

Donald R. Hall for
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Dated: February 7, 2014

ROYAL ATLANTIC DEVELOPERS, LLC
ROYAL ATLANTIC CONDOMINIUM
SITE PLAN APPROVAL NARRATIVE
Case No. 68-R-13

I. INTRODUCTION

Royal Atlantic Developers, LLC, (“Applicant”) proposes to construct Royal Atlantic, a 10-level, 31-unit condominium located at 435 Bayshore Drive in the Central Beach Area of the City of Fort Lauderdale (the “Project”). The Project site is bounded on the west by the Intracoastal Waterway (“ICW”) and on the east by Bayshore Drive in an area which is designated as Central Beach Regional Activity Center (C RAC) by the City’s land use plan map and zoned Intracoastal Overlook Area (“IOA”).

The 0.7805 acre site is 200 feet in length and 170 feet in width. The building footprint within the proposed yards is 140 feet by 120 feet and the height of the building is 115 feet. Applicant requests that the Project be recognized as a development of significant impact and this application be reviewed and approved as a Level IV Site Plan pursuant to Sections 47-12.5(D)(1)(d)(i)(ii) and 47-12.6, of the City’s Unified Land Development Regulations (“ULDR”).

The IOA permits the following side yards for projects that are approved as a Level IV site plan: a 30 foot side yard for structures greater than 75 feet up to 115 feet in height (Section 47-12.5(D)(1)(d)(i) ULDR). The following chart describes the front, side and rear yards which Applicant requests:

Setbacks/Yards	Required yards per Site Plan Level III	Required yards per Site Plan Level IV	Royal Atlantic Proposed Yards
Front	20'	20'	20'
Rear	½ height (varies at building height location)	20'	26'-9"
Side	½ height (varies at building height location)	75'to 115' = 30'	75'to 115' = 30'

The proposed side yards will provide a building separation between Royal Atlantic and the 11 story building to its north of 50 feet and a building separation of 33 foot between Royal Atlantic and the building to its south. These building separations will create generous view corridors to the ICW from Bayshore Drive and the size of the building footprint allows a significant portion of the site to be used for open space and green area.

Royal Atlantic's design is characterized as contemporary style architecture exemplified by the simple and clean lines of the structure. The design of the building utilizes modern elements and forms which articulate the façade as is characterized by deep wrap-around terraces and louvers. The street level façade enhances the pedestrian environment and experience by incorporating architectural features into its design which add special interest and compatibility with nearby properties such as open views through glass storefronts and pedestrian plazas.

Royal Atlantic was designed to be compatible with the design criteria of the ULDR. The Project's special features include: (1) parking within an internal parking garage which is attractively screened and shielded from view from Bayshore Drive, the ICW and neighboring buildings; (2) active uses and amenities on the first floor such as lobby, clubroom and fitness center that enhance the streetscape and pedestrian environment; (3) internal vehicle drop off and entryway with minimal vehicular use area; (4) internal building services including trash and loading areas; (5) generous setbacks from neighboring properties; (6) an architectural style which creates a compact building form, eliminating the "pedestal-styled" residential tower atop a large parking structure; (7) an effective design which results in a structure which is not a single continuous volume of height because varying levels of architectural dimensions and features break up the mass of the east and west facades.

II. COMPATIBILITY WITH THE FORT LAUDERDALE CENTRAL BEACH REVITALIZATION PLAN AND THE FORT LAUDERDALE BEACH COMMUNITY REDEVELOPMENT PLAN

The Revitalization Plan ("RP").

The RP was approved by the City Commission of the City of Fort Lauderdale ("City") on July 12, 1988. It provides a working document for the continued revitalization and redevelopment of the Central Beach Area ("Area"). The overall goal of the RP is the renewal of the Area to make it safer and more attractive for tourists and residents. Its purpose is to serve as a guide for future public and private development.

The RP divided the Area into six districts. The Central Beach Area Zoning Ordinance, Section 47-12, ULDR ("Zoning Ordinance"), contains the specific development standards for each district. As such, the Zoning Ordinance incorporates the private sector design guidelines of the RP for each zoning district. The IOA was designed to allow more intense uses than permitted in the North Beach Residential Area Zoning District.

