

**BIRCH RD, LLC**  
**DRC NARRATIVE FOR THE 530 NORTH BIRCH ROAD CONDOMINIUM**

**I. INTRODUCTION**

The Applicant, Birch Rd, LLC, proposes to construct 530 North Birch Road, an 11 story, 21-unit condominium located within the North Beach Residential Area of the City of Fort Lauderdale (the “Project”). The Project site is bounded on the west by Birch Road and on the east by two existing low-rise hotel properties. To the north is Windamar street and to the south Viramar Street. The north parcel is vacant, and the south parcel has an existing 2 story structure. The existing property includes 16 existing hotel units which will be entirely replaced with only 21 residential units, generating minimal incremental traffic.

The site is nearly rectangular and is the union of two lots of 100 by 150 feet each, with one radial corner on each lot at street intersections on the northwest and southwest corners. The area is 0.68 acres. The building footprint within setbacks is 160 feet north to south, and 110 feet east to west. That area is 17,600 s.f. or .404 acres. The height of the building will be 120 feet from the first finished floor to the top of the roof slab.

Birch Rd, LLC requests that the Project be approved as a development of significant impact and that this application for site plan approval be reviewed as a Site Plan Level IV pursuant to Sections 47-12.5(E)(1)(d)(i)(ii) and 47-12.6, of the City’s Unified Land Development Regulations (“ULDR”).

The NBRA permits setbacks for projects that are approved as a Development of Significant Impact as follows: (Section 47-12.5(E)(1)(a) and (i) Section 47-12.5(E)(1)(d)(ii) ULDR). The project has three fronts and one rear yard. The setbacks which are requested satisfy the NBRA standard as set forth on the following chart:

Setbacks/Yards	Required yards per Site Plan Level III	Required yards per Development of Significant Impact	<b>Project Proposed Yard</b>
Front (3)	20’	20’	<b>20’</b>
Rear	½ height	20’	<b>20’</b>

The proposed setbacks will be increased after the third floor and provide setbacks to the fenestration line of the building of 35 feet to the north front (Windamar Street), 65 feet to the south front (Viramar Street), 25 feet to the west front (Birch Road), and 30 feet to the east (rear yard and neighboring properties). Balcony lines will occupy a portion of these setbacks but will not exceed the 20 foot setbacks except for the west front setback where they will overhang the setback no more than 5 feet from 4<sup>th</sup> level to 10<sup>th</sup> level . The footprint of the building allows a significant

portion of the site to be used for open space and green areas and the additional setbacks above the third floor also allow for improved southern exposure on the pool deck at the third-floor terrace.

The project design is characterized as contemporary style architecture exemplified by the simple and clean lines of the structure, including modern curved balconies and geometric features along the façade. The façade of the building is well articulated, providing visual variety and interest without being overwhelming. The street level façade enhances a pedestrian friendly environment by incorporating architectural features into its design which add special interest and compatibility with nearby properties and site elements, creating a village like atmosphere featuring 7 foot wide sidewalks, street lined shade trees with palms highlighting the intersections. The landscape design will incorporate innovative sustainable elements to improve drainage and minimize impact on the local environment.

The project has been designed to be compatible with the City's design criteria, the Central Beach Revitalization Plan and the Fort Lauderdale Beach Community Redevelopment Plan. The Project's features include: (1) parking within an internal parking garage which is screened and shielded from view from Birch Road, Windamar and Viramar streets, and neighboring buildings; (2) active uses and amenities on the first floor; (3) external vehicle drop off only at the Birch Road entry and entryway to parking on the Windamar side street; (4) internal building services include a lounge, lobby and trash room areas; (5) an architectural style which creates a compact building form; (6) an effective design which results in a structure which is not a single continuous volume of height; and (7) undulations of the building and varying levels of architectural dimensions and features which break up the mass of all four facades.

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

### **The Revitalization Plan ("RP").**

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

The RP divided the Area into six districts. The Central Beach Area Zoning Ordinance, Section 47-12, ULDR ("Zoning Ordinance"), contains the specific development standards for each district. As such, the Zoning Ordinance incorporates the private sector design guidelines of the RP for each zoning district.

This application explains the reasons why and how the project is compatible with the character of the overall plan of development contemplated by the RP as implemented by the NBRA and with the design guidelines provided in Section 47-12.5 (E), ULDR. Among those reasons are the following:

- Its building height of 120 feet is consistent with the proposed use and nearby development such as the Adagio, the Wave, and Gale and 321 and is permitted by the NBRA.
- Its building setbacks are consistent with the proposed use, nearby development and are permitted by the NBRA as a development of significant impact.
- The architectural design of the building is compatible with the character of the overall plan of development contemplated by the RP and the design guidelines provided in Section 47-12, ULDR, which specifically provides that those guidelines are not intended to be exclusive and that if alternative architectural design concepts are presented by the development application they will be considered during review of the application for development approval.
- The contemporary style architecture of the building features simple lines, curved balconies and geometric features along the façade. The façade of the building is well articulated, providing visual variety and interest without being overwhelming
- The street level façade enhances the pedestrian environment by incorporating architectural features into its design which add special interest and complement nearby properties while incorporating sustainable elements into the landscape design.

### **The Community Redevelopment Plan (“CRP”).**

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

Section 1.1.4 of the CRP contains the redevelopment goals, objectives and policies. The project as proposed by the application for site plan approval is consistent with these goals, objectives and policies in that it will:

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

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

The draft of the CBMP and its guidelines for private realm development have not been adopted. Therefore, they are not applicable to this application. However, the Project is compatible

with the spirit and intent of the private realm development guidelines for the mid beach area which are proposed by that plan.

The CBMP divided the Central Beach into five character areas. The project lies within the mid beach district character area which is designated for development of resort hotel and residential development use. The mid beach area is envisioned as an area which will provide a transition from the dense central beach entertainment area to the north beach neighborhood. This character area is a predominantly residential neighborhood and future development is encouraged to respect its existing fabric and scale.

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

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

The project is compatible with the CBMP and the mid beach character area because:

- It will not create wide curve cuts on Birch Road, a primary street.
- The structured parking will be internal to the building. It will be screened and not visible from Birch Road or neighboring properties.
- Its first floor will be clothed with lightly tinted glass.
- The street level façade enhances the pedestrian environment by incorporating architectural features into its design which add special interest and complement nearby properties, with 7-foot-wide sidewalks and 6' wide bike lane on Birch Road, and street lined shade trees with palms highlighting the intersections which enhances the village like atmosphere.

#### **IV. APPLICABLE ULDR SECTIONS**

##### **Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(1)(a)**

- a. Front yard setbacks: 20 feet.

All three frontages have setbacks of 20 feet. (Birch, Windamar and Viramar)

**Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(1)(d)(ii)**

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

- ii. Rear yard. Twenty (20) feet. Rear yard is a minimum of 20 feet.

**Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(2)**

No structure shall exceed one hundred twenty (120) feet. The project is 120 feet high.

**Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(3)(a)**

Residential Density: 32 dwelling units per acre. The project has 21 units on 0.68 acres which equals 30.88 units per acre. Inversely, 0.68 acres allows for 21.75 units.

**Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(4)(b)(i)**

Site Plan Level III Development allows residential development.

**Central Beach District Requirements – (NBRA) - Sec. 47-12.5(E)(5)**

The maximum length and width of the building does not exceed 200 feet as required.

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

See Exhibit A.

**Adequacy – Sec. 47-25.2**

See Exhibit B.

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

See below for specific criteria.

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

**A. NEIGHBORHOOD COMPATIBILITY**

1. **Adequacy Requirements.** See Exhibit B.
2. **Smoke, odor, emissions of particulate matter and noise.** The Project will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27 of the Code of Broward County.
3. **Design and performance standards.**

- a. **Lighting.** The Project design will comply with the lighting requirements of this section.
- b. **Control of appearance.** The Project is residential and incorporates windows, doors and entrance openings into the design on its facades. The facades contain undulating balconies, awnings, uniform cornice heights and material banding. Loading and service facilities will be screened from abutting residential uses. Rooftop mechanical equipment, stair and elevator towers will be visibly screened from abutting properties.
- c. **Setback regulations.** N/A. This subsection only addresses nonresidential development.
- d. **Buffer yard requirements.** The Project provides generous buffer elements which include: (i) 20' side yard setbacks with lush tropical landscaping, and (ii) trash located inside the building.
- e. **Neighborhood compatibility and preservation.** The neighborhood within which the Project is located is a mix of residential, co-op and hotel/motel uses which vary in height. The Project's height, mass, setbacks, landscaping and architectural features are compatible with the neighborhood and have been designed to maintain the neighborhood's character. In addition, the design of the building incorporates visually appealing design elements as seen from Birch Road. In addition, the project abuts the ABA district which allows for greater density and height, so it will serve as a transition and/or buffer to the NBRA.

## **B. COMMUNITY COMPATIBILITY REQUIREMENTS**

### **1. BULK-CONTROLS**

- a. **Density.** The NBRA allows a residential density of 32 dwelling units per acre. Since the Project site is 0.068 acres, it could be developed at a density of 21.75 dwelling units. The project proposes to construct 21 condominium dwelling units on the site.
- b. **Floor Area Ratio.** Floor Area Ratio is not required for this zoning. We are proposing 4.5 FAR
- c. **Height.** The project's height of 120 feet is consistent and compatible with the proposed use, adjacent developments, the Central Beach Area Revitalization Plan and the NBRA zoning district requirements.
- d. **Yards.** The project's yards are compatible with adjacent development and comply with the standards of the NBRA Zoning District. The yards are as follows:

<b>North (front):</b>	20 feet
<b>South (front):</b>	20 feet

<b>East (front):</b>	20 feet
<b>West (rear):</b>	20 feet

## 2. MASSING GUIDELINES

- a. **Overall Height.** The effective design of the project creates a structure which is not a single continuous volume of height. The undulations of the building and varying levels of architectural dimensions and features break up the mass of the facades. The east façade has a recessed drop off entry and the parking access is on the north (Windamar street). The overall height varies both on the roof and by incorporating recessions and projections along the facade. The rooftop design elements include terraces on the east and vertical massing on the west façade, creating variation in height and appearance.
- b. **Vertical Plane Moderation.** The design of the project incorporates various features that break the repetitive moderations such as generous balconies, window treatments, vertical massing of circulation, trellises, cornices and fascia lines.
- c. **Facade Treatment.** The exterior facade vertical plane enhances the pedestrian environment by incorporating the following architectural features into its design: recessed and interior circular drive to bring vehicular traffic off of Birch Road which will not conflict with pedestrian traffic, decorative glass railings, ornamentation, changes in material, color and sculpting of the architectural surface, all which add special interest and compatibility to public sector site elements.

## 3. STREET LEVEL

- a. **Active Use.**
  - i. The first floor of the project is designed to emphasize pedestrian scale activity along both Birch Road and the streets leading to the Beach. The structured parking facility is internal and does not front on Birch Road. The first floor frontage along Birch Road creates an active pedestrian experience with minimal interference with vehicular traffic. The main entrance, condominium lobby and lounge on the north west corner activate this west elevation with a lightly tinted glass first floor. On the South side, there is a third floor pool and cabana area which makes the Project visually appealing and active.

- ii. All furnishings and other elements associated with the active street level uses are designed and will be maintained to enhance the visual and functional quality of the streetscape and will be compatible with public sector site elements. Pavers, lighting and landscaping will be incorporated into the project's streetscape design to enhance and to be compatible with the public sector site elements.
- b. **Fenestration.** Grand Birch complements and encourages pedestrian scale along Birch Road by providing appealing architectural features such as lightly tinted glass, a suspended overhang and lush tropical landscaping. Windows, doors and other architectural features are used along the structure's west first floor facades and wrap around the corners to allow views through the lobby and lounge. Solid walls have been minimized. Reflective surfaces on windows and doors are not utilized, street level windows and doors receive special detailing to add variety to the streetscape.
- c. **Arcade.** Not required in the NBRA.
- d. **Trash/Loading Facilities.** The Project will include a Wilkinson Hi-Rise Waste/Recycling Chute Model BSE-2RUC. The BSE-2RUC Model includes a Bi-Sorter using 2-yd containers. The Waste Recycling System will meet the capacity requirements of the building and will meeting the city recycling ordinance requirements.

All building facilities such as trash management and loading/receiving service areas are screened so as not to be visible from Birch Road or pedestrian circulation areas.

#### 4. **OTHER GUIDELINES**

- a. **Energy Conservation.** The project is oriented east to west and will benefit from the southeasterly breezes. The colors and materials used are designed to be energy conscious. The mechanical and electrical system will be designed to comply with ASHRAE Standard 90.1 – Energy Standard for High Rise Buildings. The design will utilize high efficiency air conditioning units with multiple control zones for each apartment unit, a control zone is provided for each exposure to minimize overcooling and heating and high efficiency lighting fixtures in the common areas. These elements and the design will result in a building which will exceed the requirements of the Florida Energy Code.
- b. **Building Separation.** The project has been designed to provide significant space between nearby buildings. This space allows the passage of natural breezes and light.
- c. **Rooftop Design.** The rooftop is designed with features which incorporate both structural function and architectural design. The roof is finished with



surface materials that do not affect the quality of views from surrounding buildings. All rooftop mechanical equipment, stair and elevator towers are designed as an integral part of the project's volume and are screened from view.

## 5. **VEHICULAR CIRCULATION**

- a. **Ingress/Egress.** Access drives to Windamar Street are limited to those necessary for the adequate function of the condominium and designed to minimize impact on the street.
- b. **Arrival / Drop-off Areas.** The vehicular arrival and drop-off areas are from Birch Road. These areas have been designed to allow sufficient room for vehicle stacking, loading, unloading and other main entrance functions. The project's residence owners will have a separate vehicular entrance that leads directly to the parking garage and enters from Windamar street. There is no interference with pedestrian entries, which are located the maximum possible distance away from the service and loading areas.
- c. **Parking.**
  - i. The parking provided is consistent with the proposed use as a condominium and satisfies Section 47-20 of the Unified Land Development Regulations. The project requires a minimum of 45 parking spaces. A total of 48 parking spaces will be provided.
  - ii. The project will provide self-parking for the residents, with spaces at the entry level for visitors and guests. The access drives and ramps to parking are limited to those necessary for the function of the project and comply with vehicular ingress/egress guidelines.
  - iii. As the ULDR requires, the project will provide a total 48 parking spaces, most of which will be in a high level garage beginning on the second story of the building with car lifts to provide second parking spaces for residents and a few stacked spaces for the same purpose of providing a second space for residents. No valet service will be necessary.

The first level of parking is elevated and has ramps up to the second floor. The parking garage is an open-air garage which is naturally vented. The parking garage is screened at all levels which will insure that cars are not visible from the street or neighboring buildings. Screening of garage openings will minimize light spillage. The garage incorporates architectural details which when combined with the first floor uses makes the presence of the garage discreet.

- iv. Vehicular circulation within the parking areas is internal to the parking facility and public roads are not utilized as part of the parking circulation system. The parking garage driving surface will be treated to prevent tire squealing while turning.
- v. The project will have internal structured parking that complies with street level and covered parking guidelines. The design is compatible with the neighboring architecture and site elements.

6. **PERIMETER TREATMENTS**

a. **Screening.**

- i. All trash handling, loading and equipment storage facilities are screened so as not to be visible from adjoining public corridors and are landscaped to moderate views from surrounding buildings.
- ii. Mechanical equipment, including handling units, exhaust outlets, transformer boxes and electric switching units will be appropriately screened by landscaping wherever they cannot be concealed within the building volume. The air-conditioning units on the roof of the building will be screened. Any units on grade will be screened with landscaping. The FPL transformer and the pool equipment will be enclosed or screened.

- b. **Paving.** The paving systems used on the project's walkways are concrete and pavers on sand. The paving will complement the overall fabric of the streetscape and will not dominate the visual experience. Areas accessible by service vehicles not frequently used (MEP) will utilize turf block.

c. **Landscape.**

- i. Plantings will be consistent with the proposed use and will comply with the requirements of Section 47-21 of the ULDR. The percentage of landscaped area and open space exceeds the requirements of the ULDR.
- ii. Plant materials will be selected to fit within a contemporary urban context, acknowledging the limitations of the beach environment, creating a lush tropical environment in keeping with the visual quality of the Beach. The project will have several varieties of palm trees including feature Palms interspersed with shade trees and accent shrubs meshing the rich, lush landscape with the elegance of the building.

- iii. Plant massing will be rich in material with special attention given to the ground plane treatment. Color will be used in bold massive statements where appropriate.
  - iv. Plant materials will abut and be readily visible from adjoining public corridors and will reflect the species, size and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption.
  - v. Because the project is located along the Birch Road, feature Palms with colorful understory shrubs will be planted along the frontage.
  - vi. Street frontage landscaping will not be blocked by fences or other architectural treatments. The street frontages will have feature Palms with colorful understory plantings.
  - vii. Landscape design and maintenance will be compatible with the public sector site elements, and include innovative means of sustainable green area plantings, which will include the implementation of structural soil for the large shade street trees planted along the perimeter. By installing the structural soil this will enhance our percolation rate for the site and allow for faster drainage for our site.
- d. **Site Furnishings.** The site furnishings will be compatible with the proposed use, adjacent development and as required by applicable codes. Site furnishings will be designed/located in an organized manner, not haphazardly distributed. Site furnishing design, materials and maintenance will be compatible with public sector site elements.
- e. **Signage.**
- i. When permitted, signage will be consistent with the proposed use and as required under Section 47-12 of the ULDR.
  - ii. Signage will be restrained in character and size and will be no larger than necessary for adequate identification. Signage will be integrated with the architecture and will be designed to improve the pedestrian's orientation to adjoining pedestrian and vehicular circulation systems.
  - iii. Signage will consist of vehicular entry and exit directional signs and the address of the Property. The project will not have roof signs or billboards.
  - iv. The intensity and type of signage illumination will not be offensive to surrounding parcels. The signage style and character is intended to enhance the visual and functional quality of the adjoining public

corridor. Signage design materials and maintenance will be compatible with public sector site elements.

f. **Lighting.**

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

g. **Utilities.** Utilities will be provided as per code and coordinated with connections to provider networks.

h. **Site Plan Objectives.** The following site plan objectives have been incorporated into the development proposal.

- i. **Usable outdoor spaces.** This residential project provides usable outdoor recreation spaces designed to accommodate residents and guests on terraces on the street frontage of Birch Road as part of the public areas and amenities of the first floor and also accommodates residents at a third story pool. A dog park feature will be implemented within the green space to the east at grade.
- ii. **Pedestrian accessible spaces.** Only required for commercial and hotel development.

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

## **EXHIBIT A**

### **Central Beach Development Permitting and Approval - Section 47-12.6**

- A. Beach development permit required.

**Response:**

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

- B. Design criteria.

