

NARRATIVE - Revised
401 S Fort Lauderdale Beach Blvd.
Beach Boys Plaza: Hotel and Parking Facility

This application is a Site Plan Level IV which proposes Beach Boy's Plaza, as a multi-purpose development marrying a 205 room beach hotel with a parking facility which expands and enhances the existing retail shops currently located at 401 S. Fort Lauderdale Beach Blvd.(the "Property"). The redevelopment proposal will provide a desirable upscale amenity to the beach and with added retail the project will dramatically enhance the pedestrian experience and use of the City's new park. The proposed use is consistent with the uses intended for the beach in the ABA district. Parking for the hotel will be addressed within the attached parking garage and additional parking will be available to serve the community.

The project's architecture celebrates simplicity of form and the blurring of interior to exterior spaces offering both parking as an amenity in a structure that doubles as "pop up" active space. It also uses geometric shapes to punctuate the clean building lines. In addition to its architecture, the multi-use project seeks to enhance the overall beach experience through a combination of complete street and multimodal transportation initiatives. Public parking at this key beach retail, dining and recreation location will serve tourists and resident beach goers. The Streetscape includes enhanced paving, art, seating, bike parking, lighting and landscape for shade. Overall the combination of these elements is integrated with the overall design approach for the project which works to create an engaging beach experience.

ABA district.: Site Plan Level IV Development.

Hotel and parking facility uses are permitted in the ABA zoning district, per **Sec 47-12.5.B.**

Parking Requirements: The parking requirements will be addressed within a new garage which will provide parking for the existing and proposed uses as well as provide parking for the public.

Sec. 47-12.4. - Central beach district requirements.

A. *Limitations on permitted uses in all districts within the central beach area.* The following use limitations shall apply to all the districts within the central beach area:

1. The following nonresidential uses shall not be permitted:
 - a. Fortunetellers, clairvoyants, mind readers, faith healers or other persons claiming to be able to see into the future.
 - b. Headshops or stores supplying paraphernalia primarily used with illicit drugs.
 - c. Service stations, automobile repair or parts sales.
 - d. Motorcycle sales, rental or service.
 - e. Any business establishment selling or dispensing food or beverages for consumption off the premises, unless otherwise approved as a development of significant impact in the PRD, ABA, SLA and SBMHA districts only.
 - f. Sales or service of guns, knives, or other weapons.
 - g. Pinball machines, video games and similar games and amusement devices as a principal use.
 - h. Bingo parlors or similar game rooms.

- i. Bars and nightclubs, except when accessory to a hotel with one hundred (100) or more guest rooms or accessory to a commercial retail structure which provides services or goods for sale to tourists and visitors when approved as a development of significant impact and shall only be permitted in the PRD, ABA, SLA and SBMHA districts.
 - j. Vending machines which are visible from a public right-of-way except when approved as a development of limited impact. For purposes of this section machines which dispense newspapers shall not be considered a vending machine.
 - k. Social Service Facilities (SSF).
2. The following residential uses shall not be permitted:
- a. Trailers and mobile homes.
 - b. Social Service Residential Facilities (SSRF).

Response: *The proposed project does not include any of the prohibited uses listed.*

B. *Street Treatment.* There are hereby identified streets within the Central Beach Area which are currently accommodating, or are intended to accommodate, intensive pedestrian traffic, or which serve as major pedestrian streets and major vehicular entryways, or major gateways into the Central Beach Area and which will, therefore, require development on said streets to accommodate said pedestrian and vehicular usage aesthetic considerations. The streets are identified below:

- 1. People streets:
 - a. Southeast 5th Street
 - b. Las Olas Boulevard
 - c. Cortez Street
 - d. Sebastian Street
 - e. Granada Street
 - f. Riomar Street
 - g. Terramar Street
 - h. Vistamar Street
 - i. Las Olas Circle Loop

Response: *The Property is not located on a People Street.*

Sec. 47-12.5. - District requirements and limitations.

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B. *A-1-A Beachfront Area (ABA) District.*

- 1. *Setbacks.*
 - a. No structure shall be constructed, remodeled or reconstructed so that any part of the structure is located within twenty (20) feet of the proposed public right-of-way along A-1-A as shown in the revitalization plan, and within twenty (20) feet of any other public right-of-way, unless the development or redevelopment of the

structure is approved as if it were a development of significant impact. In addition, those yards fronting on People Streets must meet the requirements of Section 47-12.4.C.

