

**ARCHITECTURAL SITEPLAN**

SCALE: 1"=20'-0" A-0.03



NO.	DESCRIPTION	DATE
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DATE: **JUL 17 2013**  
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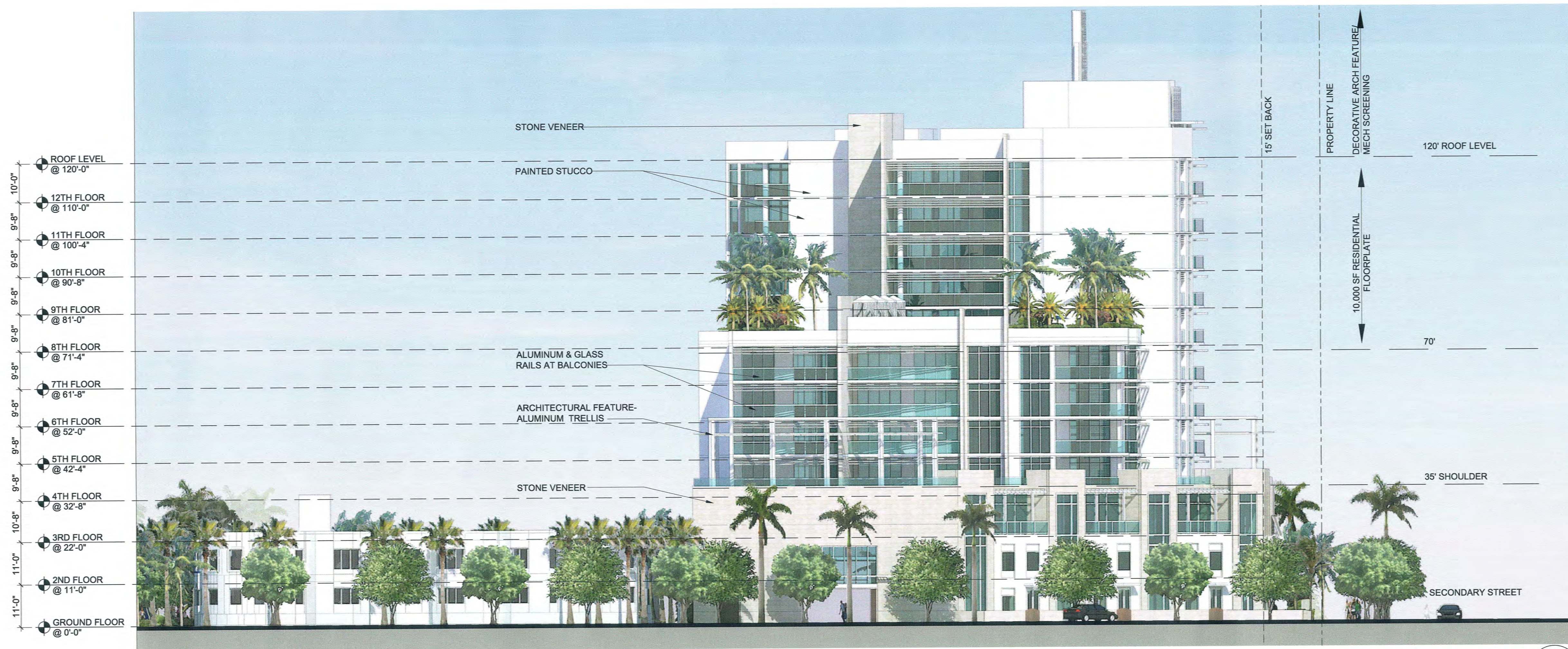
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 experimentation in architecture

CLIENT  
**TIFFANY HOUSE, LP**  
 80 SW 1ST AVE  
 FORT LAUDERDALE, FL 33301

PROJECT  
**TIFFANY HOUSE / THE ESCAPE HOTEL**  
 RIOMAR & BIRCH FORT LAUDERDALE, FL

DRAWING NAME  
**ARCHITECTURAL SITE PLAN**

DRC SUBMISSION  
 PROJECT # 12120  
 SHEET #  
**A-0.03**  
 PLOT DATE: 08.4.2013



**WEST ELEVATION** 1  
SCALE: 1/16"=1'-0" A-2.01



**SOUTH ELEVATION** 2  
SCALE: 1/16"=1'-0" A-2.01

ISSUE DESCRIPTION	DATE
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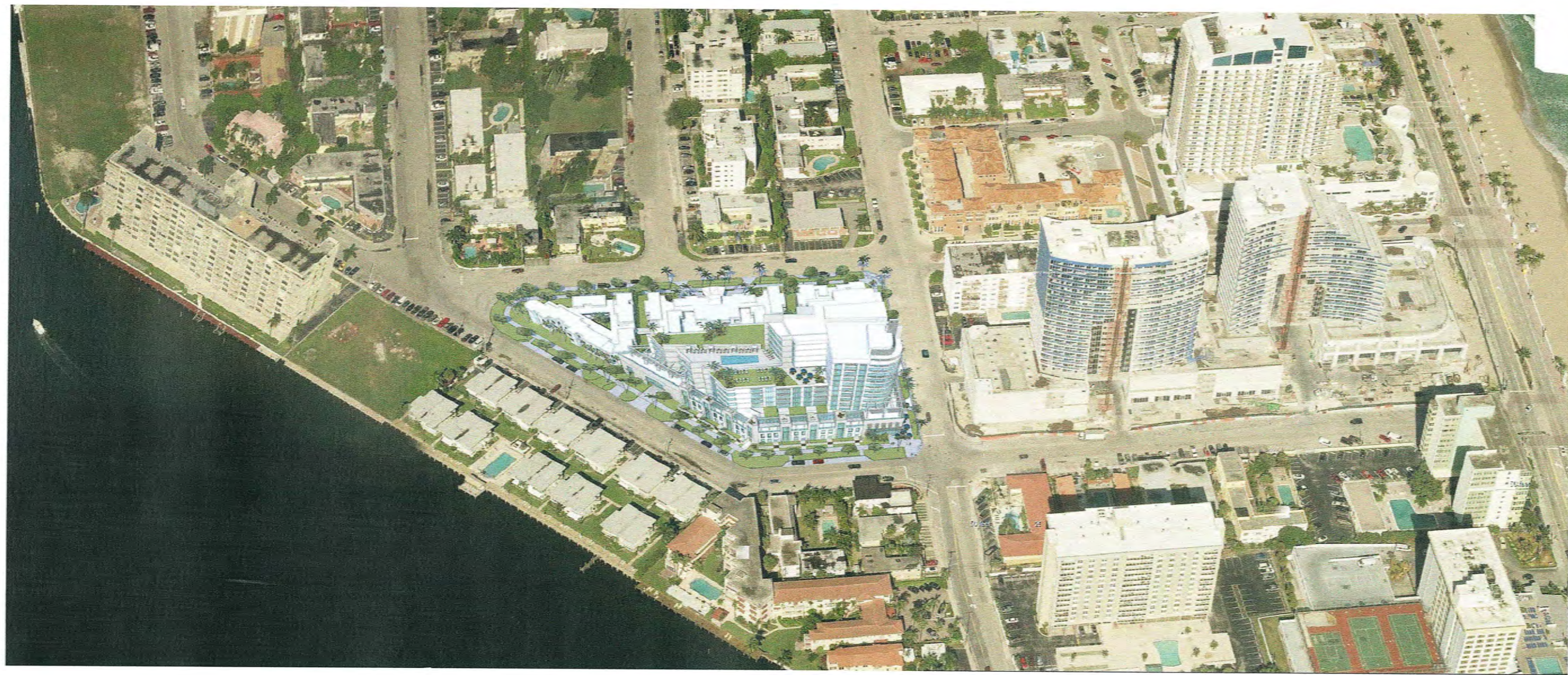
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**CLIENT**  
TIFFANY HOUSE, LP  
300 SW 1ST AVE  
FT. LAUDERDALE,  
FL, 33301

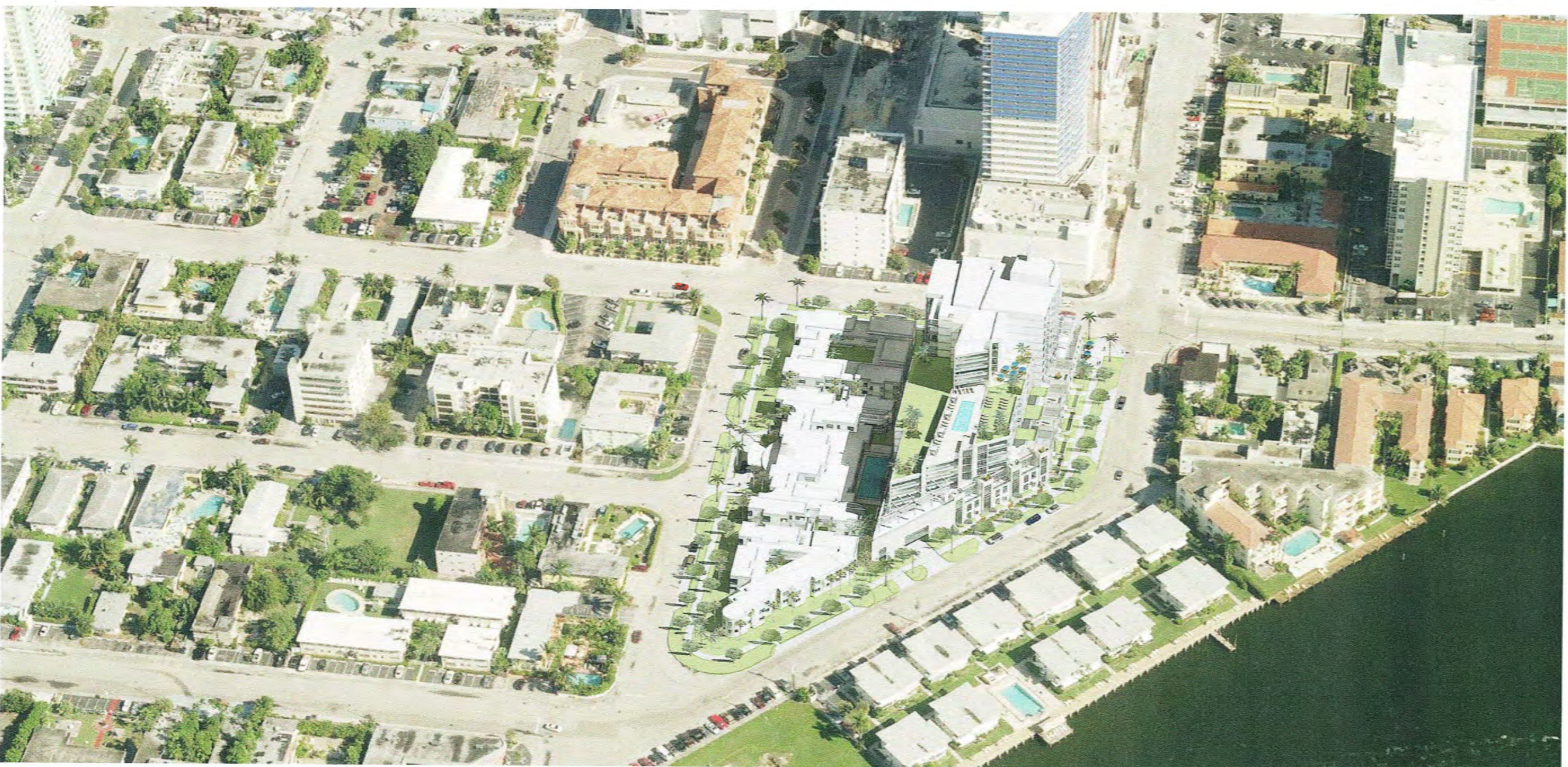
**PROJECT**  
TIFFANY HOUSE /  
THE ESCAPE HOTEL  
RICHARD & BIRCH  
FORT LAUDERDALE, FL

