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## **Section A. Bahia Mar Executive Summary**

Bahia Mar is envisioned to be a world class waterfront lifestyle destination and permanent home for the Fort Lauderdale International Boat Show. The property's unique history of hosting the Boat Show, coupled with a location which directly links the Intracoastal Waterway and Fort Lauderdale beach, provides an unparalleled opportunity to bring together Fort Lauderdale's key assets by establishing a viable mixed use and sustainable amenity that can be enjoyed by the entire community.

The 39-acre property extends Fort Lauderdale's public realm from waterfront to waterfront, allowing the community to engage directly with the waterway and appreciate "The Venice of America". By providing unprecedented access, exciting amenities and signature restaurants along the waterfront, the redevelopment will bring recognizable improvements and tangible benefits to the community and city. With the surrounding public realm integrated directly into the project's fabric, Bahia Mar will cluster development to provide greater open space / view corridors and public access to the property. The development provides a viable mixed use approach which incorporates key multimodal transportation opportunities, shared access and a balanced parking platform designed to meet the needs of the community, which is accessible from pedestrian friendly, shaded landscape promenades and public marina access.

The property will be redeveloped under the City of Fort Lauderdale's Innovative Development District requirements ensuring compliance with set standards and conditions outlined by the City through the development approval process. The development plan will require consistency with the City's long term goals and objectives for the Fort Lauderdale Beach Regional Activity Center and will require unified control of the entire site. The inclusion of public enhancements and improvements outlined in the development plan will be incorporated into the zoning itself to ensure future compliance and benchmarks for performance. Traffic and parking analyses are an integral part of the design process and will be satisfactorily addressed prior to the commencement of any development on the site.

The first phase of redevelopment will include the complete renovation of the existing Bahia Mar hotel tower with a new ground floor indoor / outdoor restaurant and retail uses along Seabreeze Boulevard. This initial phase of the project will include a new garage to serve the hotel and ground floor retail, 48 new ocean front suites to act as a liner to the garage along Seabreeze Boulevard and a green roof and pool deck area overlooking the marina and Atlantic Ocean, effectively screening the parking's noise, odors, dust and pollution. The garage will also include a boutique grocery store providing an onsite opportunity for provisioning local residents on the Barrier Island and yachts without the need to cross the Intracoastal Waterway.

The next phase of the project will include the construction of a gateway park on the north property line along Seabreeze Boulevard, a half mile continuous public waterfront promenade linking the beach and Seabreeze Boulevard to the Intracoastal, and a second new waterfront park along the Intracoastal anchored by two premier waterfront dining destinations. Along this promenade at the southern end of the property, boutique retail and casual waterfront dining options frame views to the marina. Set in open air kiosks directly on the docks, the Marina Village at the Bahia Mar is supported by a proposed trolley stop, water taxi, transient marina slips for daily usage and connections to the surrounding public sidewalks further activating the waterfront promenade. Through world class design, this phase will also include a 239 unit, architecturally significant and iconic in nature, 29-story condominium tower with a waterfront restaurant and a self-contained parking facility that will double as a venue for new entrances to the Fort Lauderdale International Boat Show.

Following this stage of the development, a 232 unit, 29-story condominium on the southeastern portion of the site will further activate the Seabreeze Boulevard frontage with ground floor retail and the transformation of the existing private pedestrian bridge over A1A from the hotel to the beach. The new public connection will be directly integrated into the new public promenade; effectively linking the ocean to the Intracoastal. The new onsite residential and hotel units will also serve to activate the entire property making it a safe and welcoming environment for the surrounding community.

Recognizing the significant economic benefits the Boat Show brings to Fort Lauderdale, the centerpiece of the new Bahia Mar will be a best in class indoor Boat Show venue that will feature 18' clear ground level boat show exhibition space lined with marine offices and 105 residential units housed within a 5-story building with a complete green roof amenity / parking deck which transitions down to the west from the clustered development on the eastern portion of the property. Anchored in this world class venue, the Fort Lauderdale International Boat Show is integrated into all aspects of the project's development.

The redevelopment of Bahia Mar will allow for a wide range of new amenities available to the public as well as a new mix of uses that will enhance the waterfront experience for all residents in addition to securing the future of the Fort Lauderdale International Boat Show for years to come.

## **Section B – General ID Narrative**

Bahia Mar has employed multiple innovative development strategies to create a waterfront lifestyle destination and permanent home for the Fort Lauderdale International Boat Show. The development will transform the underutilized site and establish a clear sense of place on the waterfront that is both viable and authentic to Fort Lauderdale. Provisions in the Innovative Development District allow the site to perform and operate in a community friendly way, incorporating recognizable improvements for the entire community through the implementation of several fundamental strategies.

The vision of Bahia Mar parallels the city's long term goals and objectives by encompassing a combination of overall planning techniques and site-specific methodologies to transform the currently private and underutilized site into a collection of active and passive public-oriented spaces, functions, and uses. The project highlights site improvements, public access enhancement, multimodal transportation, sustainable strategies, shared access and a balanced parking platform as some of its most significant considerations as an innovative development project.

As noted, the most intense development of the property has been strategically positioned along the eastern boundaries of the site to 1) promote and encourage activity along the site's most active public edge; 2) shift development further away from neighboring residences; 3) preserve and enhance view corridors; and 4) emphasize green, publically accessible space along the site's perimeter.

At the forefront of Bahia Mar is a wide spectrum of innovative and sustainable initiatives. The plan incorporates a holistic design approach that promotes sustainable practices on all levels - pedestrian-friendly environments and active, healthy lifestyles, improved and increased public engagement, and environmentally sensitive construction materials- creating a comprehensive approach where Bahia Mar encompasses innovation as a core philosophy of the project.

Integral to the Bahia Mar project are several key innovative planning and sustainable design strategies. The following narrative discusses the following key elements of the Bahia Mar Innovative Development ("Bahia Mar ID"):

- A Best in Class Boat Show Experience
- Public Realm Improvements
- Multi-Modal Transportation
- Pedestrian Oriented Design
- Landscape
- Storm Water Management
- Energy Efficiency
- Water Efficiency
- Materials & Construction Practices
- Indoor / Outdoor Environmental Quality
- Resilience
- Bahia Mar and the *City of Fort Lauderdale Sustainable Action Plan*

### **A Best in Class Boat Show Experience; A Sustainable Long-Term Home**

Bahia Mar is designed to provide a best in class platform for the Fort Lauderdale International Boat Show. Already the largest show of its kind in the world, the proposed improvements incorporated into the project create new and enhanced exhibit and visitor experiences. The design also allows for a more efficient set-up, staging and operation of the Boat Show thus improving the show experience for attendees and the public as a whole. Many of these elements necessitate the need for an innovative design approach.

#### ***Innovative Exhibit Space***

The new Boat Show garage has been designed so that during the Boat Show this central garage can be transformed into a world-class exhibit space for the show. Serving as a traditional garage during the remainder of the year, this space has been specifically designed to meet the needs of the show in terms of exhibit square footage, ceiling to floor height and electrical and lighting needs when the show is underway. In order to incorporate the growing needs of the show, the building must necessarily exceed the 200' building length limitation of traditional zoning. In order to provide a more active and engaging street front appearance and to shield the appearance of the Boat Show garage, the entire south, west and north sides of the structure are lined with active ground floor and residential uses. These additions add length to the building dimensions but also provide an innovative design solution by masking the appearance of the garage.

Similarly, the ground floor of the north residential building has been designed so that during the Boat Show it can be transformed into a new grand entrance to the show. Entered from a new pocket park that will be created at the north end of the site with views to the marina beyond, the garage structure is designed to meet the needs of the show with indoor space that has previously been served by tents. Again, in order to meet the square footage requirements of the show, this portion of the garage will exceed 200' in length but will allow for new views and vistas from A1A to the marina beyond. A new grand entrance to the boat show will be created in the garage at the northeast corner of the site.

