



REQUEST: Site Plan Level IV Review: 115 Multifamily Residential Units, 168 Hotel Rooms, 3,600 Square Feet Restaurant Use, and 3,156 Square Feet Retail Use

Case Number	R18058	
Applicant	Bayshore Hotel LLC and 3030 Bayshore Properties LLC	
General Location	3016 and 3030 Bayshore Drive	
Legal Description	Birch Estates 23-24 B Lots 4,5,6,7	
Property Size	65,861 square feet / 1.51 acres	
Current Zoning	A-1-A Beachfront Area (ABA)	
Existing Use	Four (one to three story) hotels	
Future Land Use Designation	Central Beach Regional Activity Center	
Applicable ULDR Sections	47-12.4, Central Beach District Requirements 47-12.5, District Requirements and Limitations 47-12.6, Beach Development Permit Required 47-25.2, Adequacy Requirements 47-25.3, Neighborhood Compatibility Requirements	
	Required (ABA)	Proposed
Lot Density	N/A	N/A
Lot Size	N/A	65,861 square feet
Building Height	200 feet maximum; (up to 240 feet subject to design compatibility and community character scale)	190' (to rooftop amenity space) 178' (to top of rooftop railing)
Structure Length	200 feet maximum	360 feet*
Floor Area Ratio	4	4.16**
Landscape Area	N/A	12,206 square feet
Parking	320	323
Setbacks/Yards	Required	Proposed
Front (North)	20 feet	20 feet
Front (West)	20 feet	27 feet
Side (East)	10 feet Minimum / Half Building Height: 95 feet	24 feet***
Rear (South)	20 feet Minimum / Half Building Height: 95 feet	39 feet 2 inches***
Notification Requirements	Section 47-27.6 Sign Notice 15 days prior to meeting Section 47-27.4 Public Participation	
Action Required	Recommend Approval, Approval with Conditions, or Denial to the City Commission	
Project Planner	Tyler Laforme, Urban Planner	

* Subject to Site Plan Level IV Review and approval; a greater dimension of a structure in the east/west direction, only for the portion of a structure up to 55 feet in height, may be approved if the structure does not exceed two-hundred fifty feet in height.

**Subject to application and approval of Design Compatibility and Community Character Criteria.

***Subject to Site Plan Level IV Review and approval; The side and rear yard setbacks are the minimum requirements and shall not be less than an amount equal to one-half the height of the building unless reviewed and approved as part of the Site Plan Level IV Development Application.

PROJECT DESCRIPTION:

The applicant proposes to construct a mixed-use building with 115 residential units, 168 hotel rooms, with ground floor restaurant and retail uses totaling 274,296 square feet on a 65,861 square-foot (1.51 acres) parcel of land located at 3016-3030 Bayshore Drive. The property is currently the site of four existing hotels. The proposed site plan application and applicant's narrative responses to development criteria are included as **Exhibit 1** and **Exhibit 2**, respectively.

PRIOR REVIEWS:

The application was reviewed by the Development Review Committee (DRC) on August 28, 2018. All comments have been addressed and are available on file with the Department of Sustainable Development.

REVIEW CRITERIA:

The following Unified Land Development Regulations (ULDR) criteria apply to the proposed request:

- ULDR Section 47-12.4, Central Beach District requirements;
- ULDR Section 47-12.5, District Requirements and Limitations;
- ULDR Section 47-12.6, Beach Development Permit required;
- ULDR Section 47-25.2, Adequacy Requirements; and
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements.

Central Beach District Requirements:

As per ULDR Section 47-12.2, the intent of the A-1-A Beachfront Area District (ABA) is to promote high quality destination resort uses that reflect the desired character and quality of the Fort Lauderdale beach and improvements along State Road A-1-A. The district is intended as a means of providing incentives for quality development and redevelopment and to ensure that such development is responsive to the character, design and planned improvements as described in the revitalization plan. Residential and hotel uses are permitted provided they meet the criteria outlined for the ABA District, Central Beach criteria, Neighborhood Compatibility and Adequacy Requirements, as defined further below.