**DRAWING NAME**  
ELEVATIONS

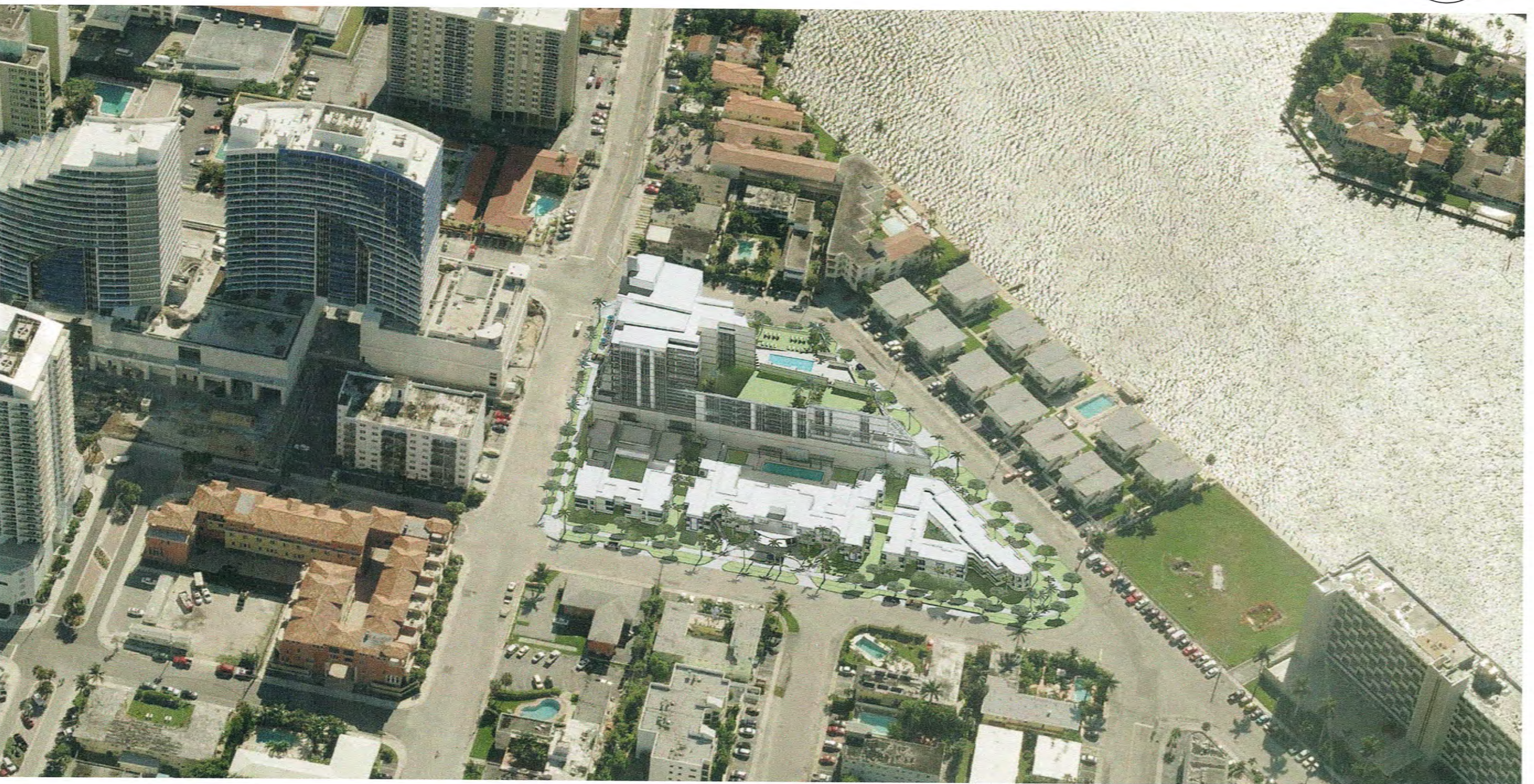
**DRC SUBMISSION**  
PROJECT # 1210  
SHEET #  
**A-2.01**  
PLOT DATE:  
03.4.2013



OBLIQUE AERIAL FROM SOUTH 6  
A-3.01



OBLIQUE AERIAL FROM EAST 5  
A-3.01



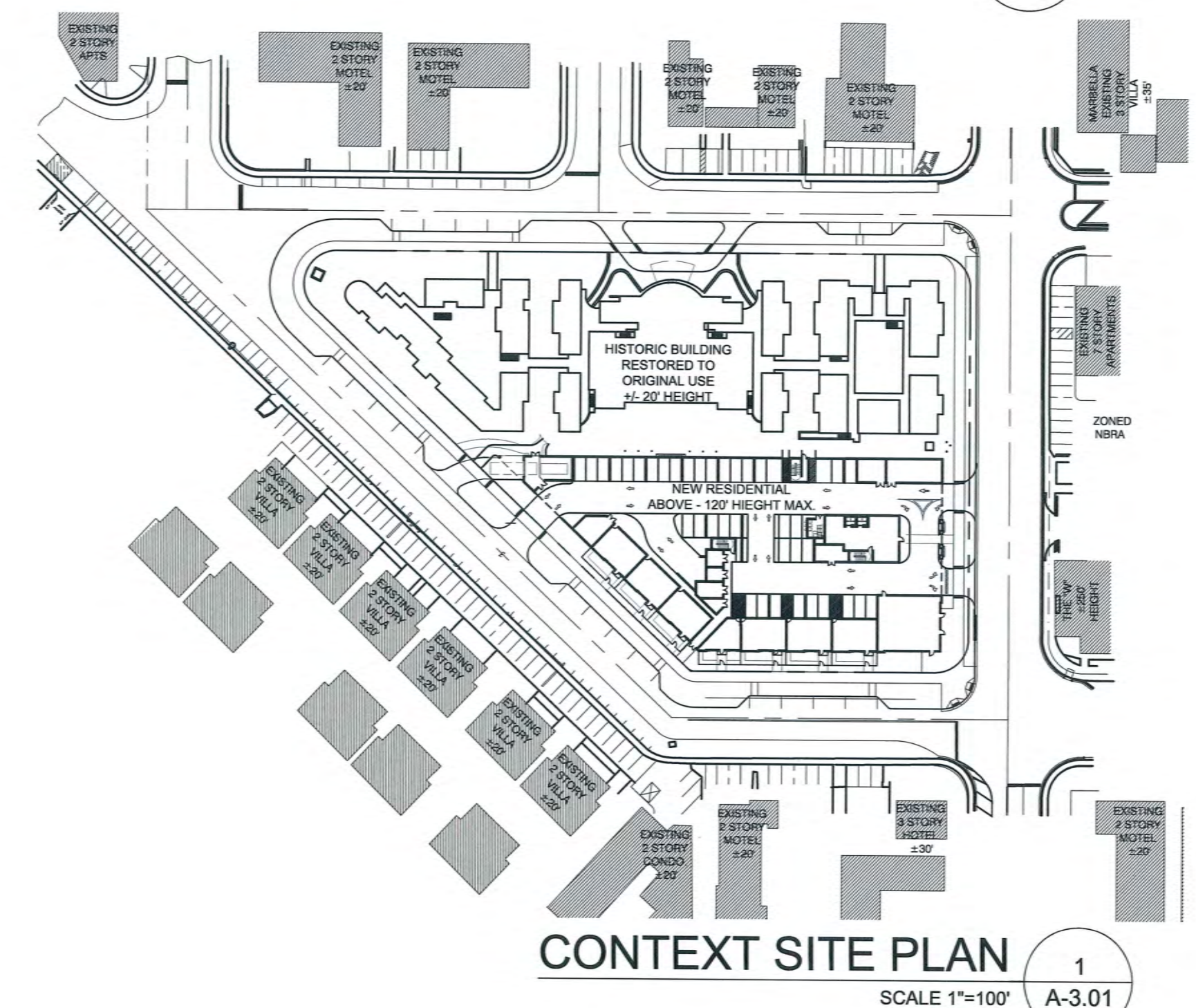
OBLIQUE AERIAL FROM NORTH 4  
A-3.01



STREET LEVEL HOTEL VIEW 3  
A-3.01



STREET LEVEL RESIDENTIAL VIEW 2  
A-3.01



NO.	REVISION DESCRIPTION	DATE
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experimentation in architecture

**CLIENT**  
TIFFANY HOUSE LP  
300 SW 1ST AVE  
FT. LAUDERDALE, FL 33301

**PROJECT**  
TIFFANY HOUSE /  
THE ESCAPE HOTEL  
Riomar & Birch  
Fort Lauderdale, FL

**DRAWING NAME**  
ADDITIONAL RENDERINGS

**DRC SUBMISSION**  
PROJECT # 12100  
SHEET # **A-3.01**  
DATE: 07/2013  
13-1070  
Page 3 of 39

Applicant:	Tiffany House, L.P.
Property:	2900 Riomar Street
Project:	Tiffany House/ The Escape Hotel
Case No.	1-ZPUD-08

August 22, 2013

**The Escape Hotel/Tiffany House**

**General Background Information:**

On February 17, 2009, the City Commission for the City of Ft. Lauderdale (“City”) adopted Ordinance No. C-09-07 recorded in Official Records Book 46459, Page 1345 of the Public Records of Broward County Florida rezoning the Property to Planned Unit Development (“PUD”) and also approving a PUD development plan for the Property. However, due to the economic downturn, the owner of the property at that time, elected not to move forward with the project and in 2010 the Property was sold. The new owner, Tiffany House, L.P., carefully examined the approved development plan and also concluded that the approved PUD development plan was not feasible. After careful examination of the Property, previous development plan, and market conditions, the Applicant elected to move forward with this amendment to the PUD development. The new development plan (like the previous development plan) proposes to rehabilitate the existing historic structures, but unlike the previous approval, Applicant is proposing to return the historic structures to their original use as a hotel. The remaining portion of the property will consist of new multifamily residential and commercial uses, making this a true mixed-use project which honors the rich history of the existing structures and integrates new structures/uses, which complement the historical use of the Property. The uses proposed are as follows:

- 96 hotel rooms with accessory restaurant/bar, recreational amenities/uses
- 76 multifamily units with recreational amenities
- 2,000 sf of commercial uses

**PLANNED UNIT DEVELOPMENT  
 NARRATIVE**

**Sec. 47-37.1. Intent and purpose**

The planned unit development (PUD) zoning district is intended to provide locations that allow development incorporating planning initiatives that achieve unique or innovative development that is not otherwise permitted under traditional zoning districts and development standards. These planning initiatives may include (a) efforts to reintegrate the components of modern life including housing, workplace, shopping and recreation into compact, pedestrian-friendly, mixed-use neighborhoods linked by transit or pedestrian linkages or both set in a larger regional open space framework; (b) promotion of development that

- (1) encourages interaction with the street and with neighboring properties;

**The proposed PUD development will allow the proposed development to incorporate the reuse of the historical through preservation of most of the existing historic structures while adding new residential units designed to resemble the same architectural style as the preserved structures. Without the PUD, the combined preservation and new development would not be possible under the traditional zoning and development standards. The location and design of the existing historical structures limits the use of a large portion of the development site, leaving little flexibility for any new development on the vacant portion of the property. Combined with the unique triangular shape of the property, preserving the existing structures creates the need for flexibility in the traditional zoning requirements of the ULDR.**

**The new ground floor residential units located along southern portion of the site feature access from the 7-foot wide sidewalk along Bayshore Drive, as well as patios, balconies and terraces overlooking the streets, thus encouraging resident and pedestrian interaction with the street and neighboring properties. These pedestrian amenities also encourage pedestrian traffic to and from the Project to the commercial area along A-1-A, just east of the Project's location. Lush landscaping along the sidewalks adjacent to the Project and along the walk-up paths leading to the new residential units also adds to the development's pedestrian-friendly atmosphere, building on the pedestrian nature of the existing historic structures.**

(2) uses land resources more efficiently through compact building forms, infill development, and moderation in street and parking standards in order to lessen land consumption and preserve natural resources;

**While the proposed Project involves an increase in lot coverage, the developer has thoughtfully and carefully designed the development so as to preserve the architectural character and history of the existing structures while seeking to enhance the area through innovative new development. The owner is proposing to rehabilitate and re-use existing structures on the site – located along the northern portion of the Property. The Project is an effective use of space, bringing the new residential units forward towards the street on the south end of the Property, with all provided parking located in a covered parking structure in the interior of the development. The roof of the parking structure is not visible and instead is covered with levels of additional residential units. The amenities for the multifamily residential uses are situated on the 8<sup>th</sup> level of the residential building. This design, with the parking shielded by the hotel and residential uses, significantly mitigates the visibility of any surface parking from the adjacent streets and neighboring properties. Ingress and egress to the parking garage will be provided along Birch Road across from the W Hotel parking garage with a secondary access point provided along Bayshore Drive. The beauty of this development plan is the seamless integration of the new 12-story residential structure with the old Escape Hotel structures. The two uses, although different, share a common parking garage situated in the center of the site, which enables the owner to use the land in an efficient and logical manner.**

(3) supports the location of stores, offices, residences, schools, recreation spaces, and other public facilities within walking distance of each other in compact neighborhoods that are designed to provide alternate opportunities for easier movement and interaction;

**This proposal includes a mixture of hotel, multi-family and commercial uses. In addition, the location of the Property is convenient to many opportunities for the new residents to utilize the retail and recreational facilities located along nearby A1A. Additionally, the inclusion of the walk-up residential units accessible from the street along with the improvements to the sidewalks and landscaping offers a direct connection to the neighboring retail and recreational facilities including the Intracoastal Waterway, A1A and the beach. As a result of this increase in safe pedestrian access, which currently does not exist, residents of the project will be less likely to rely on the automobile for their day-to-day activities.**

(4) provides a variety of housing choices to create a diverse community;

**The Project proposes 76 residential units comprised of a mixture of two and three bedroom units. Seven of these units are designed as walk-up townhouse-style units to be located in the new portion of the development along Bayshore Drive with the remaining multifamily units housed in the 12 story structure situated on the parking garage. The historical structures will be converted to a 96-room hotel. This variety of housing options results in unit sizes and designs which will cater to a wide cross-section of the residential market.**

(5) supports walking, cycling, and transit as attractive alternatives to driving; provides alternative routes that disperse, rather than concentrate, traffic congestion; and lowers traffic speeds in neighborhoods;

**The Project's design purposefully incorporates the City's goal to locate active pedestrian uses at the street level. Through preservation of the historic Escape Hotel/Tiffany House, which provides access from unit to unit and to the street only by means of walking, and the advent of the new walk-up units with attractive, pedestrian friendly landscaping located along Bayshore Drive, the Project incorporates improvements which foster alternative means of transportation to the automobile, such as walking, cycling, water travel and mass transit. In close proximity to the Project, there is a water taxi stop along the Intracoastal and a bus stop at A1A and Bayshore Drive. The project's central location and close proximity to the Intracoastal Waterway, the beach and to A1A makes the project's design even more attractive to these alternative forms of travel.**

(6) connects infrastructure and development decisions to minimize future costs by creating neighborhoods where more people use existing services and facilities; and by integrating development and land use with transit routes and stations;

**The Applicant will install any additional infrastructure needed to accommodate the proposed development. The pedestrian-friendly design of the Project will encourage alternative means of travel, alleviating traffic congestion and travel on the area roadways. The walk-up nature of the new residential units, the incorporation of pedestrian-friendly landscaping, wide sidewalks and the pedestrian accessible design of the historic Escape Hotel/Tiffany House will increase interest in the use of alternative modes of transportation and relieve the residents and guests of this development from dependency on the automobile.**

(7) and improves the development standards review process and development standards so that developers are encouraged to apply the principles stated above.

**The project, located on a parcel with a challenging trapezoid shape, proposes to add new residential opportunities to the area while preserving the historic nature of the Escape Hotel/Tiffany House by returning it to its original use as a hotel. These design goals and existing constraints present a difficult obstacle to redevelopment under the existing conventional zoning requirements of the underlying North Beach Residential Area zoning category.**

**In order to promote superior design and preservation of the historic Escape Hotel/Tiffany House in line with the City's redevelopment goals, the PUD zoning category provides the mechanism to alleviate conventional zoning requirements such as setbacks, distance separation between buildings, building length, and other traditional zoning requirements which would otherwise make it nearly impossible to develop this site in a cohesive and logical manner.**

\*\*\*\*\*

**Sec. 47-37.3. Conditions for PUD rezoning.**

In addition to the criteria provided in Sec. 47-24.4.D for a rezoning approval, the following conditions shall apply:

A. *Minimum area for a PUD zoning district.* Except for properties located in the NPF CRA, the minimum land area required for an application to a PUD district shall be two (2) acres. There shall be no minimum area requirement for properties in the NPF CRA. The minimum area requirement may be modified by the city commission after recommendation of the planning and zoning board based on the following criteria:

1. Based on the dedication of a minimum of twenty percent (20%) of the total area of the property to public open space, the net area of the property is less than two (2) acres, or
2. At least twenty percent (20%) of the total number of proposed housing units is to be developed for affordable housing, or
3. The proposed development is located near, and is designed to integrate bus or rail transit lines or both.

**The project is comprised of 2.68 acres.**

B. *Consistency with the NPF CRA goals and objectives.* For properties located in the NPF CRA, the proposed development shall be consistent with the redevelopment plan for the NPF CRA.

**Not Applicable; project is not within the NPF CRA.**

C. *Configuration of the PUD zoning district.* The tracts of land which comprise the PUD zoning district shall be abutting, with the exception of intervening minor streets or alleys.

**All the parcels of land proposed for this PUD are abutting.**

D. *Entire tract under unified control.* A Developer must be the owner or owners of the property with fee simple title or his or her authorized representative.

**All the parcels within the proposed PUD are under a single ownership.**

\*\*\*\*\*

**Sec. 47-37.4. Uses permitted.**

The uses permitted within the PUD district shall be established at the time of rezoning to PUD and shall be consistent with the City's Comprehensive Plan.

**The Property is designated Regional Activity Center (RAC) according to the City's Comprehensive Plan. The RAC permits residential, hotel and commercial uses. The proposed use of the project is consistent with the RAC land use category (the Project consists of 96 hotel rooms and 76 multi-family units together with commercial uses shown on the PUD site plan submittal).**

\*\*\*\*\*

**Sec. 47-37.5. Application requirements.**

A. In addition to the application requirements for a rezoning and a site plan level IV permit in accordance with 47-24.2 and 47-24.4, the following shall be submitted as a part of an application for PUD:

1. A PUD narrative describing the proposed PUD, which includes:
  - a. The general design concept for the PUD including but not limited to the proposed site design, how it integrates and relates to the proposed uses and existing development in the surrounding area; and

**The project has been designed in a manner to minimize any adverse impact on the views to the neighboring properties. The frontage of the property along Bayshore Drive consists of walk-up residential units designed to compliment the historic design of the Escape Hotel/Tiffany House. In addition, these units shield the parking garage located in the interior of the property. These pedestrian-friendly walk-up units will incorporate lush landscaping which will provide an aesthetically pleasing view from the pedestrian and vehicular perspectives along Bayshore Drive. Along Riomar Street, the developer is proposing to preserve the historic design of the Escape Hotel/Tiffany House, completely renovating the interior of the existing structures while providing design preservation along Riomar Street. The vehicular ingress and egress to the parking garage will take place from Bayshore and Birch Road. A drop off area for the hotel is included at the front of the hotel on Riomar Street. Pedestrian connectivity is provided throughout the project, from the historic structures to the new residential units through a series of landscaped pedestrian paths. These pedestrian pathways also provide a visual connection between the historic Tiffany House structures and the new residential structures proposed on the southern portion of the Property.**

**The architectural design of the "old" and "new" are complementary and respectful of the historic nature of the Property. In order to achieve this, the new 12-story residential structure is designed with similar architectural elements as the historic structures, using simple and clean lines and a light color palette. The actual form of the new residential structures has been proposed as a more modern form**



**more suitable and marketable for residential living while remaining visually and architecturally compatible with the historical structures.**

b. The unique design aspects of the proposed PUD, how the PUD complies with the intent and purpose of the PUD district described in paragraph 47-37.1 and identification of the traditional zoning district that could apply to the PUD but for the proposed PUD's unique characteristics and identification of those aspects the PUD that make it not feasible to develop under a traditional zoning district.

**Under the current zoning regulations, the setbacks, building structure length, preservation of the existing historical structures and residentially designated properties would lead to an unattractive, awkward and segregated development plan and the destruction and/or damage of the historic structures in obvious contrast to the local historic landmark designation of the structures. Utilizing the PUD category, the development plan is not constrained by the conventional zoning requirements and in turn, allows the Property to be developed under a unified development plan with the new development complementing the old historical structures. Additionally, the rehabilitation of the existing historical structures is a very large financial undertaking. The development of the new residential component on the south side of the Property allows the Applicant to recover some of the expenses associated with the renovation and re-use of the historical structures. The result is a greatly enhanced Project which seamlessly blends the old with the new and in turn preserves an important piece of Fort Lauderdale architectural history.**

2. The number of acres proposed to be developed in the various use categories shown on the site plan.

**The development parcel is 2.68 acres in size.**

3. The number and type of dwelling units proposed for the overall site and each proposed building, including dwelling unit per net acre calculations.