#### ***Flexible, Accommodating Site Design***

Utilizing the existing infrastructure on the site, the development has carefully massed the project to provide a balance between a world-class indoor boat show facility and the exterior public spaces of the project. In order to protect in perpetuity both the space the Boat Show needs and to provide additional public space and amenities described in greater detail below, the project has been designed to significantly reduce residential density and the floor area ratio of structures throughout the development site and focus the majority of residential density in two tall slender towers. If developed under traditional zoning, greater residential density could be achieved but it would be provided at the expense of Boat Show exhibition space and public open space.

The innovative design elements that have been incorporated in the project assure a better show experience for exhibitors, attendees and the public as a whole. Additionally, the design creates a platform for the Fort Lauderdale International Boat Show to ensure a long-term home for one of the most sustainable economic drivers of the marine industry in Fort Lauderdale.

## **Public Realm Improvements**

In addition to providing a new and improved Boat Show experience, the project is designed to support the larger regional open space framework by extending the public realm onto the property and to the waterway. This unprecedented new open space will be supported by newly programmed uses including retail, commercial and restaurant uses that will serve and be complimentary to the neighborhood.

### ***Promenades***

The creation of a continuous network of landscaped pedestrian promenades around and throughout the site improves the treatments of adjacent uses by maximizing connectivity to the surrounding environment directly into the site and promoting a more walkable community connected with neighbors to the north and south. The development's treatment of these important spaces reinforces and improves the experience of the pedestrian's use of the existing surrounding public realm infrastructure.

Establishment of a mix of uses that are interconnected to the surrounding public realm invites the public to utilize and engage with the community's waterfront within the proposed development. Interactions at the street level activate the property's frontage along Seabreeze Boulevard, and multiple access points have been included to effectively distribute traffic into the property. Pedestrian friendly east-west blocks and a direct connection to the surrounding public realm, including the beach, integrate the promenades into the community and promote easy access and a walkable neighborhood.

Of the more than two miles of sidewalks on site, more than one-half mile of continuous, barrier free waterfront promenade has been included for public use, promoting a public Intracoastal walkway condition that exists nowhere else in Fort Lauderdale.

The site's eastern edge features a ten-foot wide Seabreeze promenade which links the properties to the north and south by a continuous circulation network activated by new retail, grocery, and dining opportunities introduced along the A1A street front.

The creation of this publicly accessible open space, a signature park along the waterfront, and an extended frontage of public uses will provide a long-term opportunity for residents of the city and guests to fully enjoy Bahia Mar.

### ***Plazas and Park Spaces***

Activating Bahia Mar's public realm is a collection of plaza and park spaces, encouraging public use as platforms for social interaction and congregation, increasing a sense of community within Fort Lauderdale. Plaza space exists at the north and south perimeter road connections to Seabreeze Boulevard, creating memorable gateways into the property and direct connections to additional site features such as the Marina Promenade. The plazas present opportunities for larger iconic sculptures and signage to serve as reference landmarks to both pedestrian and vehicular traffic in a unique public art composition. The central Western portion of the site has been positioned as a signature waterfront park and new publicly accessible open space. A gateway park along the property's north edge provides an additional green gateway to the Intracoastal.

### ***Pedestrian-Oriented by Program***

Bahia Mar encourages pedestrian-oriented circulation throughout the entire project site, extending the regional public realm to span from Ocean to Intracoastal. This pedestrian traffic is promoted directly by on-site programming – proposed retail, grocery, hotel, and residential components on-site will generate significant increases in walkable uses, which will foster a convenient, healthier pedestrian environment for both site users and public transitioning through the property. The increased presence of on-site offerings will encourage more walking and less vehicular travel.

In order to develop the site under traditional zoning, the project would necessarily be designed with a uniform height and density that would yield a static distribution of the project elements across the site and would not produce the reduced height on the western side of the site and the amount of publicly accessible open space programmed in the current plan. Through the Innovative Design approach of consolidating garages, and by providing for focused residential uses in slender tall structures on the east side of the property, the flexibility exists to create a superior pedestrian friendly environment with public open space and numerous amenities. The Innovative Design approach establishes street standards with pedestrian friendly, walkable blocks limiting vehicular conflicts on our adjacent roadways by opening up multiple access points on the site.

### ***Public Sky Bridge***

The existing Sky Bridge, spanning A1A will serve as a key pedestrian connection to Bahia Mar. The currently hotel guest-only walkway will be converted to a completely public linkage between the Bahia Mar property and Fort Lauderdale Beach, creating an additional, safe means of access to Fort Lauderdale Beach. The new bridge configuration conveniently connects down to street grade within the Seabreeze Promenade allowing for additional pedestrian traffic flow to activate the street front.

### ***Wayfinding as Education***

The impacts of a walkable Bahia Mar community extend beyond fewer vehicular trips. The rich pedestrian framework spanning the entire Intracoastal Waterway will benefit from complimentary wayfinding components that speak to the historical significance and economic resilience of one of Fort Lauderdale's most iconic landscapes. An unprecedented public waterfront experience presents the opportunity to explain and showcase the extensive regional history of the *Venice of the Americas*.

### ***A Safe, Clean Environment***

Site safety within the pedestrian environment has been considered – adequate pedestrian lighting is provided to continue the established lighting standard along A1A. Additional pedestrian lighting has also been included throughout the entire site for safe pedestrian travel. Trash receptacles have also been positioned at seating areas and other appropriate locations to reinforce a clean atmosphere for the project.

### ***A Healthy Neighborhood***

The vastly improved walkable circulation network will help encourage a positive, wellness-oriented pedestrian experience, improve the existing walking environment and create favorable conditions for economic value, crafting an overall healthy neighborhood within the Fort Lauderdale Beach community.

## **Multi-Modal Transportation**

Key to Bahia Mar's innovative development design is an emphasis on alternative approaches to transportation. The development supports this approach through the incorporation of key multimodal transportation opportunities, shared access and a balanced parking platform designed to meet the needs of the community. The site has been configured in such a way to maximize pedestrian and vehicular access to the site by utilizing multiple access points to Sea Breeze Boulevard, essentially opening up the site with pedestrian safe, friendly people streets designed to reduce speeds with appropriate landscaping, parallel parking and active ground floor uses, which are designed to serve the surrounding community on our site. Through the conversion of the private hotel pedestrian bridge into a vital new avenue of the public circulation network, the project provides a direct link from the Intracoastal to the city's beachfront parking lot and the oceanfront.

Integral to Bahia Mar is the inception of multimodal transportation and mobility. The project has incorporated three proposed trolley stops internal to the project site to further promote alternative transportation, and provided two water taxi stops as indicated on the site plan to establish connectivity to Fort Lauderdale's waterway transportation network. Additional ride sharing and shuttle service opportunities are proposed for the Bahia Mar hotel as an alternative to traditional vehicular traffic to the property. Furthermore, the southeastern most docks will provide transient dockage to allow for the community to access the property by water. Ultimately, the project is designed as a walkable community with continuous pedestrian walkways and promenades that connect directly into the surrounding public realm.

### ***Bicycle Transportation***

Ample bicycle racks, paired with free air / drinking fountain stations, have been positioned throughout the entire site, with opportunities for rental bikes and b-share / b-cycle stations proposed in multiple locations to promote bicycle transportation for site guests. Secure storage for private, long-term bike parking has been included for additional on-site storage.

