMENT marking PER FDOT INDEX 17346

High Emphasis Crosswalk (TYP.) 6' Wide per FDOT INDEX 17346

Response: Curb ramps are provided for site accessibility through the entire internal circulation and public entrance.

All Separate Permits Required.

Landscaping a separate Permit.

Irrigation plan a separate Permit.

Well a separate Permit.

Fence or fences, Perimeter Walls a separate Permit.
Temporary Construction fence a separate Permit.
Dumpster's location and enclosure a separate Permit.
Each Sign requires a separate Permit.

Signage ADA, Directional (if applicable)
Shopping cart storage (if applicable)
Site Tringles PER Oakland Park Ordinance's

Response: Acknowledged

Engineering & Utilities

Reviewer: Dennis Shultz, P.E., Flynn Engineering

1. Deep well injection box detail on plan C-3 still references 600 gpm drainage wells (3,000 gpm with 5' of head). Please revise to match the 425 gpm/ft referenced in the drainage calculations.

Response: The detail sheet (C-3) has been revised to show a minimum discharge of 850 gpm per well with 2 feet of head (425 gpm/ft) to match the drainage calculations. This totals to 3400 gpm with 4 wells.

Landscaping

Reviewer: Kevin Woodall

1. In "General Planting Specifications" #3 item "D", please remove the use of "Cypress" mulch. Cypress mulch is prohibited for use the City.

Response: See revised Note #3 item on Sheet LP-4.

2. In "General Planting Specifications" #2 Item "C", please change "Fancy No. 1 or better" with "Florida Grade #1 better".

Response: See revised Note #2 item on Sheet LP-4'

3. City code requires that minimally 50% of total trees on a project shall be native. Only 41% of trees proposed are native. Please make changes to "Trees and Palms" list to meet the 50% native requirement.

Response: See revised Native Requirement Chart on Sheet LP-4.

4. City code requires that minimally 40% of total shrub and ground cover materials on a project shall be native. Only 19% of shrubs and ground cover materials are native. Please make changes to "Shrub and Groundcover" list to meet the 40% native requirement.

Response: See revised Planting Native Requirement Chart on Sheet LP-4.

5. Recommend the use of "root barriers" for all "Quercus virginiana" (Live Oak) proposed to be planted in landscape islands to prevent uplifting of hardscapes or change Live Oaks to a small/medium tree variety that do not such aggressive root systems.

Response: All Quercus Virginiana (Live Oaks) were changed to Green Buttonwoods. See sheet LP-4 Plant List.

Fire Prevention

Reviewer: Pam Archacki

1. Show inside turn radius at NE 9th Ave and Bldg. 14.

Response: The inside turning radius has been added at NE 9th Ave and BLDG. 14. The curb has been revised to a radius of 20' for clear firetruck access.

2. On-street parking at this development may obstruct fire department access in the event of an emergency. All roadways in the development are Fire Department Access Roads and shall be marked with "No Parking Fire Lane" and "No Roadway Parking" signage. BSE requirements for parking and access shall also be complied with.

Response: Acknowledged. Signage has been added throughout the site stating "NO STREET PARKING; FIRE LANE".

If you have any questions, comments, or concerns, please contact me at 954-680-6533.

Respectfully Submitted,
PILLAR CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "Jason Wilson". The signature is stylized with a large, looped "J" and "W".

Jason Wilson
Dir. of Engineering