Royal Atlantic is compatible with the character of the overall plan of development contemplated by the RP as implemented by the IOA and with the design guidelines provided in Section 47-25.3, ULDR because:

- The building height of 115 feet is consistent with the proposed use, adjacent development and neighborhood, and is permitted by the IOA.
- The building's yards and setbacks are consistent with the proposed use, exceed those provided by adjacent development and are permitted by the IOA.
- The architectural design of the building is compatible with the character of the overall plan of development contemplated by the RP and the design guidelines

provided in Section 47-25.3, ULDR, which specifically provides that those guidelines are not intended to be exclusive and that if alternative architectural design concepts are presented by the development application they will be considered during review of the application for development approval.

- The contemporary style architecture of the building features simple lines, curved balconies and geometric features along the façade. The façade of the building is well articulated, providing visual variety and interest without being overwhelming or losing cohesion.
- The street level façade enhances the pedestrian environment by incorporating architectural features which add special interest to that street environment and complement nearby properties such as open views through glass storefronts and pedestrian plazas.
- The mass of the building is softened not only by its architectural design, but also by the rear and side yards which provide air, light and clear, unobstructed views of the ICW.

The Community Redevelopment Plan (“CRP”).

On November 21, 1989, the City approved the CRP. The CRP specifically recognizes that redevelopment is needed in the Area in order to eliminate blighted conditions such as poor building conditions, low improvement value to land value ratios and to reverse the general physical deterioration of the area. The purpose of the CRP as stated in Section 1.1.3 *is to remove the existing constraints to development and demonstrate to private developers the public commitment to redevelopment of the Area.*

Section 1.1.4 of the CRP contains the redevelopment goals, objectives and policies. The Project which is proposed by this application is consistent with these goals, objectives and policies in that it will:

- Help to stimulate redevelopment of the Area by creating and enhancing a positive physical image of the Area.
- Provide an active pedestrian experience between the ICW and the beach, specifically along its frontage on Bayshore Drive.
- Implement the CRP’s statement that the *preferred redevelopment of the Area is as an urban mixed-use village and that residential development is a component of such a village.*
- Provide a high-end residential development in the Area *as envisioned by the CRP market study.*

III. THE NOVEMBER 30, 2009 DRAFT OF THE CENTRAL BEACH MASTER PLAN – MID BEACH CHARACTER AREA (“CBMP”)

The draft CBMP and its guidelines for private realm development have not been adopted. Therefore, they are not applicable to this application. However, the Project was designed to be compatible with the spirit and intent of the goals, policies and objectives of the CBMP and the private realm development guidelines for the mid beach area which are proposed by that plan.

The CBMP divided the Central Beach into five character areas. Royal Atlantic lies within the mid beach district character area which is designated for development of resort hotel and residential development use. The mid beach area is envisioned as an area which will provide a transition from the dense central beach entertainment area to the north beach neighborhood. This character area is a predominantly residential neighborhood and future development is encouraged to respect its existing fabric and scale. It also encourages new development on the ICW to provide view corridors to the ICW from Bayshore Drive.

The CBMP market analysis is a key element of the CBMP and was prepared as a means of testing the market demand for various uses. The analysis found that the strongest market opportunities for the central beach over a five to 10 year period were likely to be for hotel and condominium development. It projected an opportunity for 500 to 800 units of new housing, both for sale and high-end rental, and noted that site characteristics drive market response to the type and price of new housing and that amenities such as water views and structured on-site parking are more critical for mid and high-rise construction than for other types of residential development. Therefore, it concluded that new housing on the central beach is likely to be driven by a combination of location, building form and density.