**The proposed residential unit types, F.A.R. and mix have been provided in detail on the Site Plan. A summary of the calculated densities is provided below:**

<b>Residential Unit types:</b>	<b>76 residential units comprised of a mixture of two to three bedroom units</b>
<b>Density:</b>	<b>28.35 units per acre (76 units / 2.68 acre = 28.35)</b>

4. A description of how the proposed PUD meets adequacy requirements as provided in Sec. 47-25.2.

**A separate narrative addressing the adequacy requirements has been included in this submittal.**

5. A description of the proposed phasing of construction of the PUD, if applicable and an estimated completion date.

**The Project is not proposed to be phased at this time.**

6. A map showing the zoning districts in the surrounding area and photographs or depictions of development in the surrounding area and a description of how the proposed PUD is compatible with the use, height, size, yards and other aspects of the surrounding development or what aspects of the proposed PUD will mitigate any difference between the PUD and the development in the surrounding area.

**The map and photographs of the surrounding area have been provided in the DRC submittal package, and a photo montage of neighboring existing structures has been provided in the neighborhood compatibility narrative. Developments in the vicinity of the project include the W hotel and several rental and condominium buildings. The condominiums and rental buildings in the surrounding area vary in scale, mass and height, however, the majority of units which are directly adjacent to or across from the proposed project, other than the W Hotel, are two, three and four story structures similar to the existing historic Escape Hotel/Tiffany House structures and the new residential unit structures. However, unlike the proposed project, many of the existing uses and buildings in the area have undesirable surface parking, no sidewalks or active uses and hence, do not foster pedestrian activity along the street frontages. The proposed Project encourages interaction between pedestrians and the first floor of all of the proposed residential structures and hotel uses through landscaping and walkways leading to the development from the street.**

\*\*\*\*\*

**Sec. 47-37.6. Performance standards for permitted uses.**

A. The permitted principal and accessory uses, height, bulk, shadow, open space, yards, setbacks, separation between building, floor area ratio, density, design concept and standards, signs, landscaping, parking buffer yards, fences and all other development standards for the PUD shall be as established by ordinance approving a PUD based on the criteria provided in this Section 47-37.

**The proposed project data and comparison to the NBRA zoning requirements is as follows:**

	NBRA Requirements	Historic Structures	New Residential Structures
<b>Land Use:</b>		Central Beach RAC	
<b>Zoning:</b>	NBRA	PUD	
<b>Acreage:</b>	2.68 acres	2.68 acres	
<b># of dwelling units:</b>	<u>Allowed</u> 32/acre x 2.68 acres = 85 maximum units allowed	<u>Provided</u> N/A No residential proposed for the historic structures	<u>Provided</u> 76 units
<b># of hotel rooms</b>	<u>Allowed</u> 50 rooms per acre 50 x 2.68 = 134 rooms allowed	<u>Provided</u> 96 units	<u>N/A</u>
<b># of Parking:</b>	<u>Required</u> 226 spaces	<u>Provided</u> 245 spaces in parking garage at the center of the development parcel plus 18 on street parallel parking spaces**	

	NBRA Requirements	Historic Structures	New Residential Structures
<b>Height:</b>	<u>Allowed</u> 120 feet	<u>Provided</u> Approx. 20 feet	<u>Provided</u> 120 feet
<b>Setbacks:</b>	<u>Required</u>	<u>Provided</u>	
<b>Bayshore Drive:</b>	20'	15'	
<b>Cont'd - setbacks</b>			
<b>Birch Road:</b>	20'	20'	
<b>Riomar Street:</b>	20'	20'	
<b>Building width/length:</b>	200 feet/200 feet	336 feet	
<b>Permitted Uses:</b>	Residential, hotel,	Residential	
<b>Minimum distance between buildings:</b>	> 20 feet or 20% of tallest building – tallest building is 120' therefore 24' is required	<u>Provided</u> 6 feet	<u>Provided</u> 18.7 feet

**\*\* In addition to the 245 spaces in parking garage, the Applicant is constructing an additional 18 public parallel parking spaces along the perimeter of the development site.**

B. Off-street parking requirements shall meet the requirements provided in Sec. 47-20.2 unless a lesser parking requirement is approved. A reduction of the parking requirement may be approved for any use proposed in the PUD.

**Unlike the existing PUD approval for this site, the current development plan complies with the ULDR, and provides a surplus of parking. Therefore, no parking reductions are requested.**

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**Sec. 47-37.7. Criteria.**

In addition to the criteria provided for a rezoning approval as provided in Section 47-24.4 and the site plan level IV criteria provided in Section 47-24.2 the following additional development criteria shall apply:

A. There are unique aspects of the proposed PUD that achieve the intent and purpose of a PUD as described in paragraph 47-37.1 of this section and a clear reason why the proposed development could not be developed under a traditional zoning district.

**Addressed in previous sections of this narrative beginning on page 1 of this narrative.**

B. The proposed site and use meet the conditions and criteria provided in this Section 47-37.

**This narrative addresses the conditions and criteria for PUD. Specifically, this PUD addresses a number of the criteria beginning at p.1 of this narrative.**

C. The site design, including yards, setbacks, landscaping and open space shall be compatible with the surrounding area in accordance with Section 47-25.3 A.3.e.i.

**The project's setbacks, landscaping and open space will be compatible with the surrounding area in accordance with the neighborhood compatibility requirements of section 47-25.3. A**

**separate narrative addressing the Neighborhood Compatibility Requirements has been provided to the City.**

D. The height, bulk, shadow, mass and design of any structure located on the site shall be compatible with surrounding area in accordance with Section 47-25.3.A.3.e.i.

**The tallest building on the site is 120' in height (the new residential structure). The existing Escape Hotel structures are approximately 20' in height. The design of the Escape Hotel/Tiffany House incorporates a number of one and two-story structures which are connected through pedestrian pathways and sidewalks within the development site. The new units proposed on the project will be similar in design, but many of the new units will offer access from the public sidewalk which will measure 8' in width. Because the developer is preserving the existing architecture of the Escape Hotel/Tiffany House and designing all the new units to compliment the historic design, the Project will be complimentary to the architectural design of some of the other established buildings in the area. The new residential structure has been carefully designed to block the parking area from view, both from the street and from above.**

E. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and in their relationship with uses and activities on abutting and nearby properties.

**The project is in an area which is characterized by a hotel and residential uses of varying architectural style and size. Most of the older developments in the area, however, utilize surface back-out parking located along the streets, visible to pedestrians and vehicles traveling along these streets and most do not incorporate active ground floor uses. Unlike these existing structures, the proposed development proposes to conceal the provided parking in a garage located in the interior of the Property, lined with residential units and covered by a recreational deck and additional residential units. Moreover, the design of the project encourages pedestrian interaction between the street and the project through design elements such as the walk-up accessibility of the residential units located along Bayshore Drive and the existing historical design of the Escape Hotel/Tiffany House along Riomar Street. The Project's proposed mixture of hotel, residential and neighborhood commercial uses will blend well with the other uses in the neighborhood.**

F. The development shall have a long-term beneficial effect both upon the area of the city in which it is proposed to be established and upon the city as a whole. Long-term benefits shall include but are not limited to improvements to vehicular and pedestrian circulation, implementation of the goals, policies and objectives of the city plan, and to city adopted redevelopment and neighborhood master plans. The Developer shall provide a narrative describing these benefits, together with supporting documentation, to document the stated benefits.

**The re-use of the historic structures will provide a long-term beneficial effect to the City in many ways. First, the proposed development will not only preserve but restore the historic The Escape Hotel/Tiffany House. Second, through the addition of new residential units (which assist in the costs of rehabilitating and re-use of the historical structures), the proposed Project will infuse the commercial development in beach area with customers who will walk from the Project to dine and shop at the local business located just east of the Project. Third, the physical and aesthetic improvements to the streetscape adjacent to the property will have a long term benefit on connectivity between the Project and transportation corridors. The proposed 8-foot wide sidewalks adjacent to the neighboring streets will encourage pedestrian activity, thereby reducing the reliance on the vehicle as the predominate means of travel. Lastly, in addition to the parking spaces**

provided in the parking garage, the Applicant is constructing an additional 18 public parallel parking spaces along the adjacent streets. These parking spaces will be available for use by the general public and the City will be able to meter these parking spaces to generate revenue.

The proposed Project also will implement the following objectives and policies of the Future Land Use Element of the City's Comprehensive Plan:

**Objective 1.6: Continue to redevelop and revitalize blighted areas of the City.**

The proposed Project will infuse an otherwise blighted area located in the heart of a residential area with a new residential development which will be compatible with the adjacent existing residential neighborhood and will also preserve the historic Escape Hotel/Tiffany House. This Project will add new residents to the area who will shop and dine along A-1-A and the beach, supporting the local business and will be encouraged to travel on foot by the pedestrian design elements incorporated into the development.

**Policy 1.6.1: Facilitate desirable redevelopment activities through innovative land development regulation techniques.**

This development plan will allow the Applicant the means to preserve the existing historic Tiffany House structures and return them to their original use as a hotel. The proposed development incorporates a number of innovative design elements such as a covered parking area, wide and expansive sidewalks, on street parking, attractive and walkable streetscape all in close proximity to resident and tourist amenities.

**Policy 1.9.2: Conduct redevelopment activities as appropriate in the beach redevelopment area.**

The proposed Project will revitalize the blighted beach area through the preservation and reuse of the Escape Hotel/Tiffany House as a hotel combined with the infusion of 76 new residential units on the remaining portion of the development parcel.

**Objective 1.11: Utilize the Beach Design Guidelines to create and enhance a positive visual and physical image of the Central Beach-RAC.**

The Project incorporates a number of pedestrian-friendly design elements including landscaped pathways throughout the Project area connecting the hotel buildings to each other and the street, as well as lush landscaping along the sidewalks adjacent to the Project. The addition of the landscaped green area and ideal lighting and pathways create a safe, accessible means of access for the residents to the various means of transportation located in close proximity to the Project, including the water-taxi and mass transit, as well as to the adjacent commercial area along A-1-A and the beach, located just east of the Project.

**Policy 1.11.2: Enhance landscaping, street and pedestrian amenities through the development review process within the Central Beach-RAC.**

The proposed Project provides extensive lush landscaped pedestrian pathways throughout the Project area as well as up to the walk-up style residential units which foster pedestrian access to and from the Project and the surrounding beach area.

