



DESIGN REVIEW TEAM (DRT) COMMENTS

Planning Area: Downtown Master Plan | Rev. 02/20/2026

BACKGROUND INFORMATION: The intent of the Design Review Team (DRT) is to assist applicants by identifying compliance with the applicable master plan design requirements in the form of a checklist. The checklist should be used as a guide in generating formal development applications for site plan submittal. Applicant should provide responses to each item in the DRT checklist upon submittal of formal development applications, along with the alternative design solution justifications.

CASE NUMBER:	UDP-DRTXXXX	NOTES: <ul style="list-style-type: none"> Principles in bold are dimensional standards required by Code (ULDR) Section 47-13.20. Principles marked "yes" / "no" indicate if project meets intent of guideline N/A = Not applicable; more information needed means there is insufficient information to review.
PROJECT NAME:		
PROJECT ADDRESS:		
REVIEW DATE:		
CASE PLANNER:		
CONTACT INFORMATION:		

INSTRUCTIONS: Mark applicable column with "X". Add comments / design intent under Principle title.

PRINCIPLES OF STREET DESIGN		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
S1	Maintain fine-grained street grid: discourage vacations. Comment:					
S2	Utilize Traffic Calming rather than blocking streets.					
S3	Maximize on-street parking except on major arterials.					
S4	Provide adequate bike lanes in a planned network (next to on street parking: 5 feet; next to travel lane: 4 feet).					
S5	Maximize street trees on all Downtown Streets.					
S6	Encourage location of primary row of street trees between sidewalk and street.					
S7	Maximum spacing for street trees: Palms -22 feet; Shade trees - 30 feet.					
S8	Minimum horizontal clearance (from building face) for trees: Palms – 6 feet; Shade trees – 12 feet					
S9	Encourage shade trees along streets, palm trees to mark intersections.					
S10	Eliminate County "corner chord" requirement not compatible with urban areas.					
S11	Encourage curb radius reduction to a preferred maximum 15 feet; 20 feet for major arterials.					
S12	Discourage curb cuts on "primary" streets.					
S13	Encourage reduced lane widths on all streets.					
S14	Encourage reduced design speeds on all RAC streets (15 - 40 mph).					
S15	Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate uncoordinated City setback and County easement requirements). Note: Downtown local streets have varying ROW's and section design may need to be flexible to respond to the specific right-of-way conditions.					
S16	Bury all power lines in the Downtown Area.					
PRINCIPLES OF BUILDING DESIGN		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
B1	Framing the street: building "streetwall" should generally meet setback line (within a percentage).					
B2	Framing the street: encourage open space site requirements for use as pedestrian public space instead of unusable, leftover 'green perimeter'.					
B3	Framing the street: minimum and maximum building 'streetwall' heights (see character area guidelines for specifics).					
B4	Framing the street: Maintain maximum building 'streetwall' length of 300 feet					
B5	Maintain maximum Floorplate Area for towers based on character area					



B6	Where towers are located on Primary (>60 feet wide) and Secondary (< or = 60 feet wide) Streets, the towers are encouraged to orient towards the Primary Street.					
B7	Where towers are located on streets < or = 60 feet, increased setbacks from the 'shoulder' are encouraged at 30 feet to reduce the impact on the street.					
B8	Surface parking: discourage frontage and access along 'primary' street.					
B9	Parking garages: encourage access from secondary streets and alleys.					
B10	Encourage main pedestrian entrance to face street.					
B11	Maximize active uses and 'extroverted' ground floors with retail in strategic locations.					
B12	Encourage pedestrian shading devices of various types.					
B13	Encourage balconies and bay windows to animate residential building facades.					
B14	In residential buildings encourage individual entrances to ground floor units, particularly in the Urban Neighborhood Character Area					
B15	High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor					
B16	Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.					
B17	Discourage development above right-of-way (air rights).					
B18	Mitigate light pollution.					
B19	Mitigate noise pollution.					
B20	Vertical open space between towers on adjacent lots: Maintain 60-foot vertical open space between towers (30 Feet minimum on subject property if adjacent to abutting lot under separate ownership). In certain circumstances abutting property owners can coordinate tower placement as long as maintain 60-foot clearance.					
B21	Vertical open space between multiple towers on a single development site: no less than 60 feet apart.					
B22	Residential: Encourage minimum ground floor elevation of 2 feet above public sidewalk level for individual ground floor entrances to private units.					
B23	Avoid drive-thrus in the wrong places.					
B14	The Fifth Façade: Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).					
QUALITY OF ARCHITECTURE		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
Q1	Skyline Drama: Encourage towers to contribute to the overall skyline composition.					
Q2	Expressive Tops: Encourage expressive tops for tall buildings above 37 stories in Near Downtown and Downtown Core.					
Q3	Durability and Quality of Materials: Encourage high quality materials for the entire building, with special emphasis on detailing and durability for the first 2 floors					
Q4	Respect for Historic Buildings					
Q5	Parking Podium Façades: Where structured parking must be exposed to the street, exceptionally creative solutions should be explored					
Q6	Response to Natural Environment: Encourage architecture to respond to the unique nature of the south Florida environment (solar orientation, wind direction, rain). Examples: Open breezeway corridors oriented toward prevailing winds; energy efficient glazing; above ground stormwater capture and re-use through bio-swales and rain gardens; solar roof panes/awnings.					