Section 3 of the CBMP explains the purpose and intent of the design guidelines. It states that these guidelines are general in nature and establish the intent of the CBMP within the character areas. It specifically provides that the guidelines are not to be prescriptive because specific site conditions and circumstances may require alternative solutions which are acceptable if they meet the overall intent of the guidelines. Royal Atlantic is compatible with the overall intent of the CBMP design guidelines for the mid beach character area because:

- It will not create wide curb cuts on Bayshore Drive, a primary street.
- Vehicular use areas are minimized, with an internal drop off which also widens the pedestrian space at the entry.
- The structured parking will be internal to the building and will be attractively screened from view by neighboring properties and the ICW.
- Its first floor will provide views to the ICW from Bayshore Drive through large expanses of glass to enhance interaction with the pedestrian experience on the street.
- The building footprint and generous side yards will provide expansive view corridors to and a visual connection with the ICW from Bayshore Drive.
- Its architectural design respects the existing fabric and scale of the IOA.
- The street level façade enhances the pedestrian environment by incorporating architectural features into its design which add special interest and complement nearby properties such as the features of the building which are brought down to ground level.

- Its architectural style creates a compact building form, eliminating the “pedestal-styled” tower atop a large parking structure.
- Its design results in a structure which is not a single continuous volume of height.

IV. APPLICABLE ULDR SECTIONS

A. Central Beach District Requirements – IOA - Sec. 47-12.5(D)(1)(d)(i)(ii)

If a development is approved as a development of significant impact pursuant to Level IV site plan review, the side and rear yard requirements may be reduced as follows:

For structures greater than seventy-five (75) feet in height up to 115 feet thirty, thirty (30) feet:

- a. Side yard. Thirty (30) feet;
- b. Rear yard. Twenty (20) feet; Royal Atlantic will provide a 26’-9” rear yard.

B. Central Beach Development Permitting and Approval - Sec. 47-12.6

See Exhibit A.

C. Adequacy – Sec. 47-25.2

See Exhibit B.

D. Neighborhood Compatibility and Community Compatibility - Sec. 47-25.3

See below for specific criteria.

V. NEIGHBORHOOD COMPATIBILITY AND COMMUNITY COMPATIBILITY REQUIREMENTS §47-25.3

A. NEIGHBORHOOD COMPATIBILITY

1. Adequacy Requirements. See Exhibit B.
2. Smoke, odor, emissions of particulate matter and noise. The Project will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27 of the Code of Broward County.
3. Design and performance standards.
 - a. **Lighting.** The Project design will comply with the lighting requirements of this section.
 - b. **Control of appearance.** The Project is residential and incorporates windows, doors and entrance openings into the design on its facades. The

facades contain balconies, awnings, uniform cornice heights and material banding. Loading and service facilities will be screened from abutting residential uses. Rooftop mechanical equipment, stair and elevator towers will be visibly screened from abutting properties.

- c. **Setback regulations.** N/A. This subsection only addresses nonresidential development.
- d. **Bufferyard requirements.** The Project provides generous buffer elements which include: (i) 30 foot side yards, and (ii) dumpsters located inside the building.
- e. **Neighborhood compatibility and preservation.** The neighborhood within which the Project is located is a mix of residential, co-op and hotel/motel uses along the ICW which vary in height. The Project's height, mass, setbacks and architectural features are compatible with the neighborhood and have been designed to maintain the neighborhood's character. In addition, the design of the building incorporates visually appealing design elements as seen from the ICW and Bayshore Drive and creates view corridors to the Intracoastal Waterway.

B. COMMUNITY COMPATIBILITY REQUIREMENTS

1. BULK-CONTROLS

- a. **Density.** The IOA allows a residential density of 48 dwelling units per acre. Since the size of the Project site is 0.7805 acres, it could be developed at a density of 37 dwelling units. Royal Atlantic proposes to construct 31 condominium dwelling units on the site.
- b. **Floor Area Ratio.** Floor Area Ratio is not restricted in the IOA.
- c. **Height.** Royal Atlantic's height of 115 feet is consistent and compatible with the proposed use, adjacent developments, the RP, the CRP and the IOA zoning district requirements.
- d. **Yards.** Royal Atlantic's yards are compatible with adjacent development and comply with the standards of the IOA. The yards are as follows:

North (side):	30 feet
South (side):	30 feet
East (front):	20 feet
West (rear):	26'-9" feet

These yards create a building separation and ICW view corridor at street/eye level between the Project and the adjacent building to the north of 50 feet and of 33 feet for the building to the south.

2. **MASSING GUIDELINES**

- a. **Overall Height.** The design of Royal Atlantic creates a structure which is not a single continuous volume of height. The architectural dimensions and features which break up the mass of the east and west facades include an open colonnade wrapping the east, south and north facades with glazing allowing visual connection to internal activities and the water beyond. Above the ground level, the building has a two level area clad in translucent panels above this, the building steps back generously, allowing covered trellis courtyards. For the first level of residences each level of residences above is articulated with deep terraces, sun grilles and glazing.
- b. **Vertical Plane Moderation.** The design of Royal Atlantic incorporates various features that break the repetitive moderations such as varying scale of spatial forms and material changes.
- c. **Facade Treatment.** The exterior facade vertical plane enhances the pedestrian environment by incorporating the following architectural features into its design: Human scale is achieved through horizontal and vertical compositions of glass, louvers, and solid and void spaces.

3. **STREET LEVEL**

- a. **Active Use.**
 - i. The first floor of Royal Atlantic is designed to emphasize pedestrian scale activity along both Bayshore Drive and the ICW. The structured parking facility is internal and does not front on Bayshore Drive. The first floor frontage along Bayshore Drive creates an active pedestrian experience with minimal interference with vehicular traffic. The main entrance and condominium lobby activate this east elevation with a first floor which allows pedestrians to look through the lobby to the ICW. On the Intracoastal side, there is a pool and cabana area which make Royal Atlantic visually appealing and provides activity along the water's edge.
 - ii. All furnishings and other elements associated with active street level uses are designed and will be maintained to enhance the visual and functional quality of the streetscape and will be compatible with public sector site elements. Pavers, lighting and landscaping have been incorporated into the streetscape design to enhance and to be compatible with the public sector site elements.
- b. **Fenestration.** The fenestration complements and encourages pedestrian scale along Bayshore Drive by providing appealing architectural features such as vertical and horizontal louvers, translucent architectural panels, landscape rhythms and trellised areas, and other architectural features are

used along the structure's east and west first floor facades to allow views through the lobby to the ICW. Solid walls have been minimized. Reflective surfaces on windows and doors are not utilized, street level windows and doors receive special detailing to add variety to the streetscape.

- c. **Arcade.** Not required in the IOA.
- d. **Trash/Loading Facilities.** The Project will include an interior trash room with trash chute and adequate bins. The trash / recycle system will meet the capacity requirements of the building and the city recycling requirements.

All building facilities such as trash management and loading/receiving service areas are screened so as not to be visible from the ICW, Bayshore Drive or pedestrian circulation areas.

4. OTHER GUIDELINES

- a. **Energy Conservation.** The building is oriented east to west and will benefit from the southeasterly breezes. The colors and materials used are designed to be energy conscious. The mechanical and electrical system will be designed to comply with ASHRAE Standard 90.1 – Energy Standard for High Rise Buildings. The design will utilize high efficiency air conditioning units with multiple control zones for each apartment unit, a control zone is provided for each exposure to minimize overcooling and heating and high efficiency lighting fixtures in the common areas. These elements and the design will result in a building which will exceed the requirements of the Florida Energy Code.
- b. **Building Separation.** The building has been designed to provide significant space between adjacent buildings. This space allows the passage of natural breezes and light. The building has been located on the site to maintain views to the ICW from existing structures.
- c. **Rooftop Design.** The rooftop is designed with features which incorporate both structural function and architectural design. The roof is finished with surface materials that do not affect the quality of views from surrounding buildings. All rooftop mechanical equipment, stair and elevator towers are designed as an integral part of Royal Atlantic's volume and are screened from view.

5. VEHICULAR CIRCULATION

- a. **Ingress/Egress.** Access drives to Bayshore Drive are limited to those necessary for the adequate function of the condominium and designed to minimize impact on Bayshore Drive.

- b. Arrival / Drop-off Areas.** The vehicular arrival and drop-off areas are from Bayshore Drive. These areas have been designed to allow sufficient room for vehicle stacking, loading, unloading and other main entrance functions. Royal Atlantic owners have a separate vehicular entrance that leads directly to the parking garage. There is no interference with pedestrian entries, which are located the maximum possible distance away from the service and loading areas.
- c. Parking.**

 - i. A total of 65 parking spaces will be provided which satisfies the parking requirements of Section 47-20 of the ULDR.

The garage will provide self-parking for the residents and guests located in structured parking within the building. The access drives and ramps to parking are limited to those necessary for the function of the building and comply with vehicular ingress/egress guidelines.
 - iii. Vehicular circulation within the parking areas is internal to the parking facility and public roads are not utilized as part of the parking circulation system. The parking garage driving surface will be treated to prevent tire squealing while turning.
 - iv. The internal structured parking complies with street level and covered parking guidelines. The design is compatible with the neighboring architecture and site elements.

6. **PERIMETER TREATMENTS**

- a. Screening.**

 - i. All trash handling, loading and equipment storage facilities are screened so as not to be visible from adjoining public corridors and are landscaped to moderate views from surrounding buildings.
 - ii. Mechanical equipment, including handling units, exhaust outlets, transformer boxes and electric switching units will be appropriately screened by landscaping wherever they cannot be concealed within the building volume. The air-conditioning unit on the roof of the building will be screened by a wall. The FPL transformer and the pool equipment will be screened within the building.
- b. Paving.** The paving systems used on walkways will be a combination of concrete in the public right-of-way (sidewalk) and decorative pavers on the property. The paving will complement the overall fabric of the streetscape and will not dominate the visual experience.

c. Landscape.

- i. The planting will be consistent with the proposed use and will comply with the requirements of Section 47-21 of the ULDR. The percentage of landscaped area and open space meets the requirements of the ULDR.
- ii. Plant material has been selected to fit within a contemporary urban context, acknowledging the limitations of the beach environment, creating a lush tropical environment in keeping with the visual quality of the area. There will be several varieties of trees including medjool date palms and coconut palms interspersed with shade trees and accent shrubs meshing the rich, lush landscape with the elegance of the building.
- iii. Plant massing will be rich in material with special attention given to the ground plane treatment. Color will be used in bold massive statements where appropriate.
- iv. Plant material will abut and be readily visible from adjoining public corridors and will reflect the species, size and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption.
- v. Because the Project is located along the ICW, oleander and bouganvillia with colorful understory shrubs will be planted along the water frontage.
- vi. Street frontage landscaping will not be blocked by fences or other architectural treatments. The street frontages will have trees / palms with low shrubs.
- vii. Landscape design and maintenance will be compatible with the public sector site elements.

d. Site Furnishings. Site furnishings will be compatible with the proposed use, adjacent development and as required by applicable codes. Site furnishings will be designed/located in an organized manner, not haphazardly distributed. Site furnishing design, materials and maintenance will be compatible with public sector site elements.

e. Signage.

- i. Signage will be consistent with the proposed use and as required under Section 47-12 of the ULDR.

- ii. Signage will be restrained in character and size and will be no larger than necessary for adequate identification. Signage will be integrated with Royal Atlantic's architecture and will be designed to improve the pedestrian's orientation to adjoining pedestrian and vehicular circulation systems.
- iii. Signage will consist of vehicular entry and exit directional signs and the address of the Property. There will be no roof signs or billboards.
- iv. The intensity and type of signage illumination will not be offensive to surrounding parcels. Signage style and character is intended to enhance the visual and functional quality of the adjoining public corridor. Signage design materials and maintenance will be compatible with public sector site elements.

f. Lighting.

