

**NARRATIVE  
R18058  
3016 Bayshore Drive  
Proposed Hotel & Residences**

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**Section 1: Description**

This is a Site Plan Level IV application proposing a 168-room beach hotel with 115 residences (“The Bayshore”) to replace the existing hotels and residences located at 3016 Bayshore Drive. The Bayshore is a proposed 17-story mixed-use development that blends residential and hospitality facilities and includes one level of a partially underground parking basement and 2 additional levels of parking. The Bayshore allocated 3,156 square feet of retail space and 3,600 square feet of lounge and restaurant on the first level - complimented by more than 4,000 square feet of amenity space. The Bayshore’s hospitality component proposes 168 hotel rooms. The average unit size of the proposed hotel rooms would be 473 square feet, ranging from 336 square feet to 762 square feet. The Bayshore’s residential component proposes 115 condominium units. All together the Bayshore is proposing 283 units (168 hotel keys and 115 condo units).

Through a combination of complete streets and multimodal initiatives, including a dedicated hotel shuttle to key destinations and both short term and long-term bicycle facilities, the Bayshore will provide a desirable upscale mixed-use amenity to the beach and dramatically enhance the pedestrian experience along Bayshore Drive and Birch Road by creating an active and expansive public realm. Along the Bayshore Drive corridor a complete street make over is proposed to include wide sidewalks, water features, artistic seating, landscape for shading and shallow retention/bio swale zones for rain water retention. Overall the combination of these elements is integrated with the design approach for the Bayshore which works to create an engaging neighborhood experience.

The architectural style of The Bayshore pays homage to the architecture of the Central Beach area in its use of quality materials, while creating a modern form. The architecture contrasts from that of its neighboring hotel and residential towers in its clean lines and articulated façade. It complements the lower scale proximate Mid-Century architecture which celebrates simplicity of form and the blurring of interior to exterior and links Contemporary Architectural use of materials.

**Section 2: Sec. 47-12.2. - Intent and purpose of each district.**

A. Applicability. The provisions of this section shall apply to all development and reuse of land in the central beach area, except for painting, cleaning and other activities incidental to ordinary maintenance.

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2. ABA - A-1-A Beachfront Area District is established for the purpose of promoting high quality destination resort uses that reflect the desired character and quality of the Fort Lauderdale beach and improvements along A-1-A. The district is intended as a means of providing incentives for quality development and redevelopment along a segment of A-1-A and to ensure that such development is responsive to the character, design and planned improvements as described in the revitalization plan.

*Response: The Bayshore is proposed as a architecturally distinctive mixed use destination, which creates connectivity and active uses in the interior block linking A1A to the interior beach neighborhood. The character and design meet the goals set forth in the Beach Revitalization Plan.*

**Section 3: 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 Bayshore 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 proposed Bayshore is not located on a People street, however as shown, the site plan and landscape plans have incorporated best planning practices to accommodate said pedestrian and vehicular usage aesthetic considerations*

- C. Additional requirements for modification of yards fronting on rights-of-way in the PRD, ABA, SBMHA and SLA zoning districts are as follows:
- a. The development is on a People Street. See Section 47-12.5.B; and
  - b. There is a cornice at a minimum height of twelve (12) feet and a maximum height of thirty-five (35) feet and is at a height similar to the height of a cornice on adjacent property if applicable; and
  - c. At the cornice required in subsection b. there is a setback of at least ten (10) feet; and
  - d. At a level between the 4th and 10th floors, an additional setback of at least ten (10) feet, or multiple setbacks which total a minimum of at least ten (10) feet; and
  - e. There is fenestration on a minimum of fifty (50) percent of the façade of the first floor of habitable space (windows, doors, openings or other transparent features); and
  - f. There is a recess of a minimum of eight (8) inches of all exterior windows and doors and similar architectural features or other architectural features that distinguish the doors and windows from the building shaft; and
  - g. Canopies or arcades are located over ground floor windows, doors or other transparent features required in subsection e. of this section. Such features shall be a minimum of ten (10) feet in depth and a height between eight (8) feet and twelve (12) feet and designed as a fixed nonretractable element integral to the building's architectural mass.