### ***Inclusive Vehicular Storage***

In addition to multimodal transportation techniques, on-site parking has been configured via inclusive parking garages for each on-site use, meaning each building (with the exception of the fishing village) is able to park its own uses via internal structured parking. This site improvement has resulted in a significant reduction to today's surface parking, with a majority of the existing surface spaces being converted to building, landscape, or other publically usable space such as promenade or park.

Electric Vehicle Parking spaces have been included in parking garages, and scooter parking is provided along the perimeter of the project site.



### **Permeable Site Areas**

One of many noticeable site improvements includes the transformation of primarily surface parking space into a significantly more permeable site footprint that is capable of addressing more storm water treatment directly on property. Treatments include upgraded and expanded landscape areas, improved drainage solutions and water management, and less impervious surfaces.

### ***Green Roof / Permeable Roof Treatment***

Beyond ground level improvements, more than 3.8 acres of amenity decks and non-accessible permeable surface installations afford additional areas to filtering and collect stormwater towards on-site collection and storage, avoiding discharge and pollution into the Intracoastal Waterways.

### ***Planting Design***

Landscape treatments throughout the property are a critical component of the on-site improvements which will establish Bahia Mar as a viable long-term destination for the public. Planting is used to create desirable areas for public use, establish organization and rhythm for transitional and gathering spaces, mitigate pollution and improve air quality, and where able, provide shade. The project intends to protect any existing trees of reasonable quality and reposition them within the new property landscape statement.

The overall landscape composition for Bahia Mar was considered on a global level to ensure a thoughtful, project-wide landscape statement translated to its users. The site has been converted from a collection of small landscape pockets to a continuous network of planting areas providing a systematic distribution of shade and heat island mitigation across the entire project to create a walkable and more enjoyable environment for users.

### ***Florida Friendly Landscaping***

Bahia Mar has incorporated Florida Friendly Landscape Guidelines to help select appropriate native and adapted plant material, minimize annual plantings, and ultimately reduce irrigation water use. Irrigation strategies such as grouping plants with similar water needs and the collection of drainage water via cistern will help decrease the demand for supplemental landscape water supply.

### ***Stormwater Management***

Responsible drainage methodologies have been incorporated at Bahia Mar. A portion of site stormwater can be filtered and cleaned naturally in redistributed and enhanced landscape / permeable areas via exfiltration, and/or captured on-site by cistern to alleviate excess runoff, reduce erosion, provide better flooding control, and have less impact to neighboring developments. Additional techniques such as Silva cells will be integrated into the landscape and drainage strategies to address stormwater.

## **Energy Efficiency**

Bahia Mar's energy efficient design incorporates a collaborative effort between the design of an energy-efficient building envelope, and thoughtful mechanical systems.

All buildings on site will utilize the following energy efficiency strategies:

- Deep Overhangs & Canopies;
- Passive Shading Devices where applicable;
- Highly efficient glass (low-e or insulated glass) that will effectively reduce the cooling tonnage and, as a result, reduce overall energy usage of the building;
- Landscaped roofs and light colored painted roof treatment will help with minimizing heat gain and heat island effect;
- LED lighting within corridors, common areas and garage;
- Motion sensors in all back of house areas, including mechanical rooms;
- Energy Star rated appliances;
- Provide individual lighting control including occupancy sensor and time clock operation;
- Weather stripping all exterior and operable doors to minimize leakage;
- Use of VFD (Variable Frequency Drive) to modulate the energy usage of major electricity user's equipment such as pump, cooling towers, chillers;
- VFD on the chiller pumping system and cooling tower fan to limit power usage;
- Use of Variable speed multiple compressor oil free chiller with max full load efficiency of 0.55 kw/ton – chiller with VFD can produce the chilled water as per demand.
- The usage of co2 sensors may result in less energy throughout the overall building;

## **Water Efficiency**

Bahia Mar will utilize the following water conservation techniques within the proposed buildings to reduce the burden on municipal water supply and waste water systems:

- Reduced water use including installing flow restrictors and /or reduce aerators on Lavatory, Sink, and Shower fixtures, installing and maintaining automatic faucet sensors and metering controls, installing low consumption flush fixtures, such as high efficiency water closets and urinals, installing non water fixtures and also collecting rain water;
- Use of WaterSense, a Program sponsored by EPA which helps consumers identify water efficient products and programs;
- Use of a heat exchanger to extract heat from cooling tower. Heat rejection to be used with the domestic hot water boiler to preheat domestic hot water and reduce the amount of energy usage for heating the water;
- Low water usage features, including:
  - Water closet 1.28 gpf
  - Urinal 0.5 gpf
  - Shower head, 1.5-2.0 gpm
  - Low flow kitchen sink, 1.8gpm

### **Materials & Construction Practices**

The project will encourage the use of products and materials for which life-cycle information is available and that have environmentally, economically, and socially preferable life-cycle impacts. Strategies include:

- Reuse of building materials and products wherever possible to help reduce demand for virgin materials and reduce waste;
- Utilization of locally sourced materials and products within 500 miles of the project;
- Utilization of rapidly renewable materials;
- Utilization of FSC Certified Woods and wood products;
- Utilization of CRI Green or Green Plus carpeting;
- Specify recycled content in concrete, gypsum wall board and carpet if possible;

### **Indoor / Outdoor Environmental Quality**

Bahia Mar will provide high performance techniques to enhance air quality within its buildings, contributing to the comfort and well-being of its occupants. CO2 monitoring within all densely occupied indoor and outdoor spaces will ensure that ventilation systems maintain design minimum quality requirements. Monitoring equipment will be included to generate an alarm when airflow values or carbon dioxide levels vary by 10% or more from the designed values via either a building automation system alarm to the building operator or a visual or audible alert to the buildings occupants.

Other air quality methods will include:

- Inclusion of MERV 13 filter in all the units to filter the air;
- Utilization of refrigerant Gas without Chlorofluorocarbon (CFC) based refrigerant which has 0 ozone depletion within air conditioning systems;
- HVAC system unitary equipment should have higher EER(Energy Efficiency Ratio) and SEER (Seasonal Energy Efficiency Ratio);
- Utilize ECM (Electrically Commutated Motors) motors on all the fan to modulate energy usage;
- Utilize Low VOC (Volatile Omitting Compounds) Emitting paints, coatings and flooring;
- Prohibit smoking in all common areas of Building;
- Meet STCC (Sound Transmission Class)ratings for acoustical qualities to minimize sound transmission between adjacent spaces;

## **Project Resiliency**

Bahia Mar is considering resiliency throughout the development:

### ***Planning for extreme weather / emergencies***

- Establishment of fundamental, strategic, and proactive planning for emergency / extreme weather conditions;
- Operable windows to ensure thermal safety;

### ***Considerations for Reserve Supplies***

- reserve power systems including generators for lighting and ventilation fans which provide minimal thermal safety;

## **Bahia Mar and the City of Fort Lauderdale Sustainable Action Plan**

The City of Fort Lauderdale's Sustainable Action Plan serves as a benchmark for all future projects to reference as a guide for development. Bahia Mar has acknowledged each of the city's eight goals:

### **1. Leadership**

Bahia Mar will lead by example as a pioneer project in Fort Lauderdale. Resilient, sustainable, and innovative design strategies will help Bahia Mar elevate the standard for future project development.

### **2. Air Quality**

Clustered development, multi-modal transportation, regularly distributed landscape treatments, and energy efficient design will ensure reduced omissions on-site.

### **3. Energy**

The development will reduce energy consumption by including LED lighting within corridors, common areas, and garage areas; utilizing high-efficient glass, effectively reducing the cooling tonnage and as a result, reducing the overall energy usage of the building; and participating in the Energy Star program and using Energy Star rated products.

### **4. Water**

Inclusion of low water usage features such toilets, showerheads, and sinks, on-site rainwater capturing, greywater irrigation, and Florida Friendly landscaping guidelines will allow Bahia Mar to greatly reduce water usage.

### **5. Built and Natural Environment**

Existing barren site conditions dominated by impervious areas will be transformed into a campus of well distributed green spaces for plant life, exfiltration, tree canopy, and buildings with significant green roof / planting area treatment.

**6. *Transportation***

Prioritizing the facilitation of multi-modal transit and walkable site programming advocates Bahia Mar's pedestrian-oriented design, resulting in reduced vehicle miles travelled.

**7. *Waste***

In addition to solid waste, recycling containers will be included for all uses.

**8. *Progress Tracking***

Bahia Mar will track on-site energy, light, and water consumption by recording usage and monitoring metrics.

### **Section C. Conditions of ID Rezoning Narrative - Sec. 47-37A.3.**

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

- A. Minimum area for an ID zoning district. The minimum land area required for an application to an ID district shall be two (2) acres, with the exception of land designated as Regional Activity Center which shall be a minimum of one-half (½) acre. In determining the minimum acreage, no improved land area shall be included, unless such improvements are to be demolished or submitted to a substantially different use than the existing use of such improvements (e.g. a church, fire station or office building submitted to residential use); provided, however, in consideration of the dedication to the public or, alternatively, the setting aside for the benefit of the residents or occupants of the proposed ID development of twenty (20) percent of the lands within the ID development to be used for general public open space, or an amenity that has significant artistic, cultural or environmental value, maintained by the applicant and not utilized towards meeting the city's park impact fee requirements. The minimum area of two (2) acres may be reduced upon a finding of substantial public benefit or similar benefit over and above the application of the ULDR; No right-of-way vacations shall be considered, for the purpose of calculating the minimum two (2) acre requirement unless acceptable and like alternate pedestrian and / or multi-modal access is provided.

The restrictive covenants applicable to those portions of the lands set aside to achieve such benefits, which are not dedicated to the public, shall be subject to the provisions of subsection 47-37A.12 and any such agreement contemplated therein shall be recorded in the public records and be binding on the lands of the ID development, and the obligation therein provided, if any, shall be fully insured by a bond or other means. The minimum area requirements contained in this section shall not apply to any ID application pertaining to lands located within the Northwest Community Redevelopment Area.

**Response: Per Sheet L-2.00 in the Bahia Mar ID submittal, the gross site area for the ID zoning district is 38.6 acres, in excess of the minimum area requirement set for in Sec. 47-37A.3. of the ULDR.**

- B. Consistency with the goals and objectives of plans adopted for the City's Regional Activity Centers. For properties located in the City's Regional Activity Centers, the proposed development shall be consistent with the principles and guidelines of the respective existing and future master plans.

**Response: The Bahia Mar ID Plan is consistent with the underlying Central Beach Regional Activity Center Land Use as all proposed uses are consistent with the underlying land use. The plan of development is also consistent with the latest version of the Beach Master Plan and is consistent with the following Objectives and Goals of the City's Comprehensive Plan:**

Objective 1.6: Redevelopment and revitalization of blighted areas continue to redevelop and revitalize blighted areas of the City.

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

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

Policy 1.11.3: Enhance views of the oceanfront and Intracoastal Waterway within the Central Beach-RAC.

Objective 1.21: Encouraging Mixed Use Development: Encourage mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities

Policy 1.21.3: Support additional mixed-use development in stagnant commercial corridors, RACs, CRAs and other appropriate areas.

Objective 1.24: Marine Resources continue to protect and enhance marine uses as a recognized resource of the City.

Policy 1.24.1: Protect marine resources as employment generators and economic resources of the City by reviewing all projects on waterways to gauge their potential impact on marine uses.

Policy 1.24.2: Utilize design criteria and development standards for marinas and boat yards, as a method to protect and enhance water quality as well as the aesthetic and recreational value of the City's waterways.

Policy 1.24.5: Give high priority and preference to uses and facilities, which are dependent upon proximity to the water or the shorelands immediately adjacent to marine and estuarine waters.

Policy 1.24.6: Promote the development, reuse or redevelopment of waterfront sites, giving the highest priority and preference to water-dependent uses.

Objective 1.35: Tourism: Increase the City's attractiveness to tourists through the establishment of a land use pattern aimed at accommodating increased tourism while enhancing the area's natural and man-made environments such as beaches, shorelines and marine facilities.

Objective 1.44: Mixed Use – Residential: Promote mixed use land development patterns which combine residential and nonresidential uses to achieve an attractive, well integrated, and pedestrian and transit friendly environment through the establishment of residential mixed land use categories within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

Policy 1.44.1: Provide for residential mixed land use designations which allow a combination of residential, commercial, employment based and other appropriate uses as described in the permitted uses section of the Future Land Use Element.

Policy 1.44.2: Mixed use residential development shall promote an urban form, which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement. Policies should integrate the public realm, through open space, urban public plazas and/or recreational areas.

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

**Response: The Property is comprised of abutting parcels.**

- D. Entire tract under unified control. An applicant must be the owner or owner's agent of the property with fee simple title.

**Response: The Property is under a long term land lease to TRR Bahia Mar LLC.**



## **Section D - ID Application Requirements Narrative - Sec. 47-37A.6.**

- A. An ID written narrative describing the proposed ID, which includes:

**Response: The ID Narratives for Bahia Mar have been included in Section A– Section I.**

- B. A context plan of the surrounding land area, inclusive of right-of-ways, waterways and other public spaces, indicating proposed development and outline of all nearby properties with structures outlined, uses and approximate heights labeled (in floors), including existing setbacks, drive isle(s), and sidewalk(s) dimensions.

**Response: A context plan of the surrounding land area is provided in the Bahia Mar ID submittal Set sheet L-1.03.**

- C. The number and type of dwelling units, and square footage of all proposed uses and buildings on site, including dwelling unit per net acre calculations.

**Response: The Site Data Sheet included as L-2.00 in the ID submission outline the number and type of dwelling units and the square footage of all proposed uses and buildings.**

- D. A description of how the proposed ID meets adequacy requirements as provided in Section 47-25.2.

**Response: Please refer to the Adequacy Narrative included in Section F.**

- E. A description of the proposed phasing of construction of the ID, if applicable, identifying the general schedule and specific improvements associated with each phase, the estimated start date, an estimated completion date, and shall be in accordance with the provisions for site plan expiration as provided in Section 47-24.1.M. The completion of all public improvements must be secured by a bond to be provided by the applicant, including a demolition bond to permit any unfinished phase to be demolished by the city.

**Response: Please refer to the Phasing Narrative included in Section I.**

- F. Aerial oblique perspectives of the project in context with adjacent properties and surroundings from opposing views, showing clear and accurate three-dimensional views in context with the surrounding area, and indicating building outlines.

**Response: An aerial Oblique perspective of the project has been provided as required in the ID Submittal. Please refer to drawings.**

## **Section E - ID Criteria Narrative - Sec. 47-37A.8.**

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

**Response:** The Bahia Mar ID integrates the existing uses of hotel, marina, office and restaurant with the proposed addition of restaurants, marine related commercial space, retail and residential uses in a manner that provides increased accessibility to the Property. Further, the taller buildings are located toward the eastern end of the Property, and with generous separation from each other. Retail and restaurant uses are located primarily on the ground levels of the new buildings in order to provide access to these uses by the public. These ground level uses also serve to activate the interior of the Property and the Seabreeze Boulevard streetscape.

The proposed revitalized hotel, residences, restaurants, marina related offices and retail uses will complement the neighboring uses, while the walkways and public amenities will provide a pedestrian connection for the neighborhoods to the north and south and the beach to the east. Bahia Mar will draw the public, in addition to residents and guests, to the Property. The Property will function as an amenity to the Central Beach neighborhood both with respect to desirable uses and recreational opportunities.

- B. While a mix of uses is encouraged, uses that create an inherent negative impact, such as excessive noise, odors, pollution, dust, or similar effects on adjacent uses shall be avoided. Generally, residential, office, hotel, restaurant, retail and other community-serving uses provide opportunities for successful combinations that help to create a vibrant and dynamic living environment with a variety of destinations offering goods and services in close proximity; and

**Response:** The Bahia Mar ID provides a mix of uses that will create a vibrant and dynamic living environment the project's program provides a variety of destinations offering goods and services in close proximity and easy access to the surrounding community. Please refer to the General ID narrative in Section B for additional detail.

- C. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; or allow incompatible adjacent land uses to be developed in a manner that is not possible using a conventional zoning approach; and

**Response:** The design of the Bahia Mar ID has considered the configuration of the massing of the development on the property to relate to our surrounding uses. Key development components have been clustered to the east stepping down in height and density to the west to establish an appropriate transition to our neighbors across the Intracoastal Waterway to the west. The site is also buffered to the north and to the south with generous setbacks and a large marina component.

**All of the development components have been lined with active ground floor uses to provide a superior pedestrian and street level experience that is welcoming to the surrounding community. The majority of our parking has been internalized into the buildings which are lined with both residential and retail uses, while providing on street parking throughout the site for easy access for the community. Please refer to the General ID narrative in Section B for additional detail.**

- D. Street sections shall provide ample pedestrian access with continuous sidewalks and shade tree canopy balancing parking requirements with other mobility options and promote shared access between properties and uses; and

**Response: The ID Plan provides for adequate shade trees along streets where required to enhance and foster pedestrian activity, and the landscape plan will exceed all ULDR requirements. The Bahia Mar ID will provide a continuous pedestrian circulation network throughout the entire site to facilitate pedestrian traffic. This pedestrian network is supported by a multimodal traffic approach which includes bicycle parking, proposed trolley stops, water taxi access, transient dockage and an onsite mix of uses, such as the boutique grocery facility, which promote walking and reduce the need to travel back over to the mainland.**

- E. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity.

**Response: N/A. No right-of-way vacations are requested.**

**Section F. - Adequacy Narrative - Sec. 47-25.2.**

- 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 applicant will address through the DRC process.**

- 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(l), 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, however the applicant will be required to pay School impact fees and documents such contribution at building permit.**

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 applicant has commenced a full traffic study and TRI report which will be addressed through the DRC process.**

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 Intracostal 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 exceed the ULDR requirements.**

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. 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 structure and the Property are not identified as having archaeological or historical significance by Broward County.**

- 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: Acknowledged and will be evaluated through the DRC process.**

**Section G. - Sec. 47-25.3. Neighborhood Compatibility requirements.**

A. The neighborhood compatibility requirements are as follows:

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

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

1. *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.**

2. *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: Although the Bahia Mar site is not subject to Section 47-25.3.A.3.a-d, 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 lush landscaping to aide in the reduction of glare. All parking garage and landscape 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:** Although the Bahia Mar site is not subject to Section 47-25.3.A.3.a-d, the primary parking provided for the Project will be located in parking garages in the interior of the Property. The parking garages are screened with both active liner uses and architectural treatments so as to eliminate imposing views of parked cars and headlights from adjacent streets and neighboring properties. All of the on street parking is set back from any adjacent property. Moreover, the on street parking provided on to the western portion of the site is oriented with headlights directed to the interior of the site. 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:** Although the Bahia Mar site is not subject to Section 47-25.3.A.3.a-d, the parking garages have been designed to comply with all applicable ULDR requirements, and is completely covered and/or enclosed in areas viewed from adjacent properties with exception for the entrance/exit drive at the North Residential building along SeaBreeze Boulevard.

- 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:

**Response:** Although the Bahia Mar site is not subject to Section 47-25.3.A.3.a-d, the fenestration of the buildings complements and enhances an existing architectural vernacular and encourages a new timeless design language. The project will utilize balconies, terraces, color and material banding, decorative louvers over windows, and glass and metal awnings. In addition, the Project's building mass changes as the overall Project is comprised of an existing hotel, addition and residential units. The facades of the buildings incorporate different design elements such as: large windows, recessed

entries, green walls, louvers along the façade, glass railings and stucco finish which are consistent throughout the proposed development.

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

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the facades throughout the project have been designed to include windows balconies and other architectural detailing. On the ground floor, entrances, accesses, and openings to the sidewalk reflect a pedestrian scale. See Architecture plans for detail.

- 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,

**Response:** *Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, there are covered balconies or terraces utilized throughout the project. See Architecture plans for detail.*

- b) Color and material banding,

**Response:** *Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, all balcony railings are comprised of lightly tinted glass and/ or aluminum to extend the maritime feel of Bahia Mar.*

- c) Decorative metal grates over windows,

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, there are no metal grates over the windows of the new buildings. The Bahia Mar garages utilize architectural treatments and screening over the upper level openings. See Architecture plans detail.

- d) d. Uniform cornice heights,

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, all cornice heights are parallel at varying heights creating a variable treatment horizontally on the facade and creating a visual break in the facades.

- e) e. Awnings.

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, Bahia Mar uses sunshading elements at the ground level to shield pedestrians and encourage interaction with the retail uses. See Architecture plans for detail.

**2. Form and mass:**

- a) Building mass changes including projection and recession,

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, Bahia Mar focuses the heights and mass of its buildings towards the eastern portion of the Property away from the neighborhoods across the Intracoastal Waterway. Thus the mass of the project transitions down with two story structures on the western edge of the property.

- b) Multiple types and angles of roofline, or any combination thereof.

**Response:** Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the roof lines throughout the project contain varied lines that provide visual interest. The roof of the residential towers includes smooth white stucco angles and architectural detailing to complement the buildings' contemporary feel. The roof of the hotel and Boat Show garage include a pool deck with both landscaping and a rhythm of architectural shade treatments to create visual interest and provide active uses. See Architecture plans for detail.

- 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:** Buildings Fenestration complements existing and encourages a new timeless design language. The project will utilize balconies, terraces, color and material banding, decorative louvers over windows, and glass and metal awning. In addition, the Project's building mass changes as the overall Project is comprised of an existing hotel, addition and residential units. The facades of the buildings incorporate different design elements such as: large windows, recessed entries, green walls, louvers along the façade, glass railings and stucco finish which are 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:** Although the Bahia Mar site is not subject to Section 47-25.3.A.3.a-d, loading and service areas will be shielded from any adjacent properties through the use of landscaping, walls and other appropriate screening methods. Service areas have been oriented towards internal streets to minimize visual impact to neighboring properties.

- 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.**

- a. *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: Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the restaurant buildings which anchor the park do not exceed 40' in height. The Western Residential Building at 60' 0" in height complies with this requirement as it is over 230' from our western property line.**

- 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: Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the first ten feet of upland is allocated to the project's waterfront promenade, which is supported by lush landscaping.**



- 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: Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the project does not have any parking twelve (12) feet of the property line.**

- 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: Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the project does not have any refuse containers with twelve (12) feet of the property line.**

- 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: Although Bahia Mar is not subject to Section 47-25.3.A.3.a-d, the first ten feet of upland is allocated to the project's waterfront promenade.**

- 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 redevelopment of this underutilized property is compatible with, preserves, and enhances the character and integrity of adjacent neighborhoods by providing extensive publicly accessible pedestrian amenities and desirable neighborhood uses including specialty retail and grocery facilities, a range of restaurant offerings, hotel and marine related offices along with Fort Lauderdale's only active large scale open space on the Intracoastal for the public to enjoy.**

**These active uses are connected directly into the community's surrounding public realm through continuous public promenades and by converting the property's existing private crossover to public use allowing the community to experience and enjoy the proposed uses on the Property. By connecting the property's amenities and waterfront open space into the public realm through the extensive landscaped promenade and beach connection the Bahia Mar will enhance the appearance and function of the portions of the Property along its borders and further reinforce the identity of the neighborhood. The access to the landscaped promenades on the waterfront and Seabreeze Boulevard are anchored with a marina park on the northern border and the Marina Village at Bahia Mar on the Southern Border. These gateway elements serve to welcome the public to the site and provide a significant upgrade to the existing walkway along Seabreeze.**

**The design of the project has clustered the development on the site to the east; thereby providing more publicly accessible open space on the intracoastal and allowing the project to step down in height toward the neighbors to the west. Specifically, this approach has allowed for the creation of a waterfront park with lushly landscaped areas and anchored by two restaurants, to function as a community-oriented open space linking directly into the public realm. These new site features**

encourage a balance of activity to promote a sense of community and safety. The Park is designed at a pedestrian scale to provide visual appeal for the benefit of the residential neighborhood to the west across the Intracoastal Waterway. The location and orientation of buildings is designed to provide significant setbacks from the residential neighborhood across the Intracoastal Waterway.

The Bahia Mar's ground level experience has been configured in such a way to maximize pedestrian and vehicular access to the site by utilizing multiple access points to Seabreeze Boulevard and essentially opening up the site with pedestrian friendly people streets lined with parallel parking and active ground floor uses. This configuration provides a balanced approach to parking which is supported by a multimodal traffic approach through bicycle parking, proposed trolley stops, water taxi access, transient dockage and onsite mix of uses, such as the boutique grocery facility, which promote walking and reduce the need to travel back over to the mainland. The projects' primary parking facilities are housed in garages screened with liner buildings and architectural treatments to minimize any impact to our neighbors.

Moreover, the uses and intensities proposed for Bahia Mar are consistent with the uses and intensities permitted in the surrounding zoning districts, the uses permitted in the Beach RAC and, accordingly, with the Comprehensive Plan. The zoning to the northeast of the Property is ABA, a zoning district intended for hotels and hotel accessory uses. Its maximum height limitation is 240' and its maximum FAR is 4.8. The zoning across Seabreeze Boulevard to the east is Park, where the City's existing parking lot and beach are located. The zoning district north of the Property is SBMHA and PRD, which permits heights of 120' and 240' and a maximum FAR of 5.0 and 6.0 respectively. The zoning to the south of the Property is RMH-60 which permits buildings of heights of 240'.

- 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 complies with the private sector design guidelines that originally functioned as the beach master plan for streetscape design.**

- 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. Project is not located in the City's Downtown RAC.**

- 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. Project is not located in the City's Downtown RAC.**

- 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 proposed Bahia Mar ID density is lower than the SBMHA development regulations for the Central Beach area that of the surrounding zoning districts, and is consistent with adjacent development. Bahia Mar density is 15.2 units per acre where the SBMHA permits 48 dwelling units per acre. The PRD zoning district also permits 48 dwelling units per acre. The RMH-60 zoning district to the south permits 48 dwelling units and 120 hotel rooms per acre. The ABA zoning district does not permit residential uses. See Sheet L-2.00.**

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: The SBMHA permits a maximum FAR of 5.0. The Bahia Mar ID will restrict FAR to 1.2, which is significantly less than the permitted maximum FAR of 5.0. This is an example of innovative planning resulting in a unique redevelopment effort that utilizes less mass in relation to land area.**

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 heights of the buildings are a result of well thought out site planning, with the goal to cluster the new buildings in order to provide over 8 acres of publicly accessible open space including an approximately 1 acre waterfront park. This approach is also critical to the goal of providing a best in class platform for the Fort Lauderdale International Boat Show. Through the Innovative Development district this clustering of height on our property will effectively limit the buildable area and height to well below the height allowable by code on over the majority of the site. The Beach Shadow Ordinance does not apply to this property.**

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: On the east, Bahia Mar new buildings are set to the edge of the setback to the street consistent with the guidelines established for important pedestrian corridors in the SBMHA as set forth in this subsection. Specifically, the ocean front streetscape "edge" is built to the setback line set forth herein, with the exception of the south tower, which has been shifted west by 20' to allow for more public promenade space. These buildings include pedestrian friendly street level uses along Seabreeze Boulevard and A1A frontage in addition to the Beachwalk.**

*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 Bahia Mar provides for a variety of heights between the existing and proposed buildings. Overall, the volume of the project has been massed to cluster the primary development on the east and transition down to the west, supporting our relationship to communities to our west and providing more publicly accessible open space on-site. Furthermore, the buildings have been designed in such a manner to provide variety in massing and architectural treatments to create a positive ground level experience throughout the site.**

**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: In nearly all of the buildings designed we have a modulating and articulating architecture that complies. The design also includes brise solei's, and balconies to break up the monotony of a tall horizontal elevation.**

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: Cornices provided varying heights per building from 22' to 24' above street level and continue at each level up to the full height of the occupied portions of the structures. See Architecture plans for detail.**

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 exterior facade treatment of the lower floors enhances the pedestrian environment through the use of awnings, building overhangs, and trellis's, providing protection for pedestrians. In addition the facades of the buildings each provide strong architectural detail at the pedestrian level. Visitors and residents utilizing the Promenades, the Park and the plazas will experience active ground floor uses interspersed with signature landscaping. See Architecture plans for details.**

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: The existing development on the Property includes a pedestrian overpass to provide access from the Property to the east side of S.R. A1A to the beach. As a result of the redevelopment of the Bahia Mar, the overpass will now provide direct access to the project's public accessible promenade thereby linking the public area on the beach directly to our site. In addition, hotel guests, visitors and residents will be able to access the beach directly from the Property. The existing overpass will remain but cosmetic improvements will be made to enhance its appearance with the development of the Project.**

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.

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: Bahia Mar provides many active ground level uses throughout the Property. One of the key focus points of the development has been to activate our frontage along Seabreeze Boulevard and invite the access on to our site through a viable mix of active ground floor uses throughout the site. These uses are designed to interact with the Promenades with active ground level uses enhancing the pedestrian experience created by wide, shaded walkways, shopping and dining opportunities, and connections to the other amenities on the Property. This continues throughout the property including development of the Marina Village at the Bahia Mar at the southern end of the Property, further activating our frontage along Seabreeze.**

**This approach endeavors to enhance the pedestrian experience of Bahia Mar and is enhanced by a ‘tropical modern’ landscape, decorative paving, and appropriate seating at the pedestrian level. The Promenade also provides access to the marina waterfront retail; the water front open park and the Intracoastal restaurants which provides further activate the ground level of the site.**



**Finally, this ground level, supported by the best in class facility developing in the center of the site, provides a world class landscaped venue for the Fort Lauderdale International Boat Show.**

**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: Bahia Mar's street level facades are composed of transparent tinted glass and warm materials to encourage indoor-outdoor visibility, pedestrian movement and activity. Entry ways and protected areas near entry way are covered by awnings, deep overhangs and trellis's to further encouraging gathering places. Expanses of solid walls are minimized by landscaping or textured materials in order to add visual interest at the street-level. See Architecture plans for details.**

**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 trash and loading facilities are interior to the parking facility and shielded from the public views from Seabreeze Boulevard/A1A.**

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: Bahia Mar's principal buildings are oriented with large balconies in order to take advantage of southeasterly breezes and water views. Occupied roof areas will have extensive landscaping and shade features, while non-occupied roof will be topped with a light colored surface to help mitigate heat gains. The proposed buildings facades also consist of light colors with light accents, and high performance glazing 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 proposed buildings minimum separation of 61'-8" is between the South Residences and the Boat Show Garage. See L-2.00 and Architecture plans for additional building separation information .**

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: Each building within the development incorporates roof level 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: The ingress and egress points to the Property are limited to six access points along our more than one ¼ mile of frontage, four of which exist today. This configuration will serve to better disperse traffic into our site and avoid any backups on Seabreeze Boulevard.**

*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 project's various arrival and drop off areas have been internalized on to the site with appropriate room for vehicular stacking loading and unloading. All of the projects service areas have adequate separation from the pedestrian entries to the various project components.**

*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:** Access for three beach trolley stops on the Property has been proposed for the site. All access for delivery vehicles will be handled via an internal loading area within the Property, and will not interfere with vehicular or pedestrian circulation.

*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:** A significant portion of the Property is devoted to publicly accessible open space and integrated into the surrounding public realm through the project's barrier free pedestrian promenades and a direct public connection to the beach. As noted herein, the property has been configured in such a manner to maximize this open space and provide a public to the waterfront park supported by active ground level uses.

Currently, the views on the Property are limited given the crown of the A1A road and the height of the boats docked at the marina. This park and promenade experience will better afford the public the opportunity to view the site's marina and Intracoastal Waterway. These open spaces will also provide several design features, shaded walkways, benches, landscape art forms, ornamental planting beds and trees with landscape lighting along the internal walkways and promenades.

**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: Park space within the Property creates internal public pedestrian corridors that enhance the existing public pedestrian facilities along Seabreeze Boulevard. The Promenade, plazas, and the Park encourage pedestrians to enter the Property and greatly improves access to the Intracoastal Waterway. Further, the direct overhead bridge at Seabreeze Boulevard will be made public and will allow pedestrians to access the Property's amenities to and from the beach. In addition, the Seabreeze Boulevard frontage of the Property will be improved by the enhanced promenade experience supported by the active ground level uses. Wide, shaded circulation that passes by retail areas, restaurants, and directed gateways to the Property will provide a substantial improvement from the existing sidewalk located along Seabreeze Boulevard. This promenade also provides a pedestrian link south of Las Olas Boulevard towards the City's fire station located at 1015 Seabreeze Boulevard.**

**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: Parking will be provided consistent with the shared usage analysis for the ID submitted to the City by Kimley-Horn & Associates. The goal of the parking analysis is to provide parking necessary**

for the uses, and to eliminate the surplus parking conditions present today on the Property. Access drives will be limited to those necessary for the function of the project.

The majority of the parking provided on the Property will be housed in internal parking garages with self-parking access. Additionally, on street parking will provide easy access to the projects amenities and the marina throughout the perimeter of the site.

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 ID submittal package. The landscaping has been designed to be consistent with newer developments in the area, featuring a variety of tropical and indigenous 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 considerations for salt and wind tolerance, and suitability with the soils on site.**

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. These furnishings will supplement the design language demonstrated by architectural and material components included throughout the project for a cohesive design statement.**

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 exterior 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: As noted herein, the Project incorporates several carefully designed outdoor and outwardly oriented spaces, supported by ground level active uses, in order to improve the character of the Property and better integrate into the surrounding community. Specifically, the Project utilizes landscaped promenades to connect individual hotel/residential/restaurant units, encouraging pedestrian traffic, promoting pedestrian interaction and access between the street and the ground floor. These walkways are heavily landscaped and complimented with features such as site walls and other seating opportunities to foster 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, residential and retail components of the project.**

o) *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.**

p) *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 throughout the site; however the landscape is designed with CPTED (Crime Prevention Through Environmental Design) principles to provide adequate visibility and a safe environment for the pedestrian. 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)

## **Section H - Rezoning Narrative - Sec. 47-24.4.**

1. The zoning district proposed is consistent with the city's comprehensive plan.

**Response:** The City's Comprehensive Plan designates the Property as Central Beach Regional Activity Center. The Applicant is proposing to rezone the Property to Innovative Development (ID). The site plan approved with the ID and the uses delineated on the site plan effectively become the zoning for the Property. The uses proposed as part of the Bahia Mar ID consist of marina, hotel, multifamily, restaurant, office, retail and spa uses. The uses described in the ID are all permitted under the Central Beach Land Use Designation as Residential and Commercial uses. Therefore, the proposed ID zoning district is consistent with the City's comprehensive plan.

2. Substantial changes in the character of development in or near the area under consideration supports the proposed rezoning.

**Response:** This part of Ft. Lauderdale Beach is characterized by high-rise and mid-rise multifamily development, hotel/motel uses, commercial development and large Community Facility uses. Many of the developments in the area including the Illini Condominium and the Venetian Condominium were developed prior to the adoption of the existing Central Beach Master Plan and Beach zoning regulations. The property is bordered on the west by the Intracoastal Waterway. A single family neighborhood is located on the west side of the Intracoastal. The ID district rezoning will ensure sufficient development controls are in place to allow for the orderly transition of development from the west to the east ensuring that the least intense uses are at the western perimeter and the most intense uses are clustered at the eastern portion of the development site. This strategy for clustering the massing will encourage areas across the entire site to better facilitate social public environments through the creation of increased accessible public / open space. For example, the internalization of parking with liner buildings will activate ground floor uses and extend public engagement deeper into the site via project gateways, promenades, and park space. The rezoning will provide the development criteria to promote a best in class Boat Show experience as the permanent home to the Fort Lauderdale International Boat Show.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.

**Response:** The development site is surrounded with the following zoning districts and uses:

North –SBMHA and Public Purpose (Fort Lauderdale Aquatic Center and hotel development)

South – SBMHA and RMH-60 (residential high-rise multifamily/hotel)

West – RS-8 (Intracoastal Waterway and single family residential)

East – ABA and Park (Multi-family residential, Commercial and beach parking)

The proposed rezoning to ID will permit marina, multifamily residential, hotel, commercial and office uses. These are uses that are suitable for this area and will provide the neighborhood with an

attractive and pedestrian-friendly development which proposes numerous public improvements which benefit the community.

## **Section I – Phasing Narrative**

### **Phasing Narrative**

The significant improvements to Bahia Mar property will utilize a phased approach for the development. As such, the execution of public improvements within the initial phasing of the project is crucial to the property's redevelopment, ensuring the City of Fort Lauderdale and its resident's immediate benefit from the project. The project will commence with the renovations to the Bahia Mar hotel and improvements in its initial phase, followed by the Marina Promenade improvements, waterfront restaurants, a 39-story condominium, and The Marina Village at Bahia Mar's dining and retail. Next, the second 39-story condominium will be developed, followed by the state of the art Boat Show Garage space in the project's final phase.

#### **PHASE IA**

- Renovation of 180 existing Bahia Mar Hotel Rooms;
- Develop Bahia Mar Hotel mixed use addition including 48 new Oceanfront guest suites, ground floor retail/boutique grocery, structured parking, and new roof top amenity space;
- Improvements to public hardscape/landscape along Seabreeze Boulevard along eastern edge of hotel addition;
- Improvements to public hotel arrival hardscape/landscape;

#### **PHASE IB**

- Development of a continuous public waterfront promenade and signature park space;
- Development of interior roadways, lined with improved site landscape and pedestrian treatments;
- Development of a 29-story Condominium Tower and waterfront restaurant;
- Development of Northwest Restaurant;
- Development of Southwest Restaurant;

#### **PHASE IC**

- Development of Marina Village at Bahia Mar;
- Landscape and hardscape improvements along Seabreeze Boulevard and within Marina Village at Bahia Mar;
- Reconfiguration of A1A Pedestrian Bridge from Private Hotel link to Public Connection;

#### **PHASE II**

- Development of a 29-story Condominium Tower and ground level retail;
- Improvements to public hardscape/landscape along Seabreeze Boulevard between Hotel Arrival and South Perimeter Roadway;
- Shift and re-signalization of intersection to accommodate new driveway configuration to Hotel and Condominium Tower;

### **PHASE III**

- Development of the best in class Boat Show Indoor Space and 5 story residential structure on west portion of site;
- Improvements to landscape and hardscape treatments surrounding Phase III building;
- Construct bridge connection from 3<sup>rd</sup> floor of Hotel parking garage to 3<sup>rd</sup> floor of west parking structure;

## **Section J - Project Consistency-Fort Lauderdale Central Beach Revitalization Plan**

Consistency with fundamental community documents such as the Fort Lauderdale Central Beach Revitalization Plan is critical to the integration of Bahia Mar into the existing city fabric. The Bahia Mar project creates a truly unique opportunity for a single project to significantly link and impact both the Ocean and the Intracoastal Waterway while responding to and advancing the established goals defined within existing City plans.

### **Fort Lauderdale Beach Central Revitalization Plan**

As noted throughout the provided narrative, the Bahia Mar incorporates the following goals outlined within ***the Fort Lauderdale Beach Central Revitalization Plan***:

#### **Overview**

*The overall goal of the Plan is to begin a renewal of the Central beach Area to make it a safer and more attractive area for tourists and residents alike. These changes include:*

- *Improvements in traffic flow and parking*
- *Improvement of the beach's pedestrian environment*
- *Beautification of the Central Beach Area environment*

#### **Redevelopment Area / Planned Resort District (PRD)**

*Requirements include a pedestrian linkage between the Intracoastal Waterway and the beach, and public access to the Intracoastal edge of the Redevelopment Area which is intended to contain active water-related uses such as boat slips, cafes, viewing areas, and water taxi stops.*

#### **SOUTH BEACH MARINA AND HOTEL DISTRICT (SBMHA)**

- *Seabreeze Boulevard – This improvement is intended to create a more pleasant pedestrian experience and to improve access to the Intracoastal Waterway side of Seabreeze Boulevard.*

#### **Goals**

1. *To enhance the resort image of Fort Lauderdale Beach as a place for tourist and conference groups.*
  - *to create resort and hotel development that caters to a mixture of tourists and conference groups*
  - *to enhance the unique characteristics of the beach in order to effectively compete with other resorts*
  - *to enhance the use of the Intracoastal edges of the beach*
  - *to reduce the dependence on Spring Break activities and to provide alternative economic opportunities for beach merchants*
2. *To make the beach an integral part of the City for use by local residents.*
  - *to make the beach attractive to local residents*
3. *To improved circulation for automobiles, bicycles, and pedestrians within and through the Central beach Area.*



- *to make the pedestrian environment compliment the positive experience of visiting the beach*
  - *to provide adequate parking to service beach businesses, tourist and local visitor activities*
  - *to explore alternatives to auto-only access and circulation*
  - *to encourage water-based transportation*
  - *to explore mass transit alternatives*
4. *To examine and augment the regulatory framework to encourage redevelopment.*

## **DESIGN GUIDELINES**

### **Beach Revitalization Goals and Objectives**

*The City's goals for the Beach Revitalization project are clear:*

1. *Improve the overall physical environment and appearance of the Beach Area*
2. *Improve accommodations and facilities for pedestrians and bicyclists*
3. *Improve vehicular traffic flow in the Beach rea*
4. *Compliment other projects or long-range goals which enhance the resort image of Fort Lauderdale Beach as a place for both residents and tourists.*

## **Section K - Project Consistency- Fort Lauderdale Beach Community Redevelopment Plan**

Consistency with fundamental community documents such as the Community Redevelopment Plan is critical to the integration of Bahia Mar into the existing city fabric. The Bahia Mar project creates a truly unique opportunity for a single project to significantly link and impact both the Ocean and the Intracoastal Waterway while responding to and advancing the established goals defined within existing City plans.

### **Community Redevelopment Plan**

As noted throughout the provided narrative, the Bahia Mar incorporates the following goals outlined within the ***Community Redevelopment Plan***:

#### **Redevelopment Goals**

- *Provide for a mix of land uses that will foster family activity and recreation in the Central Beach area and provide opportunities for the expansion of tourist-related facilities and activities.*
- *Stimulate the redevelopment of the core area as a catalyst for the revitalization of the entire Central Beach area.*
- *Maintain public access to the beach and Intracoastal Waterway.*

*These goals will be achieved through a series of objectives that are further refined in the policies that follow. The objectives of the Community Redevelopment Plan are:*

- *Enhance the resort image of Fort Lauderdale Beach as a place for tourists and conference groups.*
- *Make Fort Lauderdale Beach an integral part of the City for use by local residents.*
- *Improve the circulation for automobiles, bicycles, and pedestrians within and through the Central Beach area.*
- *Create and enhance a positive visual and physical image of the Central Beach.*
- *Provide for an active pedestrian environment throughout the Central Beach area, particularly between the Intracoastal Waterway and the beach.*

### **Proposed Land Use / Development Program**

*The program includes hotels oriented to the Intracoastal Water way and to the beachfront, as well as a beachfront entertainment complex, specialty retail, marina, and parking uses. These uses build upon the existing land use pattern of tourist-related and destination activities. The proposed land uses for the Community Redevelopment Area are conducive to an attractive and balanced oceanfront activity area designed to attract both residents and visitors.*

### **Pedestrian Access**

*All proposed pedestrian access areas should be consistent with the requirements of the Central Beach Revitalization Area Zoning Ordinance Section 47-72, the Broward County Trafficways Plan and the FDOT Roadway and Highway Construction Manual.*

- *At-Grade Pedestrian Link – Internal at-grade pedestrian links between the oceanfront and Intracoastal shall be provided throughout the Redevelopment area.*
- *Open Spaces / Plazas – Open spaces for public congregation and recreation should be encouraged whenever possible and should include the following amenities contingent upon their conformance with the Central Beach Revitalization Area Zoning Ordinances: ornamental fountains, waterfalls, sculpture, trellises, arbors, seating facilities, landscape features, etc.*

### **View Corridors**

- *Maintenance of Existing Views – The location, massing or height of any proposed structure shall not significantly obstruct the reasonable views that the existing condominiums have to both the Intracoastal Waterway and the Atlantic Ocean. This includes rooftop equipment which may detract from the quality of a given view.*

### **Docking**

- *Docking Space Requirements – Marina facilities within the Redevelopment Area shall provide dock space for charter boats, sight-seeing boats, private watercraft, commercial fishing boats, etc.*

### **Parking**

- *Shared Parking – The character of the different proposed land uses and their ultimate location within the Redevelopment Area may offer the opportunity to implement a shared parking concept based on:*
  1. *Variation in the peak accumulation of parked vehicles due to time differences in the activity patterns of adjacent or nearby land uses*
  2. *Relationships among land use activities that result in people being attracted to two or more land uses on a single trip to a given area*

*Development Plans and proposals which intend to take advantage of shared parking opportunities should include a detailed analysis of potential parking need reduction utilizing proven industry standards and ratios for the City's review.*

- *Parking Access – Parking facilities should be located in close proximity to the building they serve with direct pedestrian access from parking to building which does not have an adverse impact on public pedestrian facilities.*

- *Parking Facility Screening - Parking structures should incorporate perimeter planters and architectural treatments to screen the view of parked automobiles from adjoining public corridors and surrounding buildings, consistent with the Central Beach Revitalization Area Zoning Ordinance Section 47-72.*