

VIA HAND DELIVERY & EMAIL

DEVELOPMENT REVIEW COMMITTEE
DEPARTMENT OF SUSTAINABLE DEVELOPMENT
URBAN DESIGN & PLANNING DIVISION
CITY OF FORT LAUDERDALE
700 N.W. 19TH AVE
FORT LAUDERDALE, FL 33311

**Re: 409 and 425 Seabreeze Boulevard, Fort Lauderdale –
REVISED Site Plan Level IV Narrative**

Dear Development Review Committee:

I represent SUMMIT HOSPITALITY 134, LLC (the “Applicant”), owner of the real property located east of the Intracoastal Waterway along Seabreeze Boulevard between Las Olas Boulevard to the north and SE 5th Street to the south, within Fort Lauderdale’s Central Beach District, Folios 5042-12-01-0081 and 5042-12-01-0110 (the “Property”). Applicant hereby requests Site Plan Level IV approval to construct a luxury Marriot by Residence Inn hotel in the South Beach Marina and Hotel Area (“SBMHA”) District. Please see a detailed description of the request below.

I. Project Specifics

The Property is located east of the Intracoastal Waterway along Seabreeze Boulevard between Las Olas Boulevard to the north and SE 5th Street to the south. The Property is comprised of two parcels: Folio Nos. 5042-12-01-0110 and 5042-12-01-0081. The combined parcels are roughly .86 net acres (36,676 square feet). The Property is zoned SBMHA with an underlying land use designation of Central Beach Regional Activity Center. The Property is currently occupied by the Courtyard Marriot valet and employee parking lot. There are no structures on the Property. The site is comprised entirely of asphalt parking and minor landscaping. Nearby establishments include Coconuts, International Swimming Hall of Fame, and the Courtyard Marriott.

The Property is located within the heart of the Fort Lauderdale’s Central Beach District, (“Central Beach”), and the Fort Lauderdale Beach Community Redevelopment District (“Beach CRA”). The Central Beach is the City of Fort Lauderdale’s economic engine and attracts a wide array of visitors. The nearby Las Olas Boulevard is within walking distance and home to well-known businesses and the proposed Las Olas Marina, which is currently under construction. The Property is located within walking distance to the main portions of Fort Lauderdale Beach, including the South Beach area.

Applicant proposes construction of a 150-room hotel on the Property. The height of the building is concentrated to the east so as to preserve the view corridors of the Intracoastal and western neighbors. An amenity deck is provided on the western portion of the building to provide residents views of the waterway. The project proposes a 25-foot setback on the north and south sides of the Property. A 20-foot setback is accommodated along the rear of the Property which is maintained up to the 7th floor. Above the 7th floor, the building steps back further. The 20-foot rear yard has been designed to provide an activated waterside plaza and pedestrian promenade along the waterway.

Currently, the Property has an Attendant Off-Site Parking Agreement (the “Agreement”), Instrument # 97-579077 and 97-465484, with the Courtyard Marriott, Folio No. 5042-12-01-0120. The Property is required to accommodate 123 parking spaces for the Courtyard Marriot. Applicant proposes terminating the existing Agreement and establishing a new Attendant Off-Site Parking Agreement to accommodate 104 parking spaces for the Courtyard Marriot per the current ULDR parking space rate (0.67/room) established in Sec. 47-20.2, Table 3. Applicant is requesting a parking reduction only for the proposed Marriot by Residence Inn pursuant to the Parking Study prepared by DC Engineers,

Inc, which determined that 77 parking spaces would meet the demand. In total, 181 parking spaces are proposed on-site. A detailed explanation is provided in the Parking and Loading Requirements section below.

The proposed hotel is compatible with the area. The luxury building will provide additional accommodation to visitors of Fort Lauderdale's Central Beach. The proposed structure and use meet the goals of the Beach CRA by improving circulation for pedestrians, creating and enhancing a positive visual image of the Central Beach, and providing for an active pedestrian environment through the Central Beach area, particularly between the Intracoastal Waterway and the Beach.

II. Unified Land Development Regulations Analysis

In terms of the development review, the Property and the proposed development are subject to the following sections of the ULDR:

1. Sec. 47-12 Central Beach Districts
2. Sec. 47-12.4 Central Beach District Requirements
3. Sec. 47-12.5.F SBMHA District Requirements and Limitations
4. Sec.47-12.6 Central Beach Development Permitting and Approval
5. Sec. 47-20 Parking and Loading Requirements
6. Sec. 47-21 Landscape and Tree Preservation
7. Sec.47-23.6 Beach Shadow Restrictions
8. Sec.47-23.8 Waterway Use
9. Sec.47-25.2 Adequacy Requirements
10. Sec. 47-25.3 Neighborhood Compatibility Requirements

An analysis addressing each of the pertinent land use and zoning regulations is below.

A. Central Beach Districts (Sec.47-12)

The Property has an underlying land use designation of Central Beach Regional Activity Center and is zoned SBMHA. The SBMHA District promotes high quality destination resort uses that reflect the character and quality of the Fort Lauderdale Beach, the Intracoastal Waterway and the marinas that have been developed near the area. The district is intended as a means of providing incentives for quality development and redevelopment along the Intracoastal Waterway and to preserve, protect and enhance the existing character, design and scale of the area along A-1-A. Sec. 47-12.2.6, *ULDR*.

a. Central Beach District Requirements (Sec. 47-12.4)

The ULDR provides additional requirements for developments within the Central Beach District. The Property is located along Seabreeze Boulevard. Applicant is not requesting a modification of the yard facing the right of way along Seabreeze. The front yard requirement is twenty feet (20'-0") and a twenty-two-foot (20'-0") yard is provided, therefore, 47-12.4.C does not apply.

However, the project has been designed to provide an active and visually interesting façade along the street and complies with the requirements of 47-12.4.C. Applicant is proposing a 10-foot wide pedestrian walkway to enhance the curb appeal of the Property at the ground level and accommodate pedestrian traffic. The design utilizes an architectural framing element to create a cornice that varies from 20-feet to 39 feet and 10 inches high, defined with an average height of 31 feet and 6 inches. Above the cornice element at Floors 2-12, the exterior wall of the eastern façade varies from 20-foot setback to 32-foot setback. The shifting walls create a vertical stepping of the façade that is further enhanced by the balcony and framing elements. Approximately 57% of the façade length displays the active storefront of the public lobby/lounge spaces of the hotel. Only about 10% of the first-floor façade is solid. The remaining 33% is made up of the entry arrival area that provides views through to the active waterway beyond. The facades are designed and articulated to have depth. Balconies and building jogs and recess will further enhance depth of the façade along with the window recess details.

b. Proposed Use (Sec.47-12.5.F)

Applicant proposes a 150-room Marriott Residence Inn development on the Property. Hotel developments are permitted in the SBMHA district with Site Plan Level IV approval. The proposed structure is designed to reinforce the Central Beach fabric while maximizing the Intracoastal and beachfront views.

c. SBMHA District Requirements and Limitations (Sec.47-12.5.F)

i. Setbacks

Please see the table below indicating the required setbacks within the SBMHA district as well as the proposed setbacks. As shown below, the Proposed Development meets the setback requirements for the SBMHA district under the ULDR.

SETBACKS			
REQUIRED PER (14-12.4) SBMHA			
	MIN REQUIRED	½ HEIGHT	PROVIDED
FRONT (EAST)	20'	60'	22' **, 20' TO BUILDING STRUCTURE AT 16'-6" ABOVE FFE (6.5 NAVD)
BACK (WEST)	20'	60'	20.1' **, 17'-1" TO ARCHITECTURAL ELEMENT AT HEIGHT OF 10' ABOVE FFE (6.5 NAVD)
SIDE (NORTH)	10'	60'	25' **, 22' TO ARCHITECTURAL ELEMENT AT HEIGHT OF 13'-2" ABOVE FFE (6.5 NAVD)
SIDE (SOUTH)	10'	60'	25' **, 22' TO ARCHITECTURAL ELEMENT AT HEIGHT OF 10'-8" ABOVE FFE (6.5 NAVD)

** DEVELOPMENT OF SIGNIFICANT IMPACT.

ii. Height

The maximum height permitted in the SBMHA district is one hundred twenty feet (120'). The proposed height of the development is one hundred twenty feet (120'). Therefore, the proposed height of the building meets the requirement under Sec. 47-12.5, ULDR.

iii. Floor Area Ratio

Sec. 47-12.5.F, ULDR, permits a maximum floor area ratio ("FAR") of 5.0 in the SBMHA District. The proposed development has a FAR of 4.71. Therefore, the proposed development meets the requirement under Sec. 47-12.5.F, ULDR.

iv. Maximum Density

The maximum residential density permitted in the SBMHA District is 48 dwelling units per acre, Sec. 47-12.5.F, ULDR. Applicant is proposing hotel units, and therefore, the maximum dwelling unit analysis is not applicable. The ULDR does not describe the density for hotel rooms per acre and is only restricted by the FAR.

v. Length and Width

The maximum length and width of a structure in the SBMHA District is 200 feet. Applicant proposes a building width and length of 175 feet by 125 feet. thereby meeting the applicable requirement under the ULDR.

As discussed above, the proposed project satisfies the SBMHA District Requirements and Limitations of the ULDR.

B. Central Beach Development Permitting and Approval (Sec. 47-12.6)

The Property is located within the SBMHA zoning district and is under the purview of the Central Beach Master Plan. The Central Beach Masterplan provides that the intent of the South Beach Marina character area is to promote high quality destination resort uses while reflecting the significance of the Intracoastal Waterway, marinas and beach activities. The project's proposed use and architectural design are compatible with the character of the overall plan of development contemplated by the Central Beach Master Plan. Specifically, these objectives include:

- Enhancing the resort image of Fort Lauderdale Beach;
- Enhancing existing attractions and better connecting South Beach to the other districts in Central Beach;
- Adding planting along widened sidewalks to help buffer traffic and also shade pedestrian routes to hotels, restaurants, and other destinations at Central Beach.

The proposed development meets the objectives contained within the Central Beach Masterplan. The architectural design of the structure includes a glazing window system so as to preserve the visual connections to the Intracoastal Waterway and related activities. Balconies are woven into the design, breaking up the massing of the buildings and allowing for articulation. The building features a white smooth stucco finish and decorative tile veneer that further enhances the resort image of the beach.

The proposed development also accommodates a 10-foot wide sidewalk along Seabreeze Boulevard. The proposed pedestrian walkway supports an active pedestrian environment through the Central Beach area, particularly between the Intracoastal Waterway and the Beach. The proposed additional planting and street trees along this pedestrian walkway provide ample shade to enhance the pedestrian experience. Moreover, a waterfront plaza with access from the east side of the site is provided. This promenade will feature benches facing the water and trees placed strategically along the route to provide visual appeal and shade. The diverse landscape palette will contribute greatly to the character of Central Beach by providing additional color and interest. Overall, the proposed development does not compromise the character of the SBMHA district but enhances the beach experience for residents and tourists.

C. Waterway Use (Sec. 47-23.8)

A twenty-foot landscape yard is provided along the western waterside of the property as required. This area features a pedestrian waterfront plaza and active waterfront lawn aimed at bringing activity to the waterfront. The design presents opportunities for potential connectivity to adjacent pedestrian systems along the waterfront. The project has been designed to be compatible with the scale of the neighborhood. See the Neighborhood Compatibility section below.

D. Parking and Loading Requirements (Sec. 47-20)

The Property is currently subject to an Attendant Shared Off-Street Parking Agreement, Instrument # 97-579077 and 97-465484, with the Courtyard by Marriot across the street. The Agreement currently requires the Property to provide 123 parking spaces to fulfill the parking requirements for the Courtyard by Marriot. Applicant will terminate the existing Agreement and establish a new Attendant Off-Site Parking Agreement to accommodate 104 parking spaces for the Courtyard Marriot per the current ULDR parking space rate (0.67/room) established in Sec. 47-20.2, Table 3. Applicant is requesting a parking reduction only for the proposed Residence Inn. Please see the table below which provides the applicable parking and loading information as it pertains to the proposed development.

PARKING DATA:	UNITS	RATIO	REQUIRED	PROVIDED
SPACES PROVIDED WITH LIFTS			N/A	93
SPACES PROVIDED WITHOUT LIFTS			N/A	88
TOTAL PARKING PROPOSED RESIDENCE INN	150	.67/ROOM .51/ROOM	101 PER ULDR *77 PER STUDY	*181
TOTAL OFF-SITE PARKING PROVIDED FOR COURTYARD MARRIOTT PARKING AGREEMENT			(**104)	(**104)
TOTAL ADA PARKING INCL.			6	6
LOADING ZONE			N/A	N/A
100% VALET VRS			6	6

*ALL PARKING SPACES ARE 100% VALET
 **104 SPACES ARE ALLOCATED TO SATISFY AMENDED PