



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#13-0989

TO: Honorable Mayor & Members of the
Fort Lauderdale City Commission

FROM: Lee Feldman, ICMA-CM, City Manager

DATE: August 20, 2013

TITLE: QUASI-JUDICIAL - Resolution to Approve Relocation of "Rain Tree" and
Resolution to Approve a Development Permit with the Allocation of Post-
2003 Downtown Dwelling Units for Marina Lofts - Case 51R12

Recommendation

It is recommended that the City Commission adopt a resolution approving the relocation of the African "Rain Tree". It is also recommended that the City Commission adopt a resolution approving the issuance of a Site Plan Level III Development Permit, with allocation of 960 dwelling units for the Marina Lofts development. Both resolutions are subject to conditions provided herein.

Background

The City Commission is to determine whether the proposed development or use meets the standards and requirements of the ULDR and criteria for the allocation of dwelling units in the Downtown Regional Activity Center ("DRAC").

Pursuant to ULDR Section 47-13.20.B.4, density within the entire DRAC is limited to a total of five thousand one hundred (5,100) dwelling units. Dwelling units in excess of the 5,100 in the Downtown RAC as certified by the Comprehensive Plan amendment of 2003 and 2007 (hereinafter referred to as "post 2003 du's") shall be allocated in accordance with the following criteria: "An application for a development permit that requires the allocation of post 2003 du's shall be reviewed to determine if the development is consistent with the design guidelines provided in the Downtown Master Plan ("DTMP")".

The project was reviewed by the Design Review Team (DRT) at initial submittal and by the Development Review Committee (DRC) on July 10, 2012. The applicant has responded to all comments. The site plan is provided as Exhibit 1. The application and the record and report of the DRT and DRC are available for review upon request.

Pursuant to ULDR Section 47-24.1 Table 1, Development Permits and Procedures, the project's location in the Regional Activity Center-Southwestern Mixed Use district on land

abutting the New River is subject to Site Plan Level III (Planning & Zoning Board) review. The site plan as well as the associated parking reduction request were reviewed and approved (9-0) by the Planning & Zoning Board on May 14, 2013. The Minutes of the Planning & Zoning Board meeting are attached as Exhibit 2. The PZB Staff Report is attached as Exhibit 3.

The project includes the construction of three residential towers on the south side of the New River between SW 4th and 5th Avenues. The development will consist of 960 residential units and three enclosed parking garages attached to each tower accommodating 1,270 vehicles in total.

Since the Planning & Zoning Board's review, three key site plan elements have been more clearly addressed by the applicant based on engineering and planning comments, and the following improvements incorporated:

1. Configuration of parking garages has been coordinated with structural elements to address safe and adequate circulation and access. This has reduced the number of parking spaces from 1,313 to 1,270, and the associated number of units from 998 to the current proposed 960;
2. Loading has been internalized between the center and west buildings in such a way as to provide minimum impact on surrounding streets, while maintaining comfortable public access to Riverwalk, including pedestrian enhancements and design elements that improve the pedestrian experience in the existing alley (see plan sheets A008 – A012);
3. The landscape architecture and design elements of Riverwalk have been more fully detailed and identified (see plan sheet LA3.06).

As detailed in the plans submitted, the project is proposed to be completed in three phases over an estimated timeframe of 6 years as follows:

- Phase 1: Western Parcel, including West tower and parking garage, relocation of Rain Tree and completion of adjacent Riverwalk improvements;
- Phase 2: Central Parcel, including Center tower and parking garage, demolition and relocation of the existing Water Taxi business to Western Parcel and completion of adjacent Riverwalk improvements;
- Phase 3: Eastern Parcel, including East tower and parking garage, demolition of existing restaurant and relocation to Phase 2 retail space and completion of adjacent Riverwalk improvements.