- b. Yards not abutting a public right-of-way.
 - i. Side yard: ten (10) feet.
 - ii. Rear yard: twenty (20) feet.
- c. The side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback requirements be less than an amount equal to one-half the height of the building when this is greater than the above minimums.

Response:

Functionally, the setbacks to the exterior envelope of the lobby level are as follows:

- East (A1A) 24'-0"
- South (Marriot) 10'-0"
- West (Seabreeze) 31'-10"
- North (Future Park) 17'-6"

2. *Height.*

- a. Except as expressly provided for in subsection B.2.b, no structure shall be constructed, remodeled or redeveloped so that any part of the structure exceeds the following height standards:
 - i. Within twenty (20) feet of the proposed public right-of-way along A-1-A as shown in the revitalization plan and along any other public right-of-way, thirty-five (35) feet;
 - ii. No structure shall exceed two hundred (200) feet in height.
- b. Notwithstanding the height limitation set out in subsection B.2.a, a beach development permit may be issued that exceeds the height limitations set out therein according to the following provisions:
 - i. An increase in the maximum height on any parcel of land proposed for development of five percent (5%) if the proposed development has a rating of at least a five (5) on the design compatibility and community character scale in subsection B.6.
 - ii. An increase in the maximum height on any parcel of land proposed for development of ten percent (10%) if the proposed development has a rating of at least a seven (7) on the design compatibility and community character scale in subsection B.6.
 - iii. An increase in the maximum height on any parcel of land proposed for development of twenty percent (20%) if the proposed development has a rating of at least nine (9) on the design compatibility and community character scale in subsection B.6.
- c. No structure shall exceed two hundred forty (240) feet in height.
- d. No portion of a structure in excess of thirty-five (35) feet in height shall exceed the height limitations provided in Section 47-23.6, Beach Shadow Restrictions.

Response: The project's height is consistent with the ABA zoning district.

3. *Floor area ratio.*

- a. Except as expressly provided in subsections B.3.b, no structure shall be developed or redeveloped so that the floor area ratio is more than four (4).
- b. Notwithstanding the floor area ratio limitations of subsection B.3.a, a beach development permit may be issued for development that exceeds the floor area ratios set out herein according to the following provisions:
 - i. An increase in the floor area ratio on any parcel of land proposed for development of five percent (5%) if the proposed development has a rating of at least a five (5) on the design compatibility and community character scale in subsection B.6 of this district.
 - ii. An increase in the floor area ratio on any parcel of land proposed for development of ten percent (10%) if the proposed development has a rating of at least a seven (7) on the design compatibility and community character scale in subsection B.6 of this district.
 - iii. An increase in the floor area ratio on any parcel of land proposed for development of twenty percent (20%) if the proposed development has a rating of at least a nine (9) on the design compatibility and community character scale in subsection B.6 of this district.

Response: The proposed floor area ratio is 4.36 pursuant to the analysis outlined below regarding subsection B.6.

4. *Required parking.* Except as expressly provided in Section 47-20, Parking and Loading Requirements, no structure shall be developed or redeveloped so that the off-street parking available to service the parcel proposed for development is less than that required pursuant to Section 47-20, Parking and Loading Requirements.

Response: The parking requirements for the hotel will be addressed within a new garage.

5. *List of permitted uses—ABA district.*

- a. Site Plan Level IV Development.
 - i. Hotels and suite hotels.

Response: Hotels and accessory uses thereto are permitted as a Site Plan Level IV Development.

6. *Design compatibility and community character scale—ABA district.*

- a. In the event the developer of a parcel of land in the ABA district desires to deviate from the maximum requirements of this district, for height or FAR the developer may submit the design of the proposed development for rating according to the following design compatibility and community scale:
 - i. Distinctive design that reflects positively on the overall character of the city: one (1) point;

Response: *Abutting the hub of Fort Lauderdale's main cultural and tourist destination, Beach Boys Plaza strives to contribute to the nature of beach resort-ing/ lounging, shopping, dining, while participating in the forward-thinking redevelopment of the City's Oceanside Park and Event Lawn.*

- ii. Architectural character that reflects a particular sensitivity to the history and culture of south Florida: one (1) point;