Pursuant to the City's Unified Land Development Regulations (ULDR) Section 47-12.5.B.1., ABA District Setbacks, the minimum side yard setback should be no less than one-half the height of the proposed building, however may be reduced up to the minimum of ten (10) feet for the side setback and minimum of twenty (20) feet along a public right-of-way. The proposed west side setback is 27 feet, the proposed east side setback is 24 feet and the south rear setback is 39 feet and 2 inches.

Pursuant to ULDR Section 47-12.5.B.5.b.iv, Residential Units, in association with multifamily use, alone or together with non-residential uses are 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.*

The development provides active uses and architectural elements at the street level including retail space, a restaurant, outdoor seating, water features, winding walkways and a variety of landscaping that helps enhance the pedestrian experience while also minimizing the visual exposure of less appealing uses such as the parking facility.

- 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.*

Although the Bayshore development does not directly abut A-1-A, the project seeks to provide 8,717 square feet of restaurant and retail services that will be open to the public.

Pursuant to ULDR Section 47-12.6.B, the following criteria shall apply to developments in the Central Beach area:

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:*

The proposed development and use are compatible with the character of the plan of development contemplated by the revitalization plan for the central beach area. The proposed development is a mixed use multifamily/hotel development that is compatible with the mix of uses anticipated for the area.

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, Neighborhood Compatibility Requirements. 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;*

The proposed building incorporates a variety of architectural design elements, articulated massing, and is generally consistent with the scale and height of other buildings in the area. The architecture of the proposed development is compatible with the design guidelines of ULDR Section 47-25.3. The style is characterized by linear elements that portray large balconies and a geometric façade consisting of an undulating wall that creates a differentiating dynamic between the color and materials of the smooth concrete and glass/aluminum railings, which help to articulate and break up the building façade and visually reduce impact of mass. The façade of the tower and the structure at ground level are further articulated, providing a visual interest. At street level, the building façade enhances the public realm and a pedestrian friendly environment by incorporating setbacks, architectural features and amenities along the right of way. This includes the water features, winding walkways, the retail space and outdoor seating along Birch Road, the lounge, retail, and restaurant space with outdoor seating along Bayshore Drive, and the variety of landscaping along both right of ways.

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;*

The proposed architecture is compatible with the overall architectural theme of the A-1-A Beachfront Area District. The design also incorporates linear design elements that reflect the architectural character of the surrounding structures, as well as high quality architectural features such as floor-to-ceiling windows, and aluminum and glass railings. The design elements include a long, low linear parking plinth with the tower offset from the center towards the west end of the site to allow surrounding buildings to maintain views of the ocean. The facades of both the tower and the parking plinth are designed with respect to the surrounding context, using simple design elements such as perforated aluminum screening and undulating surfaces to create an active facade treatment.

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;*

The proposed development incorporates design and architectural elements which help to mitigate adverse impacts on existing uses in the area. Those elements include an internalized parking garage which will include resident and guest parking, additional setbacks and building separations to nearby developments which help enhance the open corridor on the adjoining

streets of Birch Road and Bayshore Drive, water features, a wider 7-foot sidewalk and improved landscaping including canopy trees.

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.*

At street level, the building façade enhances the public realm and a pedestrian friendly environment by incorporating architectural features and amenities along the right of way. This includes the water features, winding walkways, the retail space and outdoor seating along Birch Road, the lounge, retail, and restaurant space with outdoor seating along Bayshore Drive, and the variety of landscaping along both right of ways. The landscape design will incorporate innovative sustainable elements including a bio-swaes which will help improve drainage and minimize the impact on the local environment.

Design Compatibility and Community Character Scale- ABA District

The applicant may request an increase in the floor area ration based upon scoring using the design compatibility and community scale per ULDR Section 47-12.5.B.6. The applicant is requesting an increase in Floor Area Ratio (FAR) from 4 to 4.16, which requires a rating of at least five on the design compatibility and community character scale. Based upon the scale and proposed design elements, the applicant has presented a rating of 10.3. Pursuant to the ULDR, the criteria for the design compatibility and community scale and scoring are defined as follows:

- i. *Distinctive design that reflects positively on the overall character of the city (one point):*

The Bayshore Hotel project incorporates design elements that reflect the nature of the surrounding neighborhood, which include a linear building/tower design, high-quality building façade materials such as perforated aluminum, glass railings and an undulating façade of smooth stucco and concrete, reflecting a mid-century/contemporary modern architecture, while promoting the character of the neighborhood.

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

The Bayshore Hotel project design incorporates elements that promote the sensitivity to the history and culture of south Florida through the seamlessness of exterior and interior space, floor to ceiling glass details, large open dining and retail spaces, and emphasis on access to the outdoor public realm environment.

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

The building finish palette includes materials complementary to the beach and regional environment, including building façade materials and colors that are sustainable in South Florida's climate, which help to reflect light and heat for energy conservation purposes.

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

The development utilizes detailed architectural elements at the pedestrian level, and at the tower level that enhance the experience as well as pay particular care to the surrounding natural environment including low glow lighting at night.

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

The building orientation utilizes movement in its design elements and facades creating a pedestrian interactive experience along Bayshore Drive, and preserving views for the adjacent building.

- vi. *Accessible pedestrian spaces that are integrated into public pedestrian spaces and corridors along A-1-A: one to three 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 point) and*
 - b. *Greater than five thousand (5,000) square feet of pedestrian area (one-tenth of a 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 points):*

The ground level outdoor areas provide approximately 20,000 square feet of 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 of a point) for each 1,000 square feet of distinctive public facilities (up to a maximum of two points):*

The Bayshore Hotel project incorporates over 10,000 square feet of restricted (limited to access specifically delineated below) public access to the lower roof, upper roof and ground level plaza areas that will allow the public to experience the views of the beach, intracoastal waterway and downtown unique to this site alone.

- viii. *Lot aggregation: one-tenth (0.1) point for each 1,000 square feet of land area proposed for development above twenty-five thousand (25,000) square feet (up to a maximum of two 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 points):*

This development proposal consolidates four lots. The parcel of land consists of 65,861 square feet square feet allowing for the maximum allocation of two points.

Adequacy and Neighborhood Compatibility:

The adequacy criteria of ULDR Section 47-25.2 are used to evaluate the demand created on public services and facilities by a proposed development. Water and wastewater is serviced by the City of Fort Lauderdale. The City's Public Works Department provided a water/sewer capacity letter, dated December 10, 2018 and included as **Exhibit 3**, stating that the additional demand from the proposed land use will generate a flow less than the combined permitted treatment plant capacities. However, conditions of approval include sanitary sewer improvements such as a gravity sewer main replacement and evaluation of the need for a private lift station to address infrastructure improvements.

The neighborhood compatibility criteria of ULDR Sec 47-25.3.A.3.e.iv include performance standards requiring all developments to meet the following criteria: bulk controls, density, floor area ratio, maximum height, and building yards; massing guidelines including overall height, vertical plane moderation, cornice height, façade treatment, and over-street connections; street level guidelines including active uses, fenestration, arcades/canopies, and trash/loading facilities; other guidelines including energy conservation, building separation, and rooftop design; vehicular circulation including ingress/egress and arrival drop-off areas; pedestrian circulation including urban/open spaces/plazas, pedestrian corridors, and parking; perimeter treatments including screening, paving, and landscape; site furnishings, signage, lighting, useable outdoor spaces, pedestrian accessible spaces, and defensible space.

As per ULDR Sec. 47-25.3.A.3.e.i.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. The City is in the process of updating the Central Beach Master Plan, which is intended to take the place of previous plans for the Central Beach area, and the applicant has made efforts to accommodate the intent of the guidelines. The draft Central Beach Master Plan encourages improving streets over time to enhance the pedestrian experience and its focus along with the City's Vision Plan will be on continually enhancing the Beach as a vibrant resort and residential environment.

The properties to the north and south are zoned A-1-A Beachfront Area (ABA), a district which promotes high-quality destination resort uses. The proposed mixed use residential hotel development is generally consistent with the land development pattern in the surrounding area and provides multiple public realm improvements to minimize adverse of impacts on the adjacent residential properties as identified by the site design and reduced tower size at the west portion of the site.

The project is adjacent to properties within the A-1-A Beachfront Area (ABA) zoning designation including a 14-story residential building to the south and a 24-story resort with residences to the north of the subject site. To the west, there are residential buildings of varied mass and scale within the Intracoastal Overlook Area (IOA) zoning designation. These residential uses are separated by Birch Road, a 60-foot right-of-way.

The proposed project has been designed with respect to the surrounding neighborhood, paying attention to site design and layout for an enhanced pedestrian realm, as well as situating the tower mass at the west end of the site to preserve views to the ocean from the neighboring property to the south. The parking garage, which extends the length of the site, has been screened from view with perforated aluminum and helps minimize the visual impact of the mass at the pedestrian level. The proposed building height is one-hundred-ninety-feet (190) to rooftop amenity space and one-hundred-seventy-eight-feet (178) to top of rooftop railing. The tower has been shifted to the west side of the site to allow the residential tower to the south and the hotel to the north to maintain views to the ocean. At the ground level along the east side of the property, the applicant has provided a twenty-four-foot (24) setback from the edge of the adjacent property to the parking plinth, and an additional one-hundred sixty-two (162) feet to the base of the tower.

The property is zoned A-1-A Beachfront Area (ABA) which permits buildings up to two-hundred-feet (200) in height and up to two-hundred-forty-feet (240) in height, subject to design compatibility and community character scale criteria and Site Plan Level IV review and approval. The applicant has provided a height of one-hundred-ninety-feet (190) to rooftop amenity space and one-hundred-seventy-eight-feet (178) to top of rooftop railing. The project is compatible with the development pattern of the surrounding and abutting properties in this area as it serves as a transition from the higher and more intense resort at the north to the lower and less intense residential tower to the south.

The applicant is proposing landscaping and new sidewalks along Bayshore Drive to allow for a more pedestrian friendly walkway that will help to create a streetscape pattern for future projects along this corridor. The applicant has provided twelve thousand two hundred and six (12,206) square feet of landscaped area around the entire site. Along the north property line, the pedestrian experience is enhanced by a series of sidewalks, water features and a variety of landscaping in front of the retail, lobby, and valet area.

Additionally, the applicant has provided the required loading zone incorporated on the south portion of the site. The access to the property is provided from the north and the east and minimizes vehicular and pedestrian conflicts with the adjacent Bayshore Drive and Birch Road

thoroughfare. Please refer to the Adequacy and Neighborhood Compatibility section herein for additional information.

The applicant has proposed additional setbacks on three sides of the development. The required setbacks in this zoning district are twenty (20') feet along public rights-of-way and 10 feet for the east side setback. The applicant has provided a twenty (20') foot front setback along Bayshore Drive with the tower setback at twenty-eight-feet-ten-inches (28'-10"), a thirty-one-foot-three-inch (31'-3") setback along Birch Road with a tower setback of thirty- nine-feet-four-inches (39'-4"), a twenty-four-foot-four-inch (24'-4") setback along the east side setback with a tower setback of one-hundred-eighty-six-feet-two-inches (186'-2"), and a thirty-nine-foot-two-inch (39'-2") rear setback with a tower setback of forty-eight-feet-five-inches (48'-5"). The parking, loading, and service areas on the southwest corner of the property will be screened by a 4 to 5-foot existing landscape buffer to help reduce the impacts of traffic, noise, lighting and visual nuisances to the residential building to the south.

The applicant prepared a view corridor study and an annual shadow study, provided as **Exhibit 4** and **Exhibit 5**, respectively to help portray the impacts of the building on views and shadow on surrounding properties. The shadow study shows that the proposed development will minimally affect the properties to the west and north of the site and will not affect the properties to the east and south. The scale of the building is generally in line with the surrounding buildings and skyline of the adjacent area. The building furthers an already visual transition of scale and height as shown in the context elevations and aerials provided as **Exhibit 6**.

Parking and Circulation:

The vehicular ingress and egress to the site is located on Bayshore Drive and on Birch Road. As per ULDR Section 47-20, Parking Requirements, a total of 321 parking spaces are required for the project and 323 parking spaces are proposed as follows:

Table 1 – Parking Table

ULDR Section 47-20: Parking Requirements			
Use Type	Ratio	Required	Proposed
Hotel	0.67 per room	113	113
Multifamily	1.75 per unit	201	201
Retail	1 per 500 square feet	7	9
TOTAL		321	323

Based on a traffic impact statement dated October 8, 2018 and prepared by the applicant's traffic consultant, Keith and Associates Inc., the proposed development is expected to generate approximately 97.5% of the 1,000 vehicles per day threshold that would necessitate a more in-depth traffic impact study. The AM Peak Hour trips associated with the proposed use represent only 3.9% of the daily traffic volume, and the PM Peak Hour represent only 8.6% of the daily traffic volume. The generated peak traffic volumes do not meet or exceed the 20% criteria, which would trigger a traffic impact study. Therefore, a further traffic analysis is not required. The traffic impact statement is provided as **Exhibit 7**.

Comprehensive Plan Consistency:

The proposed development plan is generally consistent with the City's Comprehensive Plan Goals, Objectives and Policies and proposed Central Beach Regional Activity Center land use category.

The Comprehensive Plan has specific policies regarding neighborhood compatibility, through which proposed development shall be compatible with present neighborhood density and with specific plans for redevelopment and revitalization. As it relates to the surrounding context, the Bayshore Hotel development furthers Future Land Use Element Policy 1.9.3 in providing infrastructure improvements to implement the Central Beach Redevelopment Plan in the area. Also, the development has been designed in accordance with Future Land Use Element Policy 1.11.1, establishing a design character in Central Beach, Future Land Use Element Policy 1.11.2, enhancing landscaping, street and pedestrian amenities through the development review process within the Central Beach RAC, and Future Land Use Element Policy 1.11.3, by enhancing views of the oceanfront and Intracoastal waterway within the Central Beach RAC.

As it relates to the proximity of the site to adjacent residential uses, Future Land Use Element Policy 1.20.2 states that non-residential uses shall be planned with setbacks, buffer landscaping and traffic patterns leading away from residential areas when non-residential uses are adjacent to residential areas. The proposed project has been planned to protect the nature of the surrounding uses as well as to minimize the amount of traffic generation and access through the surrounding areas. Access onto the site will minimize vehicular and pedestrian conflicts with the adjacent Bayshore Drive and Birch Road.

The City's Future Land Use Map indicates that the proposed project is located within the boundaries of the Beach RAC. Per an Interlocal Agreement between the City and Broward County, the City is required to monitor and track development entitlements in the City's Regional Activity Centers. The Beach RAC development limitations are based on residential units and vehicular trips. As stated in the Traffic Study provided by the Applicant the project will generate a total of 84 PM peak hour trips.

Vehicular trips are allocated on a "first come first serve" basis as approved by the approving body. There are three pending projects located in Central Beach RAC listed on the February 20, 2019, Planning and Zoning Board Agenda. If all three projects are approved by the City Commission, 25 peak hour trips will remain for allocation in the Central Beach Regional Activity Center.

Public Participation:

This application is subject to the public participation requirements established in ULDR Section 47-27.4. According to the applicant, the required public participation meeting was held on September 25, 2018 to offer the neighborhoods surrounding the property, the Central Beach Alliance, the opportunity to learn about the proposed project. Additional public participation meetings were held on August 30, 2018, September 27, 2018 and January 24, 2019 with the Central Beach Alliance (general members as well as board members). The Birch Crest Apartments Condo provided a letter listing multiple concerns they have with the development. The public participation affidavit and meeting summaries are provided as **Exhibit 8** and the letter from the Birch Crest Apartments Condos attached as **Exhibit 9**.

In addition, this request is subject to sign notification requirements established in ULDR Section 47-27.4. The applicant has installed two signs on the property and has submitted a sign affidavit indicating proper sign notification was provided. The affidavit and photographs of the posted signs are included as part of **Exhibit 10**.

STAFF FINDINGS:

Staff recommends the Board approve this request consistent with:

- ULDR Section 47-12.4, Central Beach District requirements
- ULDR Section 47-12.5, District Requirements and Limitations
- ULDR Section 47-12.6, Beach Development Permit required
- ULDR Section 47-25.2, Adequacy Requirements; and

The applicant has provided narrative responses to the criteria, which are included as Exhibit 2, to assist the Board in determining if the proposal meets these criteria. Staff concurs with applicant's assessment.

Conditions of Approval:

Should the Planning and Zoning Board recommend approval of the development, the following conditions are proposed:

1. Applicant will be required to pay a Park Impact Fee for the proposed residential units prior to issuance of building permit in accordance with ULDR Sec. 47-38A, Park Impact Fees.
2. This project is subject to the requirements of Broward County Public School Concurrency. The applicant will notify the School Board Superintendent or designee of this proposal. Prior to submitting an application for placement on a Planning and Zoning Board or City Commission agenda, a written response from the School Board shall be provided by the applicant. Prior to application for final DRC approval, please provide confirmation from the School District that the residential development is exempt or vested from the requirements of public school concurrency, or a School Capacity Availability Determination (SCAD) letter that confirms that capacity is available, or if capacity is not available, that mitigation requirements have been satisfied.
3. Pursuant to the Unified Land Development Regulations ("ULDR"), Section 47-25.2.P, this site is located in an area that the City has identified as an archaeologically significant zone. The applicant is required to contract with an archaeologist to provide a shovel test survey that includes samples from throughout the project site and states whether the development site holds archaeological significance. The archaeologist must state within the report if further testing on the site is required and/or if monitoring by the archaeologist is required during ground disturbing activity once construction commences. All preliminary reports from the archaeologist must be submitted, prior to final DRC approval, to both the Case Planner and Historic Preservation Planner. If monitoring is required, the applicant must also provide a letter of agreement with the archaeologist stating that they will be present during phases of the project that include ground disturbing activity. For any questions contact Trisha Logan, Historic Preservation Planner, at 954-828-7101 or at tlogan@fortlauderdale.gov.
4. In accordance with the Water and Wastewater Capacity Availability letter issued by the City Public Works Department dated December 10, 2018, the existing 8-inch sewer on Bayshore Drive and the downstream 10-inch sewer on North Birch Road do not have sufficient capacity to serve the project and convey the flow downstream to the existing 15-inch sewer on North Birch Road and to pumping station D-31. Public Works has reviewed possible alternatives to address the wastewater adequacy for this project and determined that a new 10-inch gravity sewer main can be installed by the applicant on North Birch Road to connect to the existing manhole at the intersection of North Birch Road and Riomar Street (approx. 1 block north of the project). The existing manhole is served by pump station D-41 which has adequate capacity to serve this project. If the gravity sewer installation at North Birch Road is not feasible due to potential conflicts with existing infrastructure, the applicant will construct a private lift station on-site to be connected to the existing 18-inch force main in North Birch Road. The applicant shall be required to coordinate the design requirements and construction of these improvements with the City to their satisfaction. Applicant voluntarily assumes responsibility for the design, permitting and construction of said improvements in order to meet adequacy requirements per ULDR section 47-25.2;

5. All proposed private features encroaching within the right of way along North Birch Road and Bayshore Drive (i.e. water features, raised planters, landscape walls), are subject to a separate Design Review Committee (DRC) submittal and Revocable License Agreement approval. These features shall not conflict with ULDR requirements and the public use of the right of way. As indicated on plans, these features have no structural value and are not being used to overcome the grade differential between the site and existing right of way and therefore will not impact the functionality/ access to the site or site plan requirements if removed/ revoked in the future. Applicant shall be responsible for removing all revocable features and restoring right of way as need if so requested by the City. Prior to issuance of building permit a copy of the recorded revocable license shall be provided.
6. Prior to final DRC sign off, provide additional information on plans to verify that the proposed garage ramps do not exceed 12% slope in accordance with ULDR section 47-20.9 (i.e. ramp length, floor elevation).
7. Prior to final DRC sign off, provide a cross section along east side of development to ensure site runoff is retained onsite. Also, clarify what is being proposed along the southern boundary of the site. Sections appear to propose a raised landscape area and retaining wall. How these improvements are coordinated with the existing power poles to remain on this area, and is the utility easement owner(s) okay with the proposed retaining wall/ foundation encroachment within the utility easement? Provide correspondence accordingly.
8. Prior to final DRC sign off, include dimension on landscape plans to confirm the required horizontal clearance from existing 6 inch water main (Bayshore Drive) and 12 inch water main (North Birch Road) is provided (10' from larger trees, and 5' from smaller trees). Applicant indicates a root barrier is being provided to protect the utilities, however, the root barrier only extends 18" below sidewalk/ pavement while utilities are generally 36 inches below the pavement/ ground. If proper horizontal clearance is not provided (5' min. for smaller trees and 10' for larger trees), please provide correspondence from Public Works (Rick Johnson/ Keith Hutchison) accepting the proposed clearance/ alternative requirements.
9. Prior to final DRC sign off, survey shall be updated to be based on a title commitment or Opinion of Title with an effective date no more than thirty days prior to the date of submittal of the survey and must be certified to the City of Fort Lauderdale (provided survey is based on title commitment from 08/30/2015). Also, provide background information on title notes items #7 through #11 since the only items depicted on survey appears to be items #7 and #8.
10. Prior to final DRC sign off, depict location of relocated street light poles along Bayshore Drive in coordination with proposed improvements.
11. Prior to final DRC sign off, revise Section 1A, on page LC-101, to depict proposed water feature wall (within sight triangle) does not exceed 2.5' in height from adjacent edge of pavement (rather than sidewalk) in accordance with ULDR section 47-35.
12. Prior to final DRC sign off, depict striping for no parking on proposed turnaround areas where dead-end parking is proposed.
13. Prior to issuance of building permit, applicant shall coordinate with FPL on any additional requirements related to access and maintenance of existing power poles to remain along southern boundary of property line.

14. Prior to issuance of building permit, applicant shall provide details per city standards for the proposed bio-swales along North Birch Road and Bayshore Drive in coordination with Public Works.
15. Prior to final certificate of occupancy issuance, applicant shall record a 20' corner chord permanent right-of-way easement on southeast corner of North Birch Road and Bayshore Drive intersection per ULDR Section 47-24.5.D.p.
16. Prior to final certificate of occupancy issuance, applicant shall record a permanent Sidewalk Easement as appropriate along east side of North Birch Road to accommodate portion of pedestrian clear path that may be located beyond public right-of-way and/or right-of-way easement dedication.
17. Prior to final certificate of occupancy issuance, applicant shall record a 10' x 15' (min.) permanent Utility Easement for the proposed 4 Inch water meter off North Birch Road.
18. Prior to final certificate of occupancy issuance, applicant shall coordinate Maintenance Agreement with the City for property frontage along Bayshore Drive and North Birch Road. Proposed special improvements for this project within adjacent city right-of-way to be maintained in perpetuity by property owner include: asphalt pavement, curb and gutter, valley gutter, landscape, structural soil, landscape walls/ raised planters, irrigation, root barriers, pedestrian lighting, concrete driveways, specialty paving sidewalks and water features as depicted on maintenance agreement exhibit sheet LC-201.
19. Light poles shall be placed beyond fifteen (15) feet of trees.

PLANNING & ZONING BOARD REVIEW OPTIONS:

If the Planning and Zoning Board determines that the proposed development or use meets the standards and requirements of the ULDR and criteria for Site Plan Level VI review, the Planning and Zoning Board shall approve or approve with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use, the issuance of the Site Plan Level VI permit.

If the Planning and Zoning Board determines that the proposed development or use does not meet the standards and requirements of the ULDR and criteria for the proposed development or use, the Planning and Zoning Board shall deny the Site Plan Level VI permit.

EXHIBITS:

1. Site Plan and Application
2. Applicant's Narrative Responses
3. December 10, 2018 Water Sewer Capacity Letter
4. Applicant's View Corridor Study
5. Applicant's Shadow Study
6. Context Elevations and Aerials
7. October 8, 2018 Traffic Impact Statement prepared by Keith and Associates, Inc.
8. Public Participation Affidavit and Meeting Summaries
9. Birch Crest Apartments Condo Association Letters
10. Sign Postings and Affidavit