Downtown & New River Master Plans

Pursuant to ULDR Sec. 47-13.20.B.4.b, post 2003 dwelling units shall be allocated by the City Commission, subject to the application being consistent with the design

guidelines of the Downtown Master Plan, or having proposed alternative designs which meet the intent of the design guidelines provided in the Downtown Master Plan. The project is consistent with the Downtown Master Plan's intent to create a vibrant, human-scaled and pedestrian-friendly downtown, creating a more livable and active urban center with walkable streets and well-designed buildings. The project's 960 residential units will contribute to a more active environment envisioned for the area and will help support neighborhood retail, walkability, future transit options and the following Master Plan planning principles:

- Capture a greater share of regional redevelopment;
- Increase residential opportunities Downtown, with supporting amenities;
- Strengthen areas of varied neighborhood character and distinct identity;
- Focus most intense development in a compact core;
- Surround the core with strong, walkable, mixed-income neighborhoods;
- Create extroverted, pedestrian friendly buildings;
- Get greater value from past investments and existing resources;
- Make the Las Olas - Riverwalk Corridor a top priority;
- Return the river to its central role and better connect the two sides;
- Green the Downtown with a connected system of parks, trails and streets;
- Provide alternatives to the car: walking, transit and cycling;
- Connect to the surrounding neighborhoods, the beach, and regional destinations.

Along with the project's creation of 960 residential units, approximately 20,500 square feet of retail space and 12,000 square feet of restaurant space near the heart of downtown will likely have a positive impact on the economy and vibrancy of Fort Lauderdale. Its primary residential use will bring 960 new households to the edge of the core downtown area, where the highest density is encouraged. Its internal amenities will service residents, while the retail, restaurant, and public Riverwalk elements will service both residents and the larger downtown population. The mix of sizes of the units will create a corresponding range of rental rates that will accommodate a mix of household incomes.

Complementing the Downtown Master Plan, the New River Master Plan advocates for better connections between the areas along and across the River, increased public access, integration of the riverfront back into to surrounding inland neighborhoods, and encourages the highest quality development for any key sites along or near the River. The New River Master Plan focuses on the shape of public spaces, the way building edges meet these public spaces, and the interconnectedness of the areas around the New River. It is a "framework" that sets the stage for detailed design proposals.

It should be noted that the principles and guidelines of both the Downtown and New River Master Plans are general in nature as all site-specific conditions cannot be anticipated. The principles drive master plan goals and intent and are realized in the overall site context and conditions. The following New River Master Plan principles are

pertinent to the Marina Lofts project:

- Envision the River as a center and not as a barrier, by connecting clusters of uses/destinations to and across the river;
- Encourage daily life and activity to complement special events, serving both locals and tourists;
- Allow for a variety of experiences along the Riverwalk, balancing river-based activity such as boating, maritime uses, and transportation, with land-based activities including cultural, housing, recreation, entertainment, and commerce;
- Strengthen links to surrounding neighborhoods and destinations;
- Improve the visual experience with exceptional architecture, landscape and streetscape design and water as a connecting design theme.

The framework or structure that guides development along the New River is based on three main themes: connecting destinations, great architecture and geographic character areas.

The district is divided into five “character areas,” each area with a distinct experience that plays upon existing strengths. The Marina Lofts project is located in the Tarpon River Neighborhood Gateway, with a defined intent as follows: “Downtown’s unique waterfront, mixed-use community is envisioned to integrate maritime-related uses with residential and neighborhood-serving retail, all connected to the Riverwalk by tree-lined streets with wide sidewalks. Buildings in this area provide appropriate transitions in scale from the lower density neighborhoods to the south and west. A pleasant walk from the 7th Avenue pedestrian bridge crossing leads to a green respite at the “Rain Tree” pocket park.”

The New River Master Plan provides several specific recommendations for the Tarpon River Neighborhood Gateway, below are those pertinent to the Marina Lofts proposal:

- Reconnect the street grid to the riverfront for safety and improved access with a street along the River’s edge (extension of South New River Drive to 3rd Avenue);
- Maintain and enhance all connections to the Tarpon River neighborhood waterfront with active ground floors (including residential with multiple ground-floor entries), open view corridors, and streetscape improvements. Avoid vacating existing public rights-of-way;
- Create more opportunities for pedestrian-oriented, neighborhood-serving retail;
- Support maritime activities and character;
- Create new "Rain Tree" pocket park.

The New River Master Plan also includes a Restaurant, Retail & Entertainment Market Study. The study’s recommendations pertinent to Marina Lofts are detailed in the Planning & Zoning Board Staff Report. It is important to note that while there is currently

vacant retail/restaurant space along Riverwalk, typically retail/restaurant activity follows residential development. There was a substantial amount of high-end residential housing developed in the Downtown prior to the recession, however a critical mass of housing catering to diverse income levels has not yet been established. The Marina Lofts proposal, together with the already approved New River Yacht Club, New River Village Phase III and Lofts at Tarpon River, also on the south side of the River, may help to achieve the critical mass of housing necessary to support a vibrant retail/restaurant market along the New River corridor.