Q7	Creative Façade Composition: Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the shoulder level.					
Q8	Original, Self-Confident Design: Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary.					
STOREFRONTS		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
SF1	Retail Location Strategy: Encourage ground floor retail in preferred locations.					
SF2	Encourage a combination of storefront styles and types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level.					
SF3	Encourage durable materials for ground floor retail and cultural uses.					
SF4	Encourage 15 foot minimum floor-to-floor height and encourage interior ground floor flush with adjacent public sidewalk.					
SF5	Encourage significant glass coverage for transparency and views. Encourage restaurants to provide clear visual and physical connections to outdoor seating.					
SF6	Encourage pedestrian shading devices of various types (min 5 foot depth).					
SF7	Encourage multi-level storefront displays to disguise unfriendly uses or blank walls					
SF8	Encourage well-designed night lighting solutions					
CHARACTER AREA (APPLICABLE AREA: DOWNTOWN CORE)		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
1A	Frame street with appropriate streetwall height: Shoulder: 9 floors max					
1B	Signature Tower: Special architectural design encouraged for buildings over 37 floors.					
1C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 32,000 GSF floorplate max. -Residential: Buildings up to 15 floors: 18,000 GSF floorplate max. -Residential: Buildings over 15 floors: 12,500 GSF floorplate max.					
CHARACTER AREA (APPLICABLE AREA: NEAR DOWNTOWN)		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
2A	Frame street with appropriate streetwall height: Shoulder: 7 floors max with min 15-foot stepback on portion over 7 floors.					
2B	Maximum building height of 30 floors.					
2C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 32,000 GSF floorplate max. -Residential: Buildings up to 15 floors: 18,000 GSF floorplate max. -Residential: Buildings up to 30 floors: 12,500 GSF floorplate max.					
CHARACTER AREA (APPLICABLE AREA: URBAN NEIGHBORHOOD)		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
3A	Frame street with appropriate streetwall height: 6 floors max					
3B	Townhouses are a suitable option, especially on alley blocks.					
3C	Encourage slender towers to complement the skyline and provide more light and air to streets and open spaces below based on maximum floorplate size. -Non-residential: 8 floors max with a min 12-foot stepback on portion over 6 floors: 16,000 GSF floorplate max.					



	-Residential: 6 floors max or 12 floors max as a conditional use, with a min 12-foot stepback on portion over 6 floors: 10,000 GSF floorplate max. <i>Note: projects proposing above 6 floors are subject to conditional use criteria as Site Plan Level III.</i>					
TOD GUIDELINES (GENERAL APPLICABILITY)		YES	NO	N/A	MORE INFORMATION NEEDED	Alternative Design Solution
T2	Discourage land uses that are incompatible with transit and walkability.					
T3	Encourage pedestrian connections to transit stops and bike parking.					
T4	Encourage bike connections to transit stops and bike parking.					
T5	Parking consistent with TOD Principles: Encourage structured parking with screening or liner building if parking provided. Surface parking should be configured into smaller lots rather than one large lot. Surface parking discouraged except pick up/drop off within 200 feet of a Gateway Hub transit station. Parking should not face onto plaza or park space of any transit station. Include parking for mopeds, scooters, motorcycles, and other similar vehicles					
T6	Incorporate Transportation Demand Management (TDM) including but not limited to Encourage carpooling or vanpooling. Encourage car or bike sharing. Offer flexible hours. Provide shared parking.					
T7	Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area.					
T8	Encourage green buildings, green site design and green infrastructure.					
T9	Create attractive, active and safe multimodal systems.					

ALTERNATIVE DESIGN INSTRUCTIONS: Indicate the principle, proposed design, justification and demonstrate how the deviation request maintains the overall design intent. If additional graphics are provided indicate yes or no. Provide specific sheet pages, if applicable. Add additional rows in the table if needed. Deviations must include dimensional standards as listed herein and other design criteria from the ULDR that is not listed in this document. Provide the accompanying Downtown Master Plan DRT.

PRINCIPLE	PROPOSED DESIGN SOLUTION	JUSTIFICATION	ADDITIONAL GRAPHICS YES OR NO