Response: *The Project exhibits a fresh and inviting design aesthetic, characterized by an expressive structural composition and creative assemblage of public and private active uses, indoor and outdoor, promoting a connection with South Florida's desirable climate and the site's view connection to the Beach and adjacent Park. Strategic-extended floor plates combined with dividing vertical pillars offer open-air terraces, provide shade and cover, and break down the vertical and linear building form into individual gathering amenities at pedestrian scale. Non-orthogonal lines creating terraces contrasting the structural order, intersect in a receiving angle at the Park drop off zone and the Project's main vertical circulation area. Other off-axis angles are employed in a similar language to reduce linear perception of the tower while offering visual interest from multiple occupant and pedestrian perspectives.*

- iii. Color and composition that reflects the natural colors and composition of south Florida: one (1) point;

Response: *The building finish palette includes materials receptive and complimentary to the beach and regional environment, including smooth white concrete finish highlighting the architectural form, expansive glazing walls which blur the interior activities with the reflection of the surrounding Beach and Park landscape, linear metal cable railing with wood top rails and other wood elements such as louvers, balcony dividers, and wood decks for a nautical appeal. Structured Parking visible from the thoroughfare is enveloped by an artistic metal and translucent glazing screen system to afford light, air, and visual interest (inside and out), while fully lined with active uses fronting the Park.*

- iv. Architectural design that represents a deviation from "sameness": one (1) point;

Response: *The architectural design and emphasis in promoting combined public and hotel amenities for this project greatly deviates from the standard hotel design.*

- v. Building orientation that relieves the monotony of building massing and scale along A-1-A: one (1) point;

Response: *The building massing is clearly defined by an architectural order of ground level, terrace level or (tower base), and tower; and, though allowed, does not attempt to fill the angled voids between each level and the 45-degree beach shadow line with occupiable floor area that would be closest to the beach. In return, large open terraces are provided; one public at the second level, and one for hotel amenities at the seventh level.*

vi. Accessible pedestrian spaces that are integrated into public pedestrian spaces and corridors along A-1-A: one (1) to three (3) points depending on the area of the pedestrian area according to the following:

- a) Up to five thousand (5,000) square feet of pedestrian area: one (1) point; and
- b) Greater than five thousand (5,000) square feet of pedestrian area: one-tenth (0.1) point for each additional two thousand (2,000) square feet of pedestrian area above five thousand (5,000) square feet up to a maximum of two (2) points;

Response: *The ground level outdoor areas along the park and within the garage provide at least 5,000 square feet of outdoor dining, benches, landscaping on site. In addition, the rooftop of the parking facility will be accessible to the community.*

vii. Distinctive public facilities that contribute to the destination resort character of the central beach area including plazas, courtyards and parks: one-tenth (0.1) point for each one thousand (1,000) square feet of distinctive public facilities up to a maximum of two (2) points;

Response: *The project provides at least 10,000 SF of public parking much needed in the Central Beach area and in addition provides access to the parking deck uses ground level plaza areas that will allow the public to experience the beach and new City park. This will provide tourists and residents alike with an amenity that will provide a unique, distinctive facility that will contribute to the resort character of the Central Beach. The lower areas coupled with the significant public parking will prove at least 1 point to this criteria.*

- viii. Lot aggregation: one-tenth (0.1) point for each one thousand (1,000) square feet of land area proposed for development above twenty-five thousand (25,000) square feet up to a maximum of two (2) points; and
- ix. Consolidation of previously parcelized land: five-tenths (0.5) point for each five thousand (5,000) square feet of land that is assembled into the parcel of land proposed for development up to a maximum of two (2) points.

Response: *This proposal consolidates two and a portion of a third lots.*

- b. The determination of a design compatibility and community character rating shall be available only as a part of a beach development permit for a development of significant impact.

Response: *Acknowledged.*

- 7. *Minimum distance between buildings.* The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building, whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

Response: Minimum distance between buildings is not applicable as there is one building proposed.

8. *Length and width.* The maximum length of a structure shall be two hundred (200) feet and the maximum width of a structure shall be two hundred (200) feet. However, on the east and west side of a hotel structure an unenclosed balcony not exceeding an eight (8) foot extension into the setback area is permitted. A greater dimension of a structure in the east/west direction only for the portion of a structure up to fifty-five (55) feet in height may be approved pursuant to Site Plan Level IV development permit only if the structure does not exceed two hundred fifty (250) feet in height. Modification of the length or width of a structure pursuant to this subsection shall not be an approval of a reduction of yards. If a reduction of yards is required, it must be approved separately in accordance with the provisions of Section 47-12 of the ULDR.