Traffic, Parking and Circulation

The Executive Summary of the Parking Reduction and Traffic Study dated April 29, 2013 prepared by the applicant's consultant, Traf Tech Engineering, Inc. is provided as Exhibit 4. The applicant's parking reduction study is accepted and the reduction has been approved by the Planning & Zoning Board. The City's Traffic consultant, Miller Legg Inc. has reviewed the Traf Tech study, and has requested that the applicant address certain elements, which are further defined and identified in the conditions of approval provided herein.

"Rain Tree"

The proposed development site is home to an existing African "Rain Tree", nearly 80 feet in height with a canopy of approximately 125 feet in width and a diameter of six feet and four inches. The Planning & Zoning Board's site plan approval is contingent upon the City Commission's approval of the proposed relocation of the Rain Tree.

On December 19, 1985 the City Commission passed a resolution declaring certain trees in certain areas of the City to be protected trees, deeming they may not be damaged or removed unless otherwise approved by the City Commission. The resolution included the designation of the Rain Tree as a protected tree. The applicant has contracted Environmental Design Inc., a company that specializes in transplanting mature trees, to relocate the tree from its current location to a proposed public plaza/park space on the northeast corner of SW 3rd Avenue and SW 5th Street. The Environmental Design report documenting the relocation process, scope and procedures, is provided as Exhibit 5. The applicant also hired the services of Robert D. Brennan, an arboricultural consultant and arborist for the Fairchild Botanic Garden, to determine the viability of relocating the tree. The report concludes that the tree is a good candidate for moving and should be moved to a place with good sun exposure. The proposed location with southern exposure will provide direct sunlight throughout the year. The consultant's report is provided as Exhibit 6. Staff has also received numerous correspondences regarding the proposed tree relocation, provided as Exhibit 7. Protected Tree Resolution (87-318) is provided as Exhibit 8.

Development Conditions

1. Final DRC site plan approval shall be contingent upon and subject to the execution

of a development agreement between the Applicant and the City of Fort Lauderdale. Said agreement shall address public realm/off-site improvements, maintenance, operation, public access, easements, other development standards applicable to the property and conditions including but not limited to the following:

2. Any and all public improvements, including landscape, hardscape materials and irrigation, a pedestrian easement between FEC right-of-way and existing *Riverwalk* at SW 4th Avenue extending from the edge of the New River to the ground floor face of proposed towers, any other improvements related to *Riverwalk*, shall be secured by a bond to be provided by the applicant in the amount equaling 125 percent of construction costs, including a demolition bond to permit any unfinished phase to be demolished by the City. With regard to Complete Streets obligations, pursuant to Ordinance No. C-09-26, the cost to relocate utility poles shall be borne by FPL, and all off-site mitigation shall be constructed in existing/available right-of-way. Applicant shall not be required to acquire right-of-way or easements for this purpose. Maintenance responsibility and declaration of all improvements shall be resolved and finalized between Applicant and the City of Fort Lauderdale prior to Final DRC site plan approval. A copy of the construction contract that includes an itemized cost breakdown of all improvements shall be provided to the City prior to issuance of a master construction permit for each phase;
3. Continuous public access shall be provided along the entire length of *Riverwalk* frontage as delineated on the Site Plan. Any required easements shall be provided to appropriate government entities prior to Final DRC site plan approval;
4. Site plan approval shall be contingent upon the City Commission adoption of a resolution approving the relocation of the African Rain Tree in accordance with ULDR Sec. 47-21.12.C.4;
5. If the FPL transmission lines traversing the subject site are moved adjacent to or within the FEC right-of-way, applicant shall underground the transmission lines from Broward Boulevard to Southwest 5th Street;
6. Boat slips near the restaurant operations should be preserved and reserved for waterborne access to waterfront dining for the local and visiting boating community;
7. Per the City's Engineering and Transportation & Mobility staff, prior to Final DRC site plan approval, applicant shall address the following as to the traffic mitigation plan:
 - A. Coordinate with City staff to develop conceptual-level drawings and detail sketches for all off-site improvements with sufficient specificity so that clear

direction will be provided for design and construction of those improvements during the construction permitting phase;