- i. Site lighting will be compatible with the proposed use, adjacent development and as required by applicable codes.
- ii. Site lighting, an integral component of the urban streetscape, will be designed/located accordingly. Emphasis will be placed on both nighttime effects of illumination quality and the daytime impact of the light fixtures and appearance.
- iii. Site lighting will be consistent with the theme of the immediate context and will be compatible with the lighting of adjacent parcels. Light distributions will be relatively uniform and appropriate foot-candle levels will be provided for the various uses.
- iv. All exterior spaces will be sufficiently lit to allow police and citizen surveillance, enhance personal security and discourage undesirable activities. Exterior lighting will be controlled by automatic timers or photocells to insure regular activation.
- v. Site lighting which immediately abuts and is readily visible from adjoining public corridors will reflect the fixture style, light source and illumination intensity of adjoining public lighting and provide a cohesive visual and functional transition without interruption.
- vi. The site lighting design, materials and maintenance will be compatible with public sector site elements.

g. Utilities. Utilities will be underground at the point that they enter the site.

- h. Site Plan Objectives.** The following site plan objectives have been incorporated into the development proposal.
 - i. Usable outdoor spaces.** This residential project provides usable outdoor recreation spaces designed to accommodate residents at the pool. The pool area along the ICW provides well planned space and encourages active uses.
 - ii. Pedestrian accessible spaces.** Only required for commercial and hotel development.

- i. Defensible Space.** Security for the residents and their guests is of utmost importance. Therefore, the design of Royal Atlantic incorporates secure parking garage entry/exit and elevators, and a protected lobby entrance. In addition, the lighting and landscaping is planned in a manner so as not to obstruct or otherwise inhibit law enforcement's visibility of the property for crime prevention purposes. The security features of Royal Atlantic will be discussed with and approved by the Fort Lauderdale Police Department during DRC approval.

EXHIBIT A

Central Beach Development Permitting and Approval - Section 47-12.6

A. Beach development permit required.

Response:

Applicant will obtain a beach development permit prior to commencing construction of the Project. With respect to items B.1-4, the Applicant has provided a point-by-point narrative indicating how the proposed Project meets the design and community compatibility criteria.

B. Design criteria.

1. Whether the proposed development or use is compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area.

Response:

The proposed development and use is compatible with the plan of development contemplated by the Fort Lauderdale Central Beach Revitalization Plan and the Fort Lauderdale Beach Community Redevelopment Plan. The Project is also compatible with the spirit and intent of the 2009 draft of the Central Beach Master Plan. That plan has not been adopted and therefore it is not applicable to this application. The proposed development is a multi-family building located in a multi-family district of the Central Beach Area which is devoted primarily to existing multi-family residential buildings and uses of varying architectural themes, densities, mass and height. The residential character of the IOA district will be promoted by the addition of the Project. See, pages 2-5 of the narrative.

2. Whether the architectural design of the proposed development is compatible with the design guidelines provided in Sec. 47-25.3.

Response:

The contemporary architectural design of Royal Atlantic is compatible with the design guidelines of Sec. 47-25.3. Applicant has provided a point-by-point narrative demonstrating how Royal Atlantic meets the beach design guidelines. See pages 5-12 of the narrative.

3. Alternative architectural and design concepts are compatible with the character of the overall plan of development contemplated by the revitalization plan.

Response:

No response necessary.

4. Whether the proposed development incorporates design or architectural elements which mitigate the development's impacts, if any, on existing uses in the immediate vicinity of the proposed use.

Response:

The Project incorporates design and architectural elements which mitigate adverse impacts on existing uses in the area. Those elements include (i) an internal parking garage which will accommodate resident and guest parking thereby minimizing the number of vehicles which park along Bayshore Drive, and(ii) generous side and rear yard setbacks and building separations which create a view corridor to the ICW. See, pages 9-12 of the narrative.

5. Implementation of the overall plan of development and redevelopment as contemplated in the RP.

Response:

See response to B.1. above.

- C. Design arbitration.

Response:

Will request if necessary.

- D. Applications for development approval.

- a. Narrative description of the proposed development and use and an explanation of how the proposed development or use is consistent and compatible with the goals, policies, objectives and strategies of the central beach area revitalization plan.

Response:

The Project is consistent with the goals, policies, objectives and strategies of the Central Beach Area Revitalization Plan. Currently, the Project site is vacant. This is not the best and most desirable use of the property. The construction of Royal Atlantic will transform the vacant property into a luxury condominium site that will have a positive impact on the redevelopment efforts of the City on the Bayshore Drive corridor and the Central Beach Area. See, pages 2-3 of the narrative.

- b. Ingress and egress.

Response:

Access drives to Bayshore Drive are limited to those necessary for ingress and egress to the parking garage and drop-off areas.

- c. Narrative description of the proposed architectural theme and character of the proposed development or use including the use goals, policies, objectives and strategies of the central beach revitalization plan.

Response:

Royal Atlantic's contemporary design and character is consistent with the goals, policies, objectives and strategies of the Central Beach Revitalization Plan. See, pages 2-3 of the narrative.

- d. Graphic illustrations of the architectural theme and character of the proposed development or use, including building elevations, floor plans and illustrations that show that the proposed development is compatible with the Design and Community Compatibility Criteria provided in Sec. 47-12.7 and Sec. 47-25.3 in terms of materials, signage height, mass, color, composition and lines.

Response:

See civil plans for graphic illustrations of building elevations, floor plans, and illustrations that show that the proposed development is compatible with the Design and Community Compatibility Criteria. See pages 6-12 of the narrative for a detailed description of compliance with Central Beach Design Guidelines.

- e. A parking plan showing number and accessibility of parking that will serve the proposed development or use and delineating the area to be provided for employee and guest parking.

Response:

See civil plans for parking plan.

- f. An off-site improvement plan sufficient in area, extent and detail to describe each and every off-site improvement that is proposed to be constructed in conjunction with the proposed development.

Response:

At the present time, there are no proposed off-site improvements.

- g. A plan showing the location of all pedestrian walks, malls, yards, and open spaces.

Response:

See civil plans for location of pedestrian walks, malls, yards, and open spaces.

- h. A plan and elevation showing the location, character, size height and orientation of all signs on the development parcel proposed for development or use.

Response:

See civil plans for the plan and elevations showing the location, character, size height and orientation of all signs on the development parcel proposed for development or use.

- i. A management plan for collection and disposal of refuse generated by service of food and beverages for consumption off premises, if proposed.

Response:

N/A. None proposed.

- j. Any information, studies, models or projections such as traffic projections, shadow studies and studies related to the adequacy of parking deemed necessary due to the nature and complexity of the proposed development or use.

Response:

A shadow study is incorporated into the architectural plans.

- E. Effect of other ULDR provisions.

Response:

No response necessary.

- F. Application for plat approval of beach development permit outside of the PRD district but within the CBA.

Response:

N/A. No response necessary.

- G. Development and permitting for PRD districts.

Response:

N/A. No response necessary.

EXHIBIT B

Adequacy Criteria – Section 47-25.2

- A. **Applicability:** Plans are in accordance with requirements.
- B. **Communication Network:** Applicant will consult with the Information Systems Department with respect to providing electronic equipment designed to mitigate actual adverse impacts on the City's communication systems resulting from the Project.
- C. **Drainage Facilities:** See civil drawings for Drainage Facilities Compliance.
- D. **Environmentally Sensitive Lands:** n/a
- E. **Fire Protection:** See architectural and civil drawings for compliance.
- F. **Parks and Open Space:** The parks and open space requirements will be satisfied.
- G. **Police Protection:** Applicant will comply with regulations for adequate Police Protection.
- H. **Potable Water Facilities:** Capacity letter will be provided prior to DRC sign-off.
- I. **Sanitary Sewer:** Capacity letter will be provided prior to DRC sign-off.
- J. **Public School Concurrency:** Applicant has obtained a Final School Capacity Availability Determination that Project is exempt from public school concurrency.
- K. **Solid Waste Facilities:** Project will utilize City services.
- L. **Stormwater:** See civil drawings for stormwater compliance.
- M. **Transportation Facilities:** The proposed development of 31 condominium units will not generate enough trips to warrant a traffic analysis.
- N. **Wastewater:** See civil drawings for compliance.
- O. **Trash Management Requirements:** A trash management plan will be executed if required.
- P. **Historic and Archaeological Resources:** Documentation will be provided from the Historical Commission with respect to whether the site has any archaeological or historical significance. The Applicant will provide a response to this item prior to final DRC sign-off.