Response: The proposed building is less than 200 feet long and less than 200 feet wide above 55' in height – in the east/west direction.

Sec. 47-12.6. *Beach development permit required.* No person shall carry out any development nor shall any person use any parcel of land for any purpose in the central beach area without first obtaining a beach development permit from the city in accordance with the provisions and requirements of the ULDR. All development within the Central Beach Area zoning districts shall be subject to all of the provisions of the ULDR and development permits shall be issued in accordance with Section 47-24 and this Section 47-12 of the ULDR. The reviewing authority shall determine if the proposed development is consistent with the development standards for the proposed development under the provisions of the zoning district in which the development is located. In addition to the criteria for review provided in Section 47-24 and Section 47-12, applications for development in the Central Beach Area zoning districts shall be subject to the design and community compatibility criteria provided in Section 47-25.3.

RESPONSE: A Beach Development Permit is being applied for pursuant to a Site Plan Level IV. The proposed hotel will foster the goals of the Central Beach Redevelopment Plan as it provides a tourist serving use and improves the physical appearance and operation of the property along A1A.

The purpose of the design and community compatibility criteria is to provide criteria for the review of a development application to determine:

1. Whether the proposed use or the architectural design of the proposed development is compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area; and
2. Whether the architectural design of the proposed development is compatible with the design guidelines provided in Section 47-25.3; and
3. Whether the proposed development incorporates design or architectural elements which address and mitigate the impact, if any, of the proposed development or use upon existing uses in the immediate vicinity of the proposed use or the architectural

design of the proposed development is compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area; and

4. The private sector design guidelines adopted as part of the revitalization plan, which shall be incorporated into this ordinance and shall be utilized as provided in this section.

RESPONSE: *The proposed development is consistent with the above four points:*

- The architecture is of a modern high-quality design;*
- The proposed construction materials are of high-quality;*
- The proposed parking garage is consistent with the revitalization plan – providing publicly accessible parking near the beach with a pedestrian friendly design.*
- The proposed parking garage replaces much needed public parking that has been lost to other area plans.*

B. *Design criteria.*

1. It shall first be determined 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: *Understood. The proposed development complies.*

2. It shall then be determined whether the architectural design of the proposed development is compatible with the design guidelines provided in Section 47-25.3. The design guidelines provided in Section 47-25.3 are intended to provide a framework for design review of proposed developments and outline the design elements which have been determined to be compatible with the revitalization plan.

RESPONSE: *Understood. The proposed development complies.*

3. The design guidelines provided in this section are not intended to be exclusive. Alternative architectural and design concepts outlined in the development application will be considered during review of the development application. It shall be the applicant's burden to show that the proposed alternative architectural and design concepts are compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area and not incompatible with the design guidelines provided in this section.

RESPONSE: *Understood. The proposed development complies.*

4. It shall then be determined 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 development.

RESPONSE: *Understood. The proposed development complies.*

5. The goal of the city in the adoption of the revitalization plan is to facilitate development of the central beach area as a world-class destination resort. The primary objective of the design review shall be to implement the overall plan of development and to foster redevelopment as contemplated in the revitalization plan.

RESPONSE: *Understood. The proposed development complies.*

C. *Design arbitration.*

RESPONSE: *Understood. N/A at this time.*

D. *Applications for development approval.*

1. In addition to all other requirements for a development application pursuant to Section 47-24, an application for development for the Central Beach area shall include but not be limited to the following:
 - a. 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: *Understood. Provided.*

- b. An ingress and egress plan at a scale of not less than one inch equals 100 feet showing all walkways and drives that will be used for pedestrian and vehicular access to the proposed development or use. The ingress and egress plan shall indicate the number of pedestrian and vehicular trips that are anticipated for each point of ingress and egress on a peak hour basis and on an average daily basis, and shall extend to at least the centerline of all rights-of-way and shall include the first 20 feet of each adjacent parcel of land. The plan shall also show all curb cuts, driveways, parking areas, loading areas and shall describe the surfacing materials of same.

RESPONSE: *Understood. Provided.*

- c. A narrative description of the proposed architectural theme and character of the proposed development or use including an explanation of how the proposed architectural theme and character relates to the goals, policies, objectives and strategies of the central beach revitalization plan. This requirement may be combined with subsection D.1.a.

RESPONSE: *Understood. Provided.*

- 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 or use is compatible with the Design and Community Compatibility Criteria provided in Section 47-12.7 and Section 47-25.3 in terms of materials, signage, height, mass, color, composition and lines.