- B. For the retiming of the existing traffic signal at the intersection of SW 4 Avenue and SW 6 Street, coordinate with City staff to define the action items/deliverables (such as traffic counts, signal analysis, optimization runs), the thresholds that trigger the re-timing studies, applicant's roles/responsibilities, the thresholds that require implementation of timing plans, and if the timing will be revisited if/how those thresholds are not triggered in Phase 1;
- C. Coordinate with City staff to provide more detail on the bicycle storage rooms, such as locations, minimum dimensions, minimum number of bicycles to be accommodated, air pump stations and other amenities to be included, for each of Phases 1, 2 and 3;
- D. Coordinate with City staff to determine the minimum number/location of bicycle racks and number/location of kiosks to be provided for the public within the public realm improvements during Phases 2 and 3;
- E. Coordinate with City staff to determine the location and connectivity of the dedicated bicycle lanes to be provided with Phases 1, 2 and 3;
- F. For the traffic calming on SW 5 Avenue and SW 4 Avenue, coordinate with City staff to define the traffic calming study methodology, define thresholds that would trigger the need for traffic calming, discuss public outreach plan, determine if speed studies are required after implementation and establish any further actions in the event that traffic calming is not warranted in Phase 1;
- G. Conduct site visits, conduct research and coordinate with City staff to refine the potential safety improvements that may be constructed at the SW 5 Avenue/SW 5 Street merge lane onto southbound SW 4 Avenue;
- H. Coordinate with City staff to identify the mechanism(s) for updating Kiosk and website transit and multi-modal transportation information/schedules;
- I. Discuss with staff the feasibility of providing a website forum to residents for ride-sharing;
- J. Conduct site visits and conduct research to identify appropriate advance warning treatments and locations for the low bridge at SW 4 Avenue and SW 5 Avenue;
- K. Finalize conceptual drainage outfall locations and other basic elements of the surface water collection system.

8. Per the City's Engineering and Transportation & Mobility staff, as part of project's Phase 1, applicant shall address the following as to the traffic mitigation plan:
- A. Study and (if needed) retime the existing traffic signal at the intersection of SW 4 Avenue and SW 6 Street;
 - B. Prior to CO for Phase 1, construct a Water Taxi Shelter, as depicted on Sheets C-3 and A-003;
 - C. Prior to Certificate of Occupancy (CO) for Phase 1, construct bicycle lanes on SW 4th Avenue between SW 5th Avenue and SW 4th Court. The typical section of the roadway segment where the bicycle lanes are being added shall comply with applicable City of Fort Lauderdale engineering standards, including a minimum of two 10-foot wide travel lanes (northbound and southbound) and two 4-foot wide designated green painted bike lanes (northbound and southbound). Additionally, implement sharrows on SW 4th Court (eastbound and westbound) between SW 4th Avenue and SW 3rd Avenue and on SW 3rd Avenue between 4th Court and SW 6th Street (northbound and southbound);
 - D. Prior to CO for Phase 1, expand the Riverwalk public access route adjacent to the Phase 1 site, as depicted on Sheets A-600 and LA3.06;
 - E. Prior to CO for Phase 1, provide public docking along the project's seawall, as depicted on Sheet C-3 and A-003;
 - F. Prior to CO for Phase 1, design, obtain permits and construct a second northbound (150 feet of storage length) and a second southbound (150 feet of storage length) lane to the intersection of SW 3rd Avenue and SW 6th Street to operate both approaches with a shared left-turn/through lane and an exclusive right-turn lane. The improvements shall include signing, striping, pavement modifications, drainage features and utility relocations and all other items necessary to construct the lanes in the available right-of-way;
 - G. After 75% occupancy of Phase 1, provide a study for the two local streets SW 5th Avenue and SW 4 Avenue that are located on either side of the SW 7 Ave/SW 4 Avenue arterial, to determine if traffic calming is warranted. If traffic calming is warranted' design, obtain permits and install speed humps or other traffic calming devices;
 - H. Prior to CO for Phase 1, design, obtain all necessary permits and construct

safety improvements at the merge lane from southbound SW 5th Avenue/eastbound SW 5th Street onto the southbound lanes of SW 4th Avenue;

- I. Prior to CO for Phase 1, provide route and schedule information to tenants and patrons for alternative modes of transportation such as mass transit, B-cycle stations, The Wave Streetcar, and Water Taxi. The information shall be posted on a website and at kiosks/information stations in visible and conspicuous areas within the project sites of each phase;
 - J. Prior to CO for Phase 1, provide advance warning signs advising trucks of the low bridge crossing at SW 4 Avenue and SW 5 Avenue. Devices may include overhead soft-hit devices or other physical warning devices approved by the City, FDOT and Broward County;
 - K. Subsidize a 50% discount for monthly Water Taxi passes for residents of Marina Lofts during the first year of residency;
 - L. Prior to issuance of construction permit for Phase 1, provide a construction contract with a breakdown of costs for all public improvements for review and approval by City staff;
 - M. Prior to CO for Phase 1, provide resident bicycle storage rooms and associated amenities.
9. Per the City's Engineering and Transportation & Mobility staff, as part of project's Phase 2, applicant shall address the following as to the traffic mitigation plan:
- A. Study and (if needed) re-time the existing traffic signal at the intersection of SW 4 Avenue and SW 6 Street;
 - B. Prior to CO for Phase 2, construct bicycle lanes adjacent to the project site along SW 4th Court. The typical section of the roadway segment where the bicycle lanes are being added will comply with applicable engineering standards;
 - C. Prior to CO for Phase 2, expand the Riverwalk public access route adjacent to the Phase 2 site, as depicted on Sheets A-600 and LA3.06;
 - D. Prior to CO for Phase 2, provide resident bicycle storage rooms;
 - E. Prior to CO for Phase 2, provide bicycle racks within Phase 2 as well as route and schedule information on alternate modes of transportation at kiosks/information stations in visible and conspicuous areas;
 - F. Subsidize a 50% discount for monthly Water Taxi passes for residents of Marina Lofts during the first year of residency;
 - G. Prior to issuance of construction permit for Phase 2, provide a construction contract with a breakdown of costs for all Phase 2 public improvements for review and approval by City staff.

10. Per the City's Engineering and Transportation & Mobility staff, as part of project's Phase 3, applicant shall address the following as to the traffic mitigation plan:

- A. Prior to CO for Phase 3, applicant shall construct bicycle lanes adjacent to the project site along SW 4th Court (Between SW 4th Avenue and SW 3rd Avenue). The typical section of the roadway segment where the bicycle lanes are added shall comply with applicable City of Fort Lauderdale engineering standards, including a minimum of two 10-foot wide travel lanes (eastbound and westbound) and two 4-foot wide designated green painted bike lanes (eastbound and westbound);
- B. Prior to CO for Phase 3, where public right-of-way is available, applicant shall implement "Complete Streets" elements on SW 3rd Avenue as depicted on the proposed conceptual typical sections in the public right-of-way between SW 4th Court and SW 6th Street, and further described in the feasibility memo dated July 22, 2013 as amended. The travel way design shall incorporate a balance between pedestrian realm connectivity (sidewalk), bicycle lane facilities with safe pedestrian crossings, enhanced traffic calming, sustainable green streets that allow for appropriate drainage and transit amenities. Cross Sections and conceptual design plans of the proposed "Complete Streets" improvements prepared by the civil/traffic engineer have been provided;
- C. Prior to CO for Phase 3, where public right-of-way is available, applicant shall implement "Complete Streets" elements on SW 6th Street as depicted on the proposed conceptual typical sections in the public right-of-way between SW 4th Avenue and Andrews Avenue, as further described in the feasibility memo dated July 22, 2013 as amended. The travel way design shall meet the intent of the New River Master Plan streetscape section, a balance between pedestrian realm connectivity (sidewalk), and bicycle lane facilities with safe pedestrian crossings, enhanced traffic calming, sustainable green streets that allow for appropriate drainage and transit amenities that provide connections to planned Wave Streetcar stations. Cross sections and conceptual design plans of the proposed "Complete Streets" improvements prepared by the civil/traffic engineer have been provided;
- D. Study and (if needed) retime the existing traffic signal at the intersection of SW 4 Avenue and SW 6 Street;
- E. Prior to CO for Phase 3, design, obtain permits and construct separate eastbound and westbound left-turn lanes along SW 6th Street and SW 3rd Avenue. These turn lanes shall have a minimum storage dimension of 50 feet. The improvements shall include signing, striping, pavement

modifications, drainage features and utility relocations and all other items necessary to construct the lanes in the available right-of-way;

- F. Prior to CO for Phase 3, expand the Riverwalk public access route adjacent to the Phase 3 site, as depicted on Sheets A-600 and LA3.06;
 - G. Prior to CO for Phase 3, provide bicycle racks and one (1) B-Cycle station within Phase 3, as well as route and schedule information on alternate modes of transportation at kiosks/information stations in visible and conspicuous areas;
 - H. Prior to CO for Phase 3, provide resident bicycle storage rooms;
 - I. Continue to allow transient and day-use of marina dockage;
 - J. Subsidize a 50% discount for monthly Water Taxi passes for residents of Marina Lofts during the first year of residency;
 - K. Prior to issuance of construction permit for Phase 3, provide a construction contract with a breakdown of costs for all public improvements for review and approval by City staff;
 - L. Prior to issuance of building permit for Phase 3, provide a more detailed conceptual staging/storage and construction traffic routing plan for Phase III. Applicant shall acknowledge that construction debris mitigation measures are to be included in a Construction Debris Mitigation Plan and submitted to the City's Building Official prior to issuance of a building permit for the subject development. Additional measures may be required to ensure compliance with the City's Code, as deemed necessary by the Building Official;
11. Applicant shall enter into a valet parking agreement as required by ULDR Sec. 47-20 and as approved by the City Attorney prior to final DRC sign-off;
12. Any trolley/bus/water taxi stop site improvements proposed as part of Phase 1 shall be reviewed and approved by all pertinent review agencies prior to Final DRC and completed as part of Phase 1 of construction;
13. The Broward County Historical Commission shall be notified within twenty-four (24) hours of any potential discoveries in the event that unanticipated archeological features or artifacts are found as part of development disturbances;
14. Per the archeological assessment, Phase II units shall be excavated in the northwest portion of the western parcel to document the archeological site prior to ground-disturbance activities. Intermittent monitoring also should be conducted

across the overall parcels during foundation demolition and ground-disturbing activities because of the likelihood that historic features and cultural deposits may occur across the project area that need to be documented prior to their destruction;

15. Per the School Board of Broward County, if approved the residential units are subject to public school concurrency review and mitigation. As applicable, applicant shall provide a student mitigation satisfaction letter from the Broward County School Board prior to Final DRC;
16. Applicant will be required to pay a Park Impact Fee for the proposed residential units prior to issuance of building permit in accordance with ULDR Sec. 47-38A.

Rain Tree Conditions

Should the Commission approve the relocation of the Rain Tree, staff recommends the following conditions:

1. A five year warranty period on the survival of the tree, subject to a \$1,000,000 bond provided by the applicant. Bond is payable to City of Fort Lauderdale, proceeds of which shall be used for the purchase of trees for the City.
2. Provide a preparation and relocation period of at least 9 months between root pruning and tree relocation;
3. If for any reason, Environmental Design Inc. is no longer the contractor relocating the Rain Tree; the developer shall contract services of another tree relocating company of equal or greater expertise and as approved by the City Arborist;
4. An International Society of Arboriculture (ISA) Certified Arborist shall be on-site any time work is done relative to the Rain Tree; Before conducting any work applicant shall notify City Forester.
5. Upon relocation, any pruning and maintenance of the Rain Tree shall be performed by an ISA Certified Arborist. Before conducting any work applicant shall notify City Forester;
6. Should the tree relocation be approved, a permit shall be obtained by the applicant to relocate the tree as specified in the Environmental Design Inc. Relocation Plan, pursuant to ULDR Section 47-21.12, Tree Preservation, and as approved by the City Arborist.

Resource Impact

There is no fiscal impact associated with this action.

Attachments

Exhibit 1: Marina Lofts Site Plan

Exhibit 2: Minutes of May 14, 2013 Planning & Zoning Board Meeting
Exhibit 3: Planning & Zoning Board Staff Report
Exhibit 4: Traffic Study Executive Summary
Exhibit 5: Environmental Design Rain Tree Report
Exhibit 6: Arboricultural Consultant Rain Tree Report
Exhibit 7: Rain Tree Correspondence
Exhibit 8: Protected Tree Resolution
Exhibit 9: Resolution to Approve Allocation of Units
Exhibit 10: Resolution to Deny Allocation of Units
Exhibit 11: Resolution to Approve Relocation of Rain Tree

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