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

**Response:**

**The proposed development and use are compatible with the plan of development contemplated by the Fort Lauderdale Central Beach Revitalization Plan and the Fort Lauderdale Beach Community Redevelopment Plan. The proposed development is a multi-family building located in a multi-family district of the CBA which is devoted primarily to existing multi-family residential structures and uses of varying architectural themes, densities, mass and height. The residential character of the NBRA district will be promoted by the addition of the 530 North Birch Road Condominium Project.**

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

**Response:**

**Th project's contemporary architectural design is compatible with the design guidelines of Sec. 47-25.3. Applicant has provided a point-by-point narrative demonstrating how it meets the beach design guidelines.**

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

**Response:**

**No response necessary.**

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

**Response:**

**The project incorporates design and architectural elements which mitigate adverse impacts on existing uses in the area. Those elements include (i) an**

internal parking garage which will accommodate resident and guest parking thereby minimizing the number of vehicles which park along Birch Road, (ii) generous additional setbacks and building separations to nearby properties which enhance the open corridor on adjoining streets, and (iii) lush landscaping.

5. No response necessary.

C. Design arbitration.

**Response:**

**Will request if necessary.**

D. Applications for development approval.

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

**Response:**

**The Project is consistent with the goals, policies, objectives and strategies of the Central Beach Area Revitalization Plan. Currently, the Project site is partially vacant. This is not the best and most desirable use of the property. The construction of the project will transform the semi vacant property into a luxury condominium that will have a positive impact on the redevelopment efforts of the City on the Birch Road corridor and the Central Beach Area.**

- b. Ingress and egress.

**Response:**

**Access drives to Birch Road are limited to those necessary for ingress and egress to the drop-off areas only. Parking access is only on a side street. All pedestrian and vehicular data will be included on a site plan and include a traffic study.**

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

**Response:**

**The project's contemporary design and character is consistent with the goals, policies, objectives and strategies of the Central Beach Revitalization Plan.**

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

**Response:**

**See civil plans for graphic illustrations of building elevations, floor plans, and illustrations that show that the proposed development is compatible with the Design and Community Compatibility Criteria.**

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

**Response:**

**See civil and architectural plans for parking plan.**

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

**Response:**

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

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

**Response:**

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

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

**Response:**

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

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

**Response:**

**N/A. None proposed.**

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

**Response:**

**N/A. None proposed.**

- E. Effect of other ULDR provisions.

**Response:**

**No response necessary.**



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

**Response:**

**N/A. No response necessary.**

- G. Development and permitting for PRD districts.

**Response:**

**N/A. No response necessary.**

**EXHIBIT B**

**Adequacy Criteria – Section 47-25.2**

- A. **Applicability:** Plans are in accordance with requirements.
- B. **Communication Network:** Applicant will provide a 10x10x10 room on the roof of the Project or follow any other city recommendation or request to contain electronic equipment designed to mitigate actual adverse impacts on the City's communication systems resulting from the Project.
- C. **Drainage Facilities:** See civil drawings for Drainage Facilities Compliance.
- D. **Environmentally Sensitive Lands:** n/a
- E. **Fire Protection:** See architectural and civil drawings for compliance.
- F. **Parks and Open Space:** The parks and open space requirements will be satisfied.
- G. **Police Protection:** Applicant will comply with regulations for adequate Police Protection.
- H. **Potable Water Facilities:** City has acknowledged capacity.
- I. **Sanitary Sewer:** City has acknowledged capacity.
- J. **Public School Concurrency:** Applicant has applied for a public school impact statement; School Board response will be provided.
- K. **Solid Waste Facilities:** Project will utilize City services.
- L. **Stormwater:** See civil drawings for stormwater compliance.
- M. **Transportation Facilities:** The proposed development of 21 condominium units should not generate enough trips to warrant a traffic analysis, however a traffic study is provided regardless.
- N. **Wastewater:** See civil drawings for compliance.

- O. Trash Management Requirements:** A trash management plan will be executed if required.
- P. Historic and Archaeological Resources:** Documentation will be provided from the Historical Commission with respect to whether the site has any archaeological or historical significance. The applicant will provide a response to this item prior to final DRC sign-off.
- Q. Hurricane Evacuation:** Documentation will be provided from the Broward County Emergency Management Agency confirming that the proposed Project (i) will not diminish the level of service for the designated hurricane evacuation routes and (ii) will not have a negative impact on the capacity of Broward County's shelters.

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