RESPONSE: *Understood. Provided.*

- e. A parking plan showing the location, 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: *Understood. Provided.*

- 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: *Understood. Provided.*

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

RESPONSE: *Understood. Provided.*

- 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: *Understood. Provided.*

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

RESPONSE: *Understood. Provided.*

- 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: *Understood. Provided.*

- E. *Effect of other ULDR provisions.* Unless otherwise provided in this Section 47-12, the provisions of the ULDR with general applicability to development within the City shall apply as requirements of the development of property within the CBA districts described in this Section 47-12. However, any provision of this Section 47-12 of the ULDR shall prevail when any provision elsewhere in the ULDR shall conflict.

RESPONSE: *Understood.*

F. *Application for plat approval or beach development permit outside of the PRD district but within the central beach area (CBA).*

1. No plat of property or beach development permit for development of property located outside of the PRD district but within the CBA shall be approved nor ACTs designated for development of property unless a finding of adequacy that traffic capacity is adequate to support the proposed development is made. Upon submission of an application for development, a concurrency evaluation shall be conducted and a finding of adequacy made in accordance with the Adequacy Requirements, Section 47-25.2. In the event that the impact of a proposed development necessitates the designation of ACTs, upon issuance of a finding of adequacy, ACTs will be reserved for the proposed development. The ACTs will continue to be reserved as long as the finding of adequacy and beach development permit are valid.
2. Upon issuance by the city of a certificate of occupancy within the time provided in Section 47-12.8, the city will designate the ACTs, the county shall be advised of the designation of the ACTs to the development and the designated ACTs shall be subtracted from the total ACTs available for development.
3. The city may designate RCTs for development outside of the PRD, but within the CBA and may designate ACTs within the PRD district if such designation is found to promote the revitalization and redevelopment goals of the city.

RESPONSE: *Understood.*

G. *Development and permitting for PRD districts.*

RESPONSE: *N/A - not PRD Zoning.*

47-12.7 The CBA Parking Facility Fee as set forth in 47-12.7 is available as an option in lieu of providing required parking on projects requiring less than 50 parking spaces for 100% of the required spaces. This application's increase in parking will be addressed via this mechanism as further provided by the City Commission's actions on December 20, 2011 providing for a bonding mechanism for the parking facilities fee.

Response: *As discussed herein, this application has a surplus of parking.*

47-25.2 The adequacy requirements and responses are listed below.

Sec. 47-25.2. Adequacy requirements.

B. *Communications network.*

Response: *The building will not interfere with the city's communication network*

C. *Drainage facilities.*

Response: 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: The project will comply.

D. *Environmentally sensitive lands.*

Response: The building does not redevelop any environmentally sensitive lands.

- 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: Understood.

F. *Parks and open space.*

Response: No residential use is contemplated so the park and open space requirements of this sections are not applicable.

- 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: Applicant will comply with this requirement.

H. *Potable water.*

1. Adequate potable water service shall be provided for the needs of the proposed development.

Response: Applicant will comply with this requirement as there are adequate facilities to serve the property.

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: *Applicant will comply with this requirement.*

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: *Applicant will comply with this requirement.*

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: *This is not a residential use and therefore does not generate students.*

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.

Response: *Applicant will comply with this requirement*

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: *Applicant will comply with this requirement.*

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: *Applicant will comply with this requirement.*

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.

Response: *The project as evaluated by the applicant's consultant and the City's Traffic consultant will comply with this requirement for adequate facilities.*

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.

Response: *Understood.*

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.

Response: *Understood.*

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 trafficways 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 trafficways.
 - iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, 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: A Traffic Study as applicable from Traf Tech accompanies this submission.

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 have been confirmed from FDOT to date.

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: Pedestrian access has been addressed at this property.

7. *Primary arterial street frontage.* Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways 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: *Understood.*

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: *No requirements for roadway improvements were imposed.*

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: *Street trees to be provided as required.*

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: *Applicant will comply with this requirement.*

- 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: Not applicable.

P. *Historic and archaeological resources.*

Response: Not applicable.

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

Response: Applicant will comply with this requirement.

A.

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

Response: See above.

Sec. 47-25.3. Neighborhood compatibility requirements. **The applicable neighborhood compatibility requirements contained in Sec. 47-25.3.E** herein are addressed below. The remainder of Sec 47-25.3 is addressed for informational purposes only.