Response: *The Bayshore is not located on a People Street but provides appropriate cornice and setbacks; provides expansive ground level fenestration; recesses on the windows; and an arcade incorporated into the building's principal design.*

**Section 4: Sec. 47-12.5. - District requirements and limitations.**

...  
**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: The Bayshore sets back on the north at its first floor creating community open air areas with pathways, seating and water features with which the public can engage. The second floor architecturally screened parking level is elevated above this area to create an arcade and provide shade.*

*Functionally, the setbacks to the exterior envelope at the ground level are as follows:*

- |                     |                     |                 |
|---------------------|---------------------|-----------------|
| • Bayshore Drive    | 20'-0" Feet - Front | Req: 20'-0"     |
| • South             | 39'-2" Feet - Back  | DSI Req: 20'-0" |
| • West (Birch Road) | 27'-0" Feet - Side  | Req: 20'-0"     |
| • East              | 10'-0" Feet - Side  | DSI Req: 10'-0" |

*With respect to the design intention for the structural elements that constitute the ULDR defined setback:*

1. *The proposed setback on Bayshore Drive, encourages the building and its covered area to come closer to the public realm above the street level.*
2. *Similarly, along Birch Road the angled projection of the second floor over a covered dining area with columns allows the building to act as a canopy for the pedestrians and outdoor diners.*
3. *The south and east setbacks, not facing a right of way, are consistent with the setback to pool deck of the condominium to the south and provides appropriate separation from the condominium to the east.*

**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 Bayshore'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 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 Bayshore will be addressed within a new garage. The Bayshore complies with parking requirements under ULDR with 320 parking spaces within a 3-story podium designed as a bridge of the exiting Mid-Century with Contemporary Architectural style.*

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

- a. Site Plan Level IV Development.
  - i. hotels and suite hotels.
- b. Site Plan Level III Development.
  - i. Commercial retail uses offering services or goods for sale to tourists and visitors such as gifts, souvenirs, clothes and other tourist commodities.
  - ii. Parking garages.
  - iii. Other uses catering to tourists as approved by the planning and zoning board.
  - iv. Residential units, in association with multifamily use, alone or together with non-residential uses subject to the following:
    - a) A development with residential units shall have on the side of the building facing the street at street level architectural detail and uses such as residential, restaurant, cultural or recreational uses that attract interaction with the public and minimize visual exposure of parking facilities.
    - b) A development with residential units abutting Fort Lauderdale Beach Boulevard (A-1-A) must have on the ground floor facing A-1-A non-residential uses that offer goods or services to residents and tourists seeking, restaurant, entertainment, cultural or commercial recreation destinations.
    - c) In addition to meeting the requirements of a) and b), development with residential units that exceeds 200 feet in height by meeting the provisions of Section 47-12.5.B.6. must include hotel units comprising a minimum of sixty percent (60%) of the total number of units. Residential use is permitted also.

*Response:* *Hotels and accessory uses thereto are permitted as a Site Plan Level IV Development. Residential uses are permitted as a Site Plan Level III and the proposed Bayshore meets the design criteria for residential use set forth above.*

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: *The Bayshore incorporates design elements that reflect upon the Mid Century /Contemporary Bridge Style modern language, characterized by clean simplicity and integration with nature. The City and beach area in particular has an inventory of Mid Century /Contemporary Bridge Style architecture which this project strives to promote.*

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

Response: *Similar to the response above, The Bayshore's architecture reflects a sensitivity to the history and culture of South Florida by using ideas rooted in blurring the lines of interior and exterior. The ground level has a large open, covered dining area that seamlessly continues inside through the use of floor to ceiling glass. Every unit has a large balcony which allows each guest to enjoy the views and experience the smell and winds of the ocean. In addition, the culture of South Florida is one that emphasizes the ability to enjoy the outdoors because of our weather which has been incorporated into the Bayshore's design.*

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

Response: *The colors pay homage to the natural colors found in the South Florida including the sky at dawn, and also to reflect light for energy conservation purposes. The plan emphasizes the South Florida indoor and outdoor experiences by creating an outdoor living room for the neighborhood and guests. These ideas tie architectural elements to the natural elements of South Florida as well as the Bayshores location adjacent to the ocean.*

- iv. Architectural design that represents a deviation from "sameness": one (1) point;  
*Response: The utilization of architectural elements at the base and roof areas provide distinctive architecture that can be experienced from the immediate pedestrian level as well as from further away. These elements are also intended to be coordinated with Fish and Wildlife in order to glow at night.*

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

Response: *The building massing which utilizes movement in its design elements, and artistic facades creating a pedestrian interactive experience along Bayshore Drive.*

- 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 provide outdoor dining, benches, landscaping on site as well as offsite improvements to the sidewalk and adjacent corner along Bayshore Drive.*

- 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: *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;*

*The Bayshore provides at least 10,000 SF of restricted public access lower roof, upper roof and ground level plaza areas that will allow the public to experience the views of the beach, intracoastal and downtown like no other project in Fort Lauderdale. These Sky Plazas 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 public access lower plazas 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 four 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 Bayshore's 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 tower is less than 200 feet long and less than 200 feet wide and the four level garage does not exceed 55' in height in an east-west direction.*

**Section 5: 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 Bayshore 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 a key property along Bayshore Drive and Birch Road*

**Section 6: Sec. 47-12.7 Central Beach Parking Facility Fee.**

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: *Acknowledged. This application does not propose to utilize the Central Beach parking Facility fee.*

**Section 7: Sec. 47-25.2. Adequacy requirements.**

B. *Communications network.*

Response: *The building does 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 property is platted to serve the Bayshore

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: The property is platted and the proposed will be evaluated for fire service.