**Objective 1.19: In existing neighborhoods, development shall be compatible with present neighborhood density and with specific plans for redevelopment and revitalization.**

The proposed project is located in an existing neighborhood, and was carefully designed to preserve the historic architecture and design of the Tiffany House while proposing a new residential structure similar in a complementary architectural design. However, unlike the some of the neighboring developments in the area, the propose project conceals all its parking within a parking garage internal to the site, and provides uses at the ground level which foster pedestrian activity.

**Objective 1.25: Protect historic resources of the City.**

The proposed Project will protect the historic Escape Hotel/Tiffany House structures through preservation and the reuse as a hotel development. The Escape Hotel/Tiffany house is currently located in an area which has been designated as a blighted area, and the proposed Project will revitalize these neglected structures as part of a larger mixed-use development which will infuse the area with new residents and guests to shop and dine at the local business.

The proposed Project also will implement the following objectives and policies of the Historical Preservation Element of the City's Comprehensive Plan:

**Objective 1.8: Encourage the retention of historical and cultural resources, which foster community identity and civic pride. This may include the encouragement of revitalization of older housing stock, the preservation of existing low residential density, the discouragement of intrusion from more extensive incompatible uses, and the discouragement of urban sprawl.**

The development of the proposed project will enable the rehabilitation and re-use of the historical structures, which are currently vacant and in need of major renovation/repair. The rehabilitation of these historical structures is a significant financial undertaking. The development of the vacant portion of the development site (south of the historic structures) will allow the property owner to recover expenses associated with the rehabilitation of this historical property.

G. The criteria provided in Section 47-20.3.A.5., Reductions and Exemptions, shall be applicable to a request to reduce the parking requirement as provided in Sec. 47-37.6.B.

**Compliance with section 47-20.3.A.5 is provided under a separate narrative.**

H. Areas proposed for common ownership shall be subject to a maintenance agreement.

**The areas proposed for common ownership will provide for common maintenance.**

Applicant:	Tiffany House, L.P.
Property:	2900 Riomar Street
Project:	Tiffany House/ The Escape Hotel
Case No.	1-ZPUD-08

August 22, 2013

**THE ESCAPE/TIFFANY HOUSE**  
**NEIGHBORHOOD COMPATIBILITY NARRATIVE**  
**ULDR § 47-25.3**

**Sec. 47-25.3. Neighborhood compatibility requirements.**

A. The neighborhood compatibility requirements are as follows:

1. *Adequacy requirements.* See Sec. 47-25.2.

***Response: Applicant has provided a separate point-by-point narrative addressing the Adequacy Requirements.***

2. *Smoke, odor, emissions of particulate matter and noise.*

- a. Documentation from the Broward County Department of Natural Resource Protection (DNRP) or a report by a certified engineer, licensed in the State of Florida, that the proposed development will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that a DNRP permit for such facility is not required.
- b. Where a DNRP license is required in accordance with Chapter 27, Pollution Control, of the Code of Broward County, all supporting documentation and information to obtain such permit shall be submitted to the DRC as part of a site plan review.
- c. Such DNRP licenses shall be required to be issued and copies provided to the city prior to the issuance of a building permit for the proposed development.

***Response: To the extent any DNRP permits are needed, applicant will apply and obtain such permits.***

3. *Design and performance standards.*

- a. *Lighting.* No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3 in a manner which illuminates abutting residential property and no source of incandescent or mercury vapor illumination shall be directly visible from any abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.
  - i. *Glare.* Any nonresidential operation or activity producing glare shall be conducted so that direct or indirect illumination of light shall not cause illumination in excess of one (1) foot candle on any abutting residential property except as provided in subsection iii. of this subsection a.

***Response: The lighting will be designed by a licensed engineer in conformance with the above sections. Any glare produced by the Project will be conducted so that direct or indirect illumination of light will not cause illumination in excess of (1) footcandle on any adjacent residential properties. Moreover, the Project incorporates heavily landscaped green areas to aide in the reduction of glare. All parking garage and landscaped courtyard lighting are internal to the site.***

ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining into any residential window if there is to be nonresidential parking on the premises after dark.

***Response: All parking provided for the Project will be located in a parking garage in the interior of the Property. The parking garage will be camouflaged along Bayshore Drive and Riomar Street and Birch Road by hotel and/or residential units so as to eliminate the view of parked cars and headlights from these streets and neighboring properties. Additionally, the Project incorporates lush landscaping to diffuse any light exuding from resident automobile headlights onto adjacent streets and properties.***

iii. In addition to the above, parking lots and garages will be subject to the provisions of Sections 47-20.14 and if in conflict with the provisions of this section, the more restrictive provisions shall apply.

***Response: The parking garage has been designed to comply with all applicable ULDR requirements, and is completely covered and/or enclosed with exception for the entrance/exit drive along Birch Road (across from the W Hotel parking garage) with a secondary access from Bayshore.***

b. *Control of appearance.* The following design standards are provided to protect the character of abutting residential areas from the visual impact which may result from a use which is subject to the requirements of this Sec. 47-25.3.

i. *Architectural features.* The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:

a) Fenestration such as windows, doors and openings in the building wall; and

b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:

1. Detail and embellishments:

- a. Balconies,
- b. Color and material banding,
- c. Decorative metal grates over windows,
- d. Uniform cornice heights,
- e. Awnings.

2. Form and mass:



- a. Building mass changes including projection and recession,
- b. Multiple types and angles of roofline, or any combination thereof.
- c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

***Response: A large portion of the Project includes the preservation of several historic structures which comprise the historic Escape Hotel/Tiffany House, and the new residential units have been designed to complement this historic architecture. The project will utilize balconies, terraces, color and uniform cornice heights. In addition, the Project's building mass changes as the overall Project is comprised of several hotel and residential units connected through a series of paved walkways. The facades of the buildings incorporate different design elements such as: large awning-style windows, recessed entries, color blocks along the façade, glass railings and stucco finish which is consistent throughout the proposed development.***

- ii. *Loading facilities.* Loading and service facilities shall be screened so as not to be visible from abutting residential uses or vacant residential zoned property.

***Response: Loading and service areas will be shielded from any adjacent properties through the use of landscaping, walls and other appropriate screening methods.***

- iii. *Screening of rooftop mechanical equipment.* All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building volume and/or adequately screened so that they are not visible from abutting residential uses or vacant residential zoned property.

***Response: All mechanical equipment will be adequately screened.***

- c. *Setback regulations.* When a nonresidential use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, there shall be an additional setback required for any yard of that use which is contiguous to the residential property, as follows:

- i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to one-half ( 1/2) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

***Response: N/A.***

- d. *Bufferyard requirements.* When a use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, the property where the use is located shall be required to have a landscaped strip area and a physical barrier between it and the residential property. Such landscape strip shall meet the following requirements:

i. *Landscape strip requirements.* A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When walls are required on nonresidential property abutting an alley, required shrubbery shall be installed and located within the landscape area on the exterior of the wall.

**Response:** N/A.

ii. *Parking restrictions.* No parking shall be located within twelve (12) feet of the property line, within the yard area required by the district in which the proposed nonresidential use is located, when such yard is contiguous to residential property.

**Response:** N/A.

iii. *Dumpster regulations.* All solid waste refuse containers (dumpsters) shall be set back a minimum of twelve (12) feet from any property line which is contiguous to residential property, and shall be screened in accordance with the Dumpster requirements, as provided in Section 47-19, Accessory Uses, Buildings and Structures.

**Response:** N/A.

iv. *Wall requirements.* A wall shall be required on the nonresidential property, a minimum of five (5) feet in height, constructed in accordance with Section 47-19.5 and subject to the following:

- a) Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5,
- b) Shall be located within, and along the length of the property line which abuts the residential property,
- c) When the nonresidential property is located adjacent to an alley such wall shall be located at least five (5) feet from the right-of-way line located closest to the nonresidential property,
- d) When a utility, or other public purpose easement, on the nonresidential property precludes the construction of a wall, then an opaque fence, constructed in accordance with the standards described in Section 47-19.5, may be erected in lieu of the wall required by subsection iv. above. The use of an opaque fence as a physical barrier between nonresidential and residential property shall be reviewed and recommended by the city engineer.

**Response:** N/A.

v. *Application to existing uses.* Within five (5) years....(remainder of this subsection v. is intentionally omitted).

**Response:** N/A.

e. *Neighborhood compatibility and preservation.* In addition to the review requirements provided in subsections A.1, A.2 and A.3.a, b, c, and d, the following review criteria shall also apply as provided below:

i. All developments subject to this Sec. 47-25.3 shall comply with the following:

a) Development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, buffer yards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

***Response: The proposed Project is a re-use of the historical Tiffany House. Most recently, the Tiffany House was utilized as an assisted living facility, but has since been vacated. The Project was designed to be compatible in scale, mass and height to most other projects in the neighborhood. The Project is located in the NBRA zoning district which is intended to “encourage preservation, maintenance and revitalization of existing structures and uses that make up the distinct neighborhood that occurs in the center of the north beach area.”***

***The Project consists of a total of 76 multifamily units situated on the south side of the Property (the new building) and 96 hotel rooms to be located on the north side of the Property. With regard to the existing historic structures, the developer will preserve the character of these buildings through extensive renovation of the interior and delicate preservation and return these buildings to their original use as a hotel. The new residential units will incorporate design elements and architecture that compliment the historic Tiffany House.***

***The Central Beach area (particularly the areas along A-1-A in the ABA and PRD zoning districts) has experienced a significant amount of redevelopment of blighted areas into luxury condominiums and hotels. The Tiffany House is currently vacant and run-down, however, the design plans for the Project, as well as other new projects in the vicinity, favors a contemporary style which is simple yet elegant, and maintains important architectural design elements while revitalizing the community. Careful consideration has been given to preserve the character of the neighborhood and protect the existing neighboring properties. All parking for the Project will be provided in an internalized parking garage located in the center of the Project. Additionally, the Project incorporates a number of design elements to encourage pedestrian travel, including walk-up units along Bayshore Drive, pedestrian-friendly landscaping and wide sidewalks (8' in width) around the perimeter of the development site.***

***The photos on following pages illustrate that the neighborhood is characterized by a mixture of uses (residential and hotel) housed in buildings with various heights and architectural styles. The proposed design (architectural style, uses and height) are consistent with and complementary the structures in the neighborhood.***

**PHOTOS of NEIGHBORHOOD**



3000 Riomar Street  
7-story condominium



NW corner of Riomar Street  
and Birch Road  
2-story residential



2901 Riomar Street  
3-story residential



"Lorelei"  
501 Orton Ave  
2-story residential



"Palm Plaza"  
2801 Riomar Street  
2-story residential



511 Bayshore Drive  
11-story condominium



425 Bayshore Drive  
2-story residential



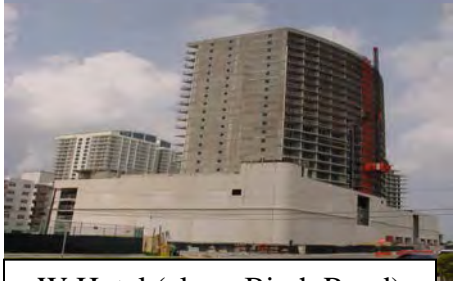
(East of 425 Bayshore Drive)  
3-story residential over  
parking



2908 Bayshore Drive  
2-story residential



2916 Bayshore Drive  
3-story residential



W Hotel (along Birch Road)  
19-story hotel over 5-story  
parking



3031 Riomar Street  
3-story townhouses

b) Consideration shall be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood, conflicts with any applicable ULDR provision, then the provisions of the ULDR shall prevail. In order to ensure that a development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, buffer yards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.

***Response: The Project furthers the goals and objectives of the central beach redevelopment plan by adding new residential development to the area while preserving existing historical resources and the existing neighborhood.***

ii. All development within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district that is greater in density than twenty-five (25) dwelling units per net acre:

***Response: N/A. This section of the neighborhood compatibility requirements applies to sites in the Downtown RAC. This project is not located in the City's Downtown RAC, therefore no response is needed.***

iii. All development within any downtown RAC district that is within one hundred (100) feet of residential property that is located outside of any downtown RAC district and all development within the RAC-TMU (RAC-EMU, RAC-SMU and RAC-WMU) district; and all development that is located on land adjacent to the New River within the RAC-AS and RAC-CC which deviates from the New River corridor requirements as provided in Section 47-13, Downtown Regional Activity Center:

***Response: N/A. This section of the neighborhood compatibility requirements applies to sites in the Downtown RAC. This project is not located in the City's Downtown RAC, therefore no response is needed.***

iv. All development that is located on land within the **CBA zoning districts**;  
AND  
All development that is zoned RMM-25, RMH-25 and RMH-60 east of the Intracoastal Waterway;  
AND  
All nonresidential development lying east of the Intracoastal Waterway.

a) In addition to meeting the other applicable review requirements of this subsection 3., it shall be determined if a development meets the Design and Community Compatibility Criteria.

The purpose of the Community Compatibility Criteria is to define objectives for private sector development which either abuts or is readily visible from public corridors. The relationship between private and public sector development must be carefully planned to avoid negative impacts of one upon the other. The city's intent in implementing these objectives is to:

- i. Protect the investment of public funds in public corridor improvements.
- ii. Improve the visual and functional quality of both public and private development by coordinating the transition between these areas.
- iii. The ultimate goal of these objectives is to integrate buildings, vehicular circulation, pedestrian circulation, open space and site elements into a unique, pedestrian sensitive environment which stimulates revitalization.

The Community Compatibility Criteria that are required to be met are as follows:

b) *Bulk Controls:*

*Density:*

Building density should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, RMM-25, RMH-25 and RMH-60 zoning districts.

***Response: The density for the proposed Project is at 28.35 units per acre, which is less than the density of 32 units per acre permitted under the underlying NBRA zoning. This density is consistent with or, in some cases, less than the density of projects in the vicinity of this site.***

*Floor Area Ratio:*

Building floor area ratio (F.A.R.) should be consistent with the proposed use, and as required under the Central Beach Area.

***Response: F.A.R. = 2.49***

*Maximum Height:*

Building height should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, and RMM-25, RMH-25 and RMH-60 zoning districts. No portion of a structure in excess of thirty-five (35) feet in height shall exceed the prescribed Beach Shadow Ordinance setback.

***Response: The maximum height of the Project is proposed at 120 feet. This height is consistent with other neighboring properties. See photo montage provided on page 6 and shadow study previously provided.***

*Yards:*

Building yards should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, RMM-25, RMH-25 and RMH-60 zoning districts. Building yards are in addition to any easements or reserve right-of-way which may be required by the city, county or state. Portions of a structure, up to thirty-five (35) feet in height, may encroach within the A1A setback if the building's street level use is predominantly pedestrian active (pedestrian-oriented retail, sidewalk cafes, etc.). No portion of any structure is permitted to extend, however, into the future right-of-way.

In the PRD, ABA and SBMHA zoning districts, to insure continuity of the ocean front streetscape "edge" a minimum seventy-five (75%) percent of the northbound A1A frontage must be built to the setback line (or approved encroachment limit). In the Planned Resort Development (PRD) district the entire northbound A1A frontage should be built to the future right-of-way line unless otherwise approved under that district's community redevelopment plan.

***Response: The 20' setback along Birch Road and Riomar Street, established by the existing historic structures, has been maintained. 15' setbacks are proposed along Bayshore Drive.***

c) *Massing Guidelines:*

*Overall Height:*

Buildings should be encouraged to vary in overall height and not be contained in a single volume of continuous height.

***Response: The height of the Project has been designed in context with the neighboring properties. The maximum height of the new residential units will be 120 feet, which is complementary to other structures in the area. This variation in height on the development site will serve to break-up the structures on the Property and enhance the visual interest of the Project.***

*Vertical Plane Moderation:*

Buildings exceeding thirty-five (35) feet in height should be encouraged to maintain no more than three (3) stories without horizontal moderation in vertical surface plane. This moderation should consist of a minimum four feet horizontal variation in surface plane such as brise soleil, balconies, building projections, etc. Repetitive moderations should be discouraged.

***Response: Façade setbacks in plan and elevation are provided, as well as balconies facing Bayshore Drive and Birch Road.***

*Cornice Height:*

All buildings should be encouraged to display a uniform cornice height of a maximum of thirty-five (35) feet in height. This cornice height should consist of a uniform alteration to the building massing for a minimum of twenty (20) feet perpendicular to the vertical surface.

***Response: Complies. The residential portion of the Project has a uniform cornice height.***

*Facade Treatment:*

The first thirty-five (35) feet of exterior facade vertical plane should be encouraged to enhance the pedestrian environment by incorporating appropriate architectural features. Such features include cornice detailing, belt courses, corbelling, molding, stringcourses, ornamentation, changes in material or color, and other sculpting of the architectural surface which add special interest and are compatible with public sector site elements.

***Response: The architectural façade treatments have been carefully selected in order to maintain the same style as the existing historic buildings, which consist of clean, simple designs with limited***

**ornamentation or elaborate masonry treatments. The new portion of the Project will feature similar design elements as the historic structures, such as horizontally divided windows and exterior masonry materials, in order to harmonize the new structures with the historic structures.**

*Overstreet Connections:*

Connections between structures which pass over public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable codes.

Connections over A1A to the beach should be limited to select locations where significant amounts of above grade pedestrian traffic will be generated. Where possible, overstreet connections should access the promenade/beach at or near major beach portal features. All overstreet connections should be of exceptional design, which enhances the visual and functional quality of the streetscape and should be compatible with public sector site elements.

**Response: N/A.**

d) *Street Level Guidelines:*

*Active Use:*

The first floor of all buildings, including structured parking, should be designed to encourage pedestrian scale activity. To stimulate pedestrian activity, buildings which front on A1A northbound should devote a majority of their first floor area to retail activities such as restaurants, shops, galleries and similar active uses. Street level retail uses should have direct access to the adjoining public sector sidewalk in addition to any other access which may be provided.

Structured parking facilities should be designed with street level frontages consisting of either occupied retail space or an architecturally articulated facade which screens the parking area of the structure. Street level openings to parking structures should occur only on sidestreets and be minimized to accommodate necessary vehicle entrances and pedestrian access only.

***Response: The project does not directly abut A-1-A northbound. However, the Project does incorporate active ground floor uses. Specifically, the residential units proposed along Bayshore Drive are walk-up units which connect to the street and the sidewalk through a paved walkway lined with pedestrian-friendly landscaping. Additionally, the hotel component along Riomar Street will be comprised of the existing historic structures, which are designed close to the sidewalk, with each independent structure connected through a series of internal paved walkways. All parking for the Project will be provided in an internalized parking garage shielded from view, so as to eliminate the view of parked cars from the ground floor pedestrian view.***

Buildings which provide pedestrian active retail uses along a majority of their A1A northbound street level frontage may be permitted to exceed setbacks established under the Central Beach Area Zoning Districts (Section 47-12). In addition, street level retail and restaurant uses may be permitted to use a portion of the public sector sidewalk for sidewalk displays and/or outdoor dining areas. Private use of public sector sidewalks must be temporary only and subject to all applicable codes



and lease arrangements. All displays, furnishings and other elements associated with these active street level uses should be designed and maintained to enhance the visual and functional quality of the streetscape and should be compatible with public sector site elements.

***Response: N/A. The project will have commercial uses in the hotel component and a retail space located at the southeast corner of the development site.***

*Fenestration:*

To complement pedestrian scale activity on A1A and all People Streets, a majority of the first floor facade on these frontages should be windows, doors or other transparent architectural features. Expanses of solid wall should be minimized. Reflective surfaces on windows or doors should be discouraged. Street level windows and doors should be recessed or receive special design detailing which distinguish them from the building shaft and add variety to the streetscape.

***Response: Large windows are provided on the new units facing Bayshore Drive. Expanses of solid walls are minimized by the recessed entryways to the walk-up units in order to add visual interest at the street-level.***

*Arcades/Canopies:*

Buildings which border directly on A1A northbound or Las Olas Boulevard within the Planned Resort Development (PRD) district should incorporate an arcade or continuous architectural canopy along these frontages, unless otherwise approved under a community redevelopment plan. Buildings in other districts should be encouraged to incorporate an arcade or continuous canopy along their A1A northbound frontage providing the feature is consistent with the proposed use, adjacent development and meets all applicable codes. Arcades or continuous canopies should be a minimum of ten feet wide and maintain acceptable minimum clear height. Arcades and canopies should be designed as a fixed non-retractable element integral to the building's architectural mass and compatible with public sector site elements.

Non-continuous canopies, awnings and marquees should also be provided over street level window treatments and building entrances. Such features may be constructed of either rigid or flexible material but should complement the visual and functional quality of the streetscape and be compatible with public sector site elements. No arcade, canopy, awning or marquee should extend into the future public right-of-way nor interfere with street light fixtures or the growth and maintenance of street trees.

***Response: N/A.***

*Trash/Loading Facilities:*

All building facilities for loading, trash and service should be incorporated within building volume and screened so as not to be visible from the street and pedestrian circulation areas. Trash/loading facilities should be discouraged on A1A and People Street frontages. Where buildings are of inadequate volume to accommodate these facilities, trash/loading facilities should be architecturally treated as part of the building mass and screened by solid walls, fences, planting or architectural devices which are compatible with public sector site elements. Trash/loading

facilities must be of sufficient size and design to accommodate access by large vehicles.

**Response: The service areas for the Project is completely enclosed and located in the garage.**

e) *Other Guidelines:*

*Energy Conservation:*

Buildings should be oriented to take advantage of southeasterly breezes for summer cooling and interrupt occasionally strong northeasterly winds. Exterior glass surfaces should be shaded to improve energy efficiency. Roof and exterior wall finishes should be light in color to encourage maximum reflection/minimum transmission of heat loadings.

**Response: The proposed building facades consist of light colors with light accent colors to improve energy efficiency.**

*Building Separation:*

Buildings should allow adequate space between structural masses for the passage of natural breezes. New building masses should be sited to the extent feasible so they maintain reasonable views to the ocean and Intracoastal Waterway from existing structures.

**Response: The Project consists of clusters of buildings along the northern portion of the site and a 12 story residential building on the southern portion of the development site. The building placement allows adequate space for the passage of natural breezes and views to the Intracoastal Waterway and ocean from existing structures.**

*Rooftop Design:*

Where possible, rooftops should be designed to accommodate various forms of human activity such as sun decks, tennis courts, outdoor cafes, etc. Roof surfaces not allocated to human activity should be finished with a surface material that does not effect the quality of views from surrounding buildings.

All rooftop mechanical equipment, stair and elevator towers should be designed as an integral part of the building volume and/or adequately screened.

**Response: Both the hotel and residential components incorporate recreational areas to facilitate human activity.**

f) *Vehicular Circulation:*

*Ingress/Egress:*

For the CBA zoning districts, access drives to individual parcels should be limited to those necessary for the adequate function of the use contained therein. Direct vehicular access from A1A northbound should be discouraged unless otherwise approved under the Planned Resort Development (PRD) district community redevelopment plan. Direct vehicular access from A1A southbound should be limited to minimize traffic impacts on the state roadway. Direct vehicular access from sidestreets should be encouraged. Smaller parcels should be encouraged to share common access with adjacent parcels keeping curb cuts to a minimum.

**Response: All parking for the Project will be provided in an internalized parking garage located in the center of the Project, shielded from views along Bayshore Drive, Birch Road and Riomar Street by the hotel and residential units. Ingress and egress to the parking garage will be provided along Bayshore and Birch Road.**

*Arrival/Drop-off Areas:*

Major arrival/drop-off areas should only be encouraged along sidestreets, especially those designated as People Streets. Arrival/drop-off areas should be encouraged to provide sufficient room for vehicle stacking, loading, unloading, and other main entrance functions. Pedestrian entries for all residential, hotel and commercial structures should be located the maximum possible distance from loading and service areas.

**Response: The primary drop off area for the hotel is located at the front of the historical portion of the Project. The parking garage access is limited to Bayshore and Birch Road. These areas provide adequate stacking.**

*Other:*

Individual parcels should be encouraged to accommodate transit stops for the county bus service, the proposed water taxi and other transit systems. Fire access lanes and other emergency vehicular accessways may be designated by the appropriate public agency. Uses that require service by large vehicles should be designed to allow large vehicle access without blockage of adjoining vehicular or pedestrian circulation.

**Response: An existing bus-stop is located approximately 2 blocks from the proposed project at A-1-A and Bayshore Drive, and a Water Taxi stop is also located along the Intracoastal Waterway within walking distance of the Project.**

g) *Pedestrian Circulation:*

*Urban Open Spaces/Plazas:*

Open spaces for public congregation and recreation should be encouraged to the extent that these spaces do not substantially interrupt the streetscape edge at the building line. Open spaces should be permitted both within and behind building yards in proportion to the bulk of the adjacent building. The streetscape edge should be maintained by architectural features (arcades) site furnishings (flagpoles, light standards) for landscape elements (palms, etc.) which provide continuity between the building line of adjoining structures.

All urban open spaces should be accessible and visible from the adjoining public sector corridor while providing for the safety and security of patrons. Severe elevation change and walls should be discouraged between the adjoining public corridor and the open space. Entryways and steps to these open spaces should be kept wide and welcoming in character. All urban open space must be kept handicap accessible.

The following amenities should be encouraged within urban open spaces: ornamental fountains, waterfalls, sculpture, trellises, arbors, seating facilities, landscape features, etc. Design features of these open spaces should serve to enhance the visual and functional quality of the adjoining corridor and be compatible with public sector site elements.

***Response: The entire perimeter of the site is to be landscaped. The project also provides 8' wide sidewalks and public parallel parking spaces along the perimeter of the site. These improvements will have a great public benefit to the neighborhood and City as a whole.***

*Pedestrian Corridors:*

Private sector pedestrian corridors, which supplement public sector pedestrian facilities and improve access to the beach and/or Intracoastal Waterway should be encouraged. These corridors should be of a width and design which encourages pedestrian use and whenever possible allows for emergency vehicle access. The corridors may pass through open air or enclosed portions of surrounding buildings providing the pedestrian experience is largely uninterrupted.

***Response: The Project has been designed with the specific goal of encouraging pedestrian traffic in the central beach area. Large sidewalks, on street parking and active ground floor uses will have a positive effect on pedestrian activity.***

*Parking:*

Parking should be provided consistent with the proposed use, adjacent development and as required under Section 47-20. Access drives to parking should be limited to those necessary for the function of the facility and comply with vehicular ingress/egress guidelines outlined herein. Direct back out or "head-in" parking should be expressly prohibited.

Parking facilities should be located in close proximity to the building they serve with direct pedestrian access from parking to building which does not impact public pedestrian facilities. Vehicular circulation within parking areas should remain internal to the parking facility and public roads should not be utilized as part of the parking circulation system. Structure parking should be encouraged subject to the street level building guidelines outlined herein. Covered parking should also be encouraged providing the overhead structures are compatible with adjoining architecture/ site elements and comply with the building rooftop design guidelines outlined herein. Grade level parking must be adequately screened so parked cars are not visible from adjoining public corridors, and landscaped to moderate views from surrounding buildings.

Parking perimeters may incorporate walls, fencing, mounds and/or landscape treatments to meet the screening requirement providing these elements are compatible with adjoining public sector site elements and allow safe and secure use of parking facilities. Trash, storage and mechanical equipment located within parking facilities should also comply with the screening requirements outlined herein.

***Response: All parking for the Project will be provided in an internalized parking garage located in the center of the Project. The parking garage has been designed to comply with all applicable ULDR requirements, and is completely covered and/or enclosed with exception for the entrance/exit drive located along Bayshore Birch Road. The roof of the parking garage has the residential tower situated on top along with the amenity deck for the residential uses. This design shields the cars parked in the parking garage from the view of vehicular and pedestrian traffic along all streets, thereby greatly reducing the visibility of any parking from the street or adjacent properties. The Project also provides lush green areas***

**along the parking garage exit/entrance drive to reduce visibility of the parking and reduce the impact of automobile headlights onto neighboring properties and streets.**

h) *Perimeter Treatments:*

*Screening:*

All exterior trash, loading and equipment storage facilities should be screened so as not to be visible from adjoining public corridors and landscaped to moderate views from surrounding buildings. Mechanical equipment including all handling units, exhaust outlets, transformer boxes, electric switching units, etc. should be appropriately screened by planting and/or low walls wherever it cannot be concealed within the building volume.

Grade level parking lots should be appropriately screened from adjacent pedestrian areas with walls, fencing and/or planting. Shrubs surrounding ground level parking lots should be of sufficient height to hide automobile grill work. Landscape material used to meet the above requirements should provide 100% screening within one growing season, and must be provided with an automatic irrigation system.

Any lot that becomes vacant through removal of a structure should be screened from the abutting public corridor. Vacant lot screening should utilize the elements described above and additional treatments as necessary to protect the visual and functional quality of the adjoining public corridor. Screening design, materials and maintenance should be compatible with public sector site elements.

***Response: The trash area will be located within the enclosed parking structure, and will thus be adequately screened from view.***

*Paving:*

Public sector paving should be as shown on the approved Beach Revitalization streetscape plans or as specified in other sections of these guidelines. Paving systems used on private plazas and walkways should be compatible in pattern and scale to public sector paving. Private paving systems which immediately abut and are readily visible from adjoining public corridors should reflect the same color, material and texture as the public sector paving and provide a cohesive visual and functional transition without interruption.

While private paving systems should be of outstanding design and character, they should be encouraged to fit within the overall fabric of the streetscape and not dominate the visual experience. Private paving should be sensitive to the needs of the beach-going public and be handicap accessible. Paving design, materials and maintenance should be compatible with public sector site elements.

***Response: Applicant will be working with City staff to ensure that the project complies with the streetscape planned for this area.***

*Landscape:*

Private sector landscape planting should be consistent with the proposed use, adjacent development, and as required under Section 47-12 of the ULDR. Existing trees should be preserved or otherwise mitigated as outlined in the ordinance. Plant material should be used in a contemporary urban context, acknowledging the limitations of the beach environment, and creating a lush tropical environment in keeping with the visual quality of the beach and adjoining public corridors. Plant massings

should be rich in material, with special attention given to the ground plane treatment. Color should be used in bold, massive statements where appropriate.

Private sector plant material which immediately abuts and is readily visible from adjoining public corridors should reflect the species, size, and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption. Landscape design and maintenance should be compatible with public sector site elements.

Private sector landscape planting should be consistent with the proposed use, adjacent development, and as required under Section 47-12.

Existing trees should be preserved or otherwise mitigated as outlined in Section 47-12. Plant material should be used in a contemporary urban context, acknowledging the limitations of the beach environment, and creating a lush tropical environment in keeping with the visual quality of the beach and adjoining public corridors. Plant massings should be rich in material, with special attention given to the ground plane treatment. Color should be used in bold, massive statements at intersections and where appropriate.

Private sector plant material which immediately abuts and is readily visible from adjoining public corridors should reflect the species, size, and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption. This street frontage landscaping should not be blocked visually by fences or other architectural treatments. All street frontages should have palms and shade trees. One half of the trees on these frontages should be shade trees. Property abutting the Intracoastal Waterway should have trees and palms planted along this water frontage. Landscape design and maintenance should be compatible with public sector site elements.

***Response: All proposed landscaping for the Project will be in compliance with the ULDR, as demonstrated on the Landscape Plan, submitted as part of the DRC submittal package. The landscaping has been designed to be consistent with newer developments in the area, featuring a variety of tropical landscaping of varying color and size. The selected plant materials were chosen to encourage pedestrian travel throughout the Project to reflect the tropical yet urban environment of the beach area, as well as salt tolerance and suitability with the soils on site and root limitations imposed by the garage deck planting areas.***

i) *Site Furnishings:*

Private sector site furnishings should be consistent with the proposed use, adjacent development, and as required by applicable codes. Site furnishings should be considered an integral component of the urban streetscape and designed/located accordingly. Emphasis should be given to maximizing passive relaxation opportunities in locations which allow varying degrees of interaction with adjacent pedestrian corridors. Visual clutter and haphazard distribution of site furnishings should be discouraged. Site furnishing design, materials, and maintenance should be compatible with public sector site elements.

Vending machines visible from public rights-of-way should be located and/or designed to be compatible with the adjacent development and public sector site elements. The location of these vending machines shall be compatible with adjacent architectural color and style; uniform in style, material, height and color when located next to other vending machines and must not interfere with public automobile or pedestrian access.

**Response: Site furnishings are provided throughout the project.**

j) *Signage:*

Private sector signage should be consistent with the proposed use, adjacent development, and as required under Section 47-12. Signage should be considered an integral component of the urban streetscape and designed/located accordingly. Signage should be restrained in character and no larger than necessary for adequate identification. Wherever possible, signage should be integrated with the building architecture, arcades or canopies. Private signage which improves the pedestrian's orientation to adjoining pedestrian and vehicular circulation systems should be encouraged.

Building signage should be discouraged above the building's second floor elevation except on hotels which may be permitted to display a single discrete sign on both the north and south faces of the main building mass. Roof signs and billboards should be expressly prohibited. Freestanding signs should be located and sized so they do not obstruct views to/from adjoining parcels or impede clear view of pedestrian and vehicular traffic and traffic control devices.

The intensity and type of signage illumination should not be offensive to surrounding parcels or the uses therein. Signage style and character should enhance the visual and functional quality of the adjoining public corridor. Signage design, material and maintenance should be compatible with public sector site elements.

**Response: All proposed signage will be limited to a project identification ground sign at the garage entry/exit drive. Each residence will be identified by an address number.**

k) *Lighting:*

Private sector site lighting should be consistent with the proposed use, adjacent development, and as required under applicable codes. Site lighting should be considered an integral component of the urban streetscape and designed/located accordingly. Emphasis should be placed on both the nighttime effects of illumination quality and the daytime impact of the standard's appearance.

Site lighting should be consistent with the theme of the immediate context and compatible with the lighting of adjacent parcels. Light distributions should be relatively uniform and appropriate foot-candle levels should be provided for various uses. (Refer to adopted Public Sector Site Lighting Guidelines for average maintained foot-candle recommendations). All exterior private sector spaces should be sufficiently lit to allow police and citizen surveillance, enhance personal security, and discourage undesirable activities. Exterior lighting should be controlled by an automatic timer or photocell to insure regular activation.

Site lighting which immediately abuts and is readily visible from adjoining public corridors should reflect the fixture style, light source and illumination intensity of adjoining public lighting and provide a cohesive visual and functional transition without interruption. Site lighting design, materials and maintenance should be compatible with public sector site elements.

**Response: All landscape and garage lighting will be internal to the site and intended to create a safe pedestrian environment with no spillage over property lines.**

l) *Utilities:*

Private sector utilities should be consistent with the proposed use, adjacent development, and as required under applicable codes. Above-grade utilities should be integrated with surrounding uses and carefully located to minimize visual and functional impact on the adjoining streetscape.

New development should be encouraged to provide underground utility lines. Existing or renovated development should be encouraged to relocate overhead utility lines underground.

Any above-grade utility elements should be consistent in placement, orientation, mounting and material. All above-grade utility elements should be painted one unobtrusive color which allows the elements to blend with their surroundings. All above-grade utilities should be screened by planting and/or low walls so they are not visible from the street and pedestrian circulation areas.

***Response: All utilities other than those provided by ATT, Comcast and Florida Power and Light, will be located underground. All above grade utility elements will be adequately shielded from view and painted one unobtrusive color, other than the necessary back-flow preventers and standpipes, which are required to be painted red. These elements will, however, be shielded from view by plantings and will not be visible from the street of pedestrian circulation areas.***

m) *Site Plan Objectives:*

The following Site Plan Objectives shall be incorporated in all development proposals for the Central Beach Revitalization Area and RMM-25, RMH-25 and RMH-60 zoning districts. This section provides an outline on how and what outdoor spaces need to be provided as part of development proposals. The intent is to ensure that development is more than buildings and structures. The quality of the Central Beach Revitalization area will be enhanced with the addition of planned outdoor spaces.

***Response: The Project incorporates several carefully designed outdoor and outwardly oriented spaces in order to improve the character of the Property. Specifically, the Project utilizes paved and landscaping walkways to connect individual hotel/residential units to encourage pedestrian travel throughout the Project, as well as walk-up units along Bayshore Drive, designed to encourage pedestrian interaction and access between the street and the ground floor. These walkways are heavily landscaped to facilitate a pedestrian-friendly atmosphere.***

n) *Usable Outdoor Spaces:*

Hotel and residential development shall provide usable outdoor recreation spaces designated to accommodate passive areas (sitting, etc.) and active areas (pools, etc.). Commercial development shall provide usable outdoor sitting and gathering spaces designed to furnish a place for pedestrians to view, use or consume the goods and services offered.

There shall be a variety in the sizes of outdoor spaces and the level of detail shall be such as ornamental fountains, waterfalls, sculptures, trellises, arbors, seating facilities and landscape features.



The total size required for the outdoor spaces will be evaluated on the size and use of the proposed development.

**Response: The Project incorporates outdoor usable recreational areas for both the hotel and residential components of the project.**

*Pedestrian Accessible Spaces:*

Hotel and commercial development shall provide direct access to adjoining public sidewalks in order to stimulate pedestrian activity. These spaces shall supplement public sector walkways and improve access to the beach and the Intracoastal Waterway, or both.

**Response: Complies. Direct access to the public sidewalks is provided.**

o) *Defensible Space:*

All projects shall promote a secure environment. This is to be accomplished by designing with CPTED (Crime Prevention Through Environmental Design) principles.

In addition to the above requirements, the following may be required based on the site specifics of each project:

Provide plant material in the adjacent right-of-way.

Provide foundation/entry plantings to the development.

All sites should exhibit lush tropical landscaping.

Provide large trees/shrubs (mature plantings). This may be required in order to mitigate certain objectionable uses or needed to assist in the neighborhood compatibility of the proposed development.

Preserve view corridors. The City recognizes that existing and new views to and from the Intracoastal Waterway, Atlantic Ocean, Bonnet House and public parks are important to maintain.

**Response: Views from the surrounding streets into the project are maintained through various openings between structures utilized by pedestrians to pass freely through the Project. The Project incorporates lush tropical landscaping with entry plantings for the walk-up units. Adequate lighting will also be provided to increase safety.**

(Ord. No. C-97-19, § 1(47-25.3), 6-18-97; Ord. No. C-98-72, § 2, 12-15-98; Ord. No. C-99-19, § 1, 3-16-99; Ord. No. C-00-26, § 7, 6-6-00; Ord. No. C-00-65, § 5, 11-7-00; Ord. No. C-01-10, § 4, 4-5-01; Ord. No. C-03-19, § 11, 4-22-03)

Applicant:	Tiffany House, L.P.
Property:	2900 Riomar Street
Project:	Tiffany House/ The Escape Hotel
Case No.	1-ZPUD-08

March 1, 2013

**ADEQUACY REQUIREMENTS**  
**NARRATIVE**

**Sec. 47-25.2. Adequacy requirements.**

**A. *Applicability.*** The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.

**B. *Communications network.*** Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.

**Response: The tallest structure in this project is only 12 stories in height, and therefore is not expected to interfere with the City's communication network.**

**C. *Drainage facilities.*** Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.

**Response: Application shall be made to Broward County EPD/FDEP and the applicant shall satisfy all current criteria for surface water requirements and obtain all local and state licenses.**

**D. *Environmentally sensitive lands.***

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and well field protection which ordinances are incorporated herein by reference:

- a. Broward County Ordinance No. 89-6.
- b. Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
- c. Broward County Ordinance No. 84-60.

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

**Response: There are no environmentally sensitive lands on this site.**

**E. *Fire protection.*** Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be

provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

**Response: There are adequate facilities existing to service this proposed development. See Architectural and Civil plans for compliance.**

**F. *Parks and open space.*** *New ordinance adopted in June 2006.*

**Response: Applicant will pay any park impact fees associated with the development of this project.**

**G. *Police protection.*** Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.

**Response: The Project has been designed with several CPTED recommendations including:**

**The incorporation of physically defined areas enhances the “territoriality” of the spaces which according to CPTED foster a sense of pride of ownership as well as the ability and desire to defend space.**

**All exterior glazing for the Project will meet the requirements of the Florida Building Code and adequate lighting photometrics as outlined in the City of Fort Lauderdale’s ULDR will be met.**

**H. *Potable water.***

1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.

2. *Potable water facilities.*

a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.

b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.

c. Where the county is the projected service provider, a similar written assurance will be required.

**Response: A letter from the City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient potable water and sanitary sewer facilities exist for the proposed water demand and sewer generation.**

**I. *Sanitary sewer.***

1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
3. Where the county is the projected service provider, a written assurance will be required.
4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

**Response: A letter from the City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient potable water and sanitary sewer facilities exist for the proposed water demand and sewer generation.**

**J. *Schools.*** For all residential plats, the applicant shall contribute to school facilities in accordance with the Broward County Land Development Code and shall provide documentation to the city that such contribution has been satisfied.

**Response: N/A. The property is not being replatted.**

**K. *Solid waste.***

1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.
2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

**Response: The building will be contracting with a private waste hauler to dispose of solid waste.**

**L. *Stormwater.*** Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

**Response: See Civil drawings prepared by Flynn Engineering Services, P.A. for stormwater compliance. All applicable licenses shall be obtained.**

**M. *Transportation facilities.***

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.
2. *Regional transportation network.* The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid

for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.

3. *Local streets.* Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

4. *Traffic impact studies.*

a. When the proposed development may generate over one thousand (1,000) daily trips; or

b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half ( 1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half ( 1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in traffic ways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.

ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed traffic ways.

iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local traffic ways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.

iv. A further detailed analysis and any other information that the review committee considers relevant.

v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.

vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

**Response: The proposed new net trips for the Project will be below the threshold for the traffic study requirement. The Applicant has submitted a traffic generation statement prepared by Joaquin Vargas – see traffic impact statement included with the submittal.**

5. *Dedication of rights-of-way.* Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.

**Response: No additional dedications are required.**

6. *Pedestrian facilities.* Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.

**Response: Sidewalks are provided throughout the site as well as along all surrounding streets to encourage pedestrian movement on-site and to facilitate pedestrian access to the beach and Intracoastal Waterway areas.**

7. *Primary arterial street frontage.* Where a proposed development abuts a primary arterial street either existing or proposed in the traffic ways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

**Response: Acknowledged.**

8. *Other roadway improvements.* Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

**Response: Any required roadway improvements will be implemented. The ingress and egress of the project have been channeled to ensure proper traffic flow in and out of the site. See site plan.**

9. *Street trees.* In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

**Response: The applicant will provide for adequate shade trees along streets where required to enhance and foster pedestrian activity. The landscape plan will be in compliance with the requirements listed in the ULDR.**

**N. Wastewater.**

1. *Wastewater.* Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for

occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.

**Response: A letter from the City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient wastewater services can be provided.**

**O. *Trash management requirements.*** A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

**Response: Acknowledged.**

**P. *Historic and archaeological resources.***

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

**Response: The structures located long Riomar have been designated historic. Applicant is proposing rehabilitate the structures and return them to their original use as a hotel. Under separate application, Applicant will be presenting this development plan to the Historic Preservation Board for issuance of Certificates of Appropriateness.**

**Q. *Hurricane evacuation.*** If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

**Response: Applicant has requested written confirmation from Broward County regarding the acceptable level service for hurricane evacuation and preparedness. Applicant is currently awaiting response and will forward to the City upon receipt.**