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

RESPONSE: N/A However - *The hotel; parking garage; retail and programable spaces will not generate noxious smoke, noise or emissions.*

3. *Design and performance standards.*

a. *Lighting.* No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3 in a manner which illuminates abutting residential property and no source of incandescent or mercury vapor illumination shall be directly visible from any abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.

RESPONSE: N/A However - *The property is not abutting any residential property.*

i. *Glare.*

RESPONSE: N/A However - *This nonresidential operation is not abutting any residential use.*

ii. *Control of Lighting.*

RESPONSE: N/A However - *There are no unmitigated effects from lights from automobiles or other sources*

- b. *Control of appearance.*
 - i. *Architectural features.*

RESPONSE: N/A However - *The facade of any side of this nonresidential building does not face residential uses.*

- 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: N/A However - *Property is not abutting any residential property.*

- 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: N/A However - *The proposed rooftop equipment is effectively screened to comply with this section.*

- c. *Setback regulations.*

RESPONSE: N/A However - *The setbacks are compliant, and this property is not adjacent to residential property.*

- d. *Bufferyard requirements*

RESPONSE: N/A However - *The bufferyards comply.*

- e. *Neighborhood compatibility and preservation*

- a) **RESPONSE:** *This tourist related use is compatible with, and preserves the character and integrity of adjacent neighborhoods. Appropriate handicap access has been provided.*
 - 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.
 - c) **RESPONSE:** *This project is in the Beach CRA and implements the goals of the plan for redevelopment of the beach.*

47-25.3.E.iv The Design and Community Compatibility Criteria set forth below, 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 density is not applicable as this is a hotel with parking, retail and restaurant use.*

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: *This proposed hotel is consistent with a hotel; retail; and restaurant uses and is addressed in the DRC responses.*

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 proposal is consistent with the ABA height and complies with the Beach Shadow Ordinance. Additionally, the proposed height is consistent with the surrounding developments – see context perspective aerial in plans.*

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 ABA, 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: *This proposed development is consistent with a hotel; retail; and restaurant uses and adjacent zoning and development and complies with his section – see Site Plan.*

d) **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: *This proposed retail building, garage and hotel contain varied height and depth and are not contained in a single volume. This project provides significant plane moderation. While the proposed building height is significantly lower than what is permitted in the zoning district, a design aesthetic is exhibited, focused in its structural expression and*

definition of form, from the overall massing composition to the pedestrian-scaled storefront entryways and glazing treatment. Building forms are concisely arranged, with a clear definition of each space and its intended use offering material, mass, and plane moderation. Façade treatments follow suite, reinforcing definition of each form, while finish components continue to break down in scale, or alternatively mask large scale uses.

From the building's approach along SR-A1A Southbound, a prominent view corridor (ref. sheet cover image and rendering sheet A-3.01), the 'podium' (levels 2 – 6), is horizontally framed, and lifted to offer shade, pedestrian amenities, and approximately 250 lineal feet of ground level retail storefront, while covering and concealing parking/ service/ loading/ and back-of-house operations. The raised portion of the podium along Seabreeze (West) is clad in a screen system, artistically composed of circular cut-outs of varying sizes, scaled and arranged unrelating to the parking level tectonic dimensions that it intends to cloak. The park-facing portion of the podium (North) is opened/ glazed, and subdivided with extended slab projections (balconies), and vertical structure compartmentalizing semi-public and private functions. Acting similarly, full-length tower balconies extend North and wrap around to the East for maximum park and ocean views. Separated by the NW corner stair/ elevator lobby tower, the West-facing façade is composed of recessed hotel unit balconies, which provide sun protection while affording city and Intracoastal views. This portion of the tower façade also tapers inward from North to South (ref. Tower Floor Plan), foreshortening its perceived length, and further delineating itself from the podium. Plane moderation is further enhanced through use of varying railing types – lineal, marine inspired metal and wood at extended balconies, and clear structurally glazed at recessed balconies.