F. *Parks and open space.*

Response: The property is platted and the applicant will pay the applicable City and County fees.

- 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: The property is platted and 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: The property is platted.

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: *The property is platted.*

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: *Understood..*

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: *The property is platted.*

2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Response: *The property is platted.*

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: *The property is platted and there are adequate facilities to serve the property.*

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 Bayshore as evaluated by the applicant's traffic 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: *The Bayshore will provide a traffic impact study prepared by Keith and Associates.*

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 identified 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.*

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:* *The property is platted.*

- 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: *The property is platted.*

**Section 8: Sec. 47-25.3. Neighborhood Compatibility**

A. The neighborhood compatibility requirements are satisfied as follows:

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

Response: *See above.*

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

b) *Bulk Controls:*

*Density:*

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

Response: *The proposed density is consistent with the Central Beach District requirements.*

*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 Bayshore is consistent with a hotel and residential use and as provided for in the ULDR.*

*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: *This proposed Bayshore is consistent with a hotel and residential use and adjacent zoning and development. The Bayshore complies with the Beach Shadow setback.*

*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 Bayshore is consistent with a hotel and residential use and adjacent zoning and development.*

c) *Massing Guidelines:*

*Overall Height:*

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

*Response:* *This proposed Bayshore varies in overall height from its linear garage and pool deck to its western oriented tower and is consistent with a hotel and residential use and adjacent zoning and development.*

*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 Bayshore provides vertical plane moderation and variation in surface plane.*

*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 Bayshore provides an overhang and steps back to comply.*

*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 Bayshore 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 and outdoor dining both encouraging interaction with the pedestrian traffic on Bayshore Drive and Birch Road.*

*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:* *The Bayshore is not located on A1A or a People Street but incorporates extensive fenestration at the ground level.*

*Arcades/Canopies:* Buildings which border directly on A1A northbound or Las Olas Boulevard within the Planned Resort Development (PRD) district should incorporate an arcade or continuous

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

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

*Response: This Bayshore is not in the PRD but provides an arcade on the Bayshore Drive frontage. The arcade 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 trash removal only at the rear (south) side of the building and that is screened.*

*e) Other Guidelines:*

*Energy Conservation:*

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

*Response: The Bayshore is oriented east west with windows on the southern façade. The color palate is light.*

*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. The Bayshore tower has been located on the west end of the property in consideration of the existing Birchcrest and W neighbors.*

*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 affect 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 Bayshore has active roofs on its podium and an active tower rooftop.*

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: *The Bayshore does not have access off A1A but has its primary entry off of Bayshore Drive and service use access off of Birch Road.*

*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: *The Bayshore has primary access on Bayshore Drive which is not a People Street.*

*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: *The Bayshore will be proximate to existing transit stops and has designed its service vehicular entrance to be internal.*

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 Bayshore creates numerous, generous publicly accessible spaces.*

*Pedestrian Corridors:*

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

*Response:* *The Bayshore has pedestrian access along Bayshore Drive and Birch Road. The entire North side of the building has a pedestrian sidewalk which leads towards A1A to the East and Birch to the West.*

*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.*

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.

Response: *Acknowledged.*

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 North (Bayshore Drive) and, west (Birch) is being enhanced onsite and offsite improvements are being coordinated with the City engineering department.*

*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: The landscape and hardscape proposed creates and lush walkable experience that both invites the community into the property and introduces color and shade in the public realm.*

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: Extensive site furnishings are proposed that create a contemporary “outdoor living room” feel for the hotel patrons and neighborhood.*

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 Bayshore s 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 architectural style of The Bayshore 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, residences and restaurant and soft exterior lighting treatment of the garage and outdoor areas is provided.*

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 proposed use and 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: The Bayshore provides extensive outdoor spaces and creates outdoor public seating areas both outdoor and interior to the Bayshore.

*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: This Bayshore provides access to adjoining public sidewalks along Bayshore Drive and Birch Road.

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 has been designed with these principles in mind as described in detail above.*