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: *This project provides significant plane moderation. While the proposed building height is significantly lower than what is permitted in the zoning district, a design aesthetic is exhibited, focused in its structural expression and definition of form, from the overall massing composition to the pedestrian-scaled storefront entryways and glazing treatment. Building forms are concisely arranged, with a clear definition of each space and its intended use offering material, mass, and plane moderation. Façade treatments follow suite, reinforcing definition of each form, while finish components continue to break down in scale, or alternatively mask large scale uses.*

From the building's approach along SR-A1A Southbound, a prominent view corridor (ref. sheet cover image and rendering sheet A-3.01), the 'podium' (levels 2 – 6), is horizontally framed, and lifted to offer shade, pedestrian amenities, and approximately 250 lineal feet of ground level retail storefront, while covering and concealing parking/ service/ loading/ and back-of-house operations. The raised portion of the podium along Seabreeze (West) is clad in a screen system, artistically composed of circular cut-outs of varying sizes, scaled and arranged unrelating to the parking level tectonic dimensions that it intends to cloak. The park-facing portion of the podium (North) is opened/ glazed, and subdivided with extended slab projections (balconies), and vertical structure compartmentalizing semi-public and private functions. Acting similarly, full-length tower balconies extend North and wrap around to the East for maximum

park and ocean views. Separated by the NW corner stair/ elevator lobby tower, the West-facing façade is composed of recessed hotel unit balconies, which provide sun protection while affording city and Intracoastal views. This portion of the tower façade also tapers inward from North to South (ref. Tower Floor Plan), foreshortening its perceived length, and further delineating itself from the podium. Plane moderation is further enhanced through use of varying railing types – lineal, marine inspired metal and wood at extended balconies, and clear structurally glazed at recessed balconies.

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: *This project provides a uniform cornice height*

Facade Treatment:

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

RESPONSE: *This proposed hotel and parking facility provides these façade treatments.*

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: *No overstreet connections exist or are proposed*

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, 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 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: *The proposed use encourages active pedestrian scale activity by design of a ground level seating area encouraging interaction with the pedestrian traffic on the sidewalk of A1A.*

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: *This hotel incorporates extensive fenestration for the majority of its facades and the parking facility and retail building contain geometric openings and relief to create visual interest.*

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: *This hotel is not in the PRD but provides a canopy similar to an arcade on the A1A frontage. The canopy is non-retractable.*

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: *This structure incorporates interior trash removal only and is accessed from the west side service drive of the building.*

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: *This hotel is oriented east west with windows on all facades, including the southern façade.*

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: *Building separation has been provided.*

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: *The Building's design was conceived with-out a feather in her hat. However, the building and individual elements (all of which are usable) within the composition offer sculptural qualities, from multiple perspectives. Ref. Perspective rendering Sheets A-3.01; sculptural 7-story stair/ look-out tower, A-.04; Vertical-stretching (full height of building) artistic screening system at NW corner, A-3.03.*

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 (ABA) 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 side streets should be encouraged. Smaller parcels should be encouraged to share common access with adjacent parcels keeping curb cuts to a minimum.

RESPONSE: *This hotel has access off the west side of the property, and there is no access off northbound A1A.*

Arrival/Drop-off Areas:

Major arrival/drop-off areas should only be encouraged along side streets, 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: *This hotel has primary access off the street and on the west side of the Property.*

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 access ways 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: *Beach Boy's Plaza will be proximate to existing stops.*

g) Pedestrian Circulation:

Urban Open Spaces/Plazas:

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

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

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

RESPONSE: *The project has been designed with maximum pedestrian access and multiple plazas. Additionally, the project is designed to compliment the City Park to the North..*

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: *This building has pedestrian access along A1A to the East; Seabreeze to the West and direct access on the new City park to the North.*

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 backout 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 addressed via a new parking garage and public parking is provided to serve the beach community.*

Loading Zone:

Loading zone is required per Table 2 of **Sec.: 47-20.2** which requires a loading zone when 15,000 s.f. or greater is proposed. A loading zone is provided.

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 facility is on the site plan.*

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: *The paving on the east (A1A), west (Seabreeze) and the north area abutting the park is existing, and/or being enhanced on site.*

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: *Applicant will comply. See landscape plans.*

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 proposed. See Site Plan.*

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: *Signage will be consistent with the existing uses and as permitted by the ULDR.*

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: *The lighting has been designed to provide indoor illumination for the hotel; retail; and garage.*

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: *Utility service is consistent with the adjacent development.*

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: *See below.*

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: *This is a hotel; retail; and parking facility with extensive outdoor spaces are provided.*

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: *Beach Boy's Plaza provides access to adjoining public sidewalks.*

o) *Defensible Space:*

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

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

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

Provide foundation/entry plantings to the development.

All sites should exhibit lush tropical landscaping.

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

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

RESPONSE: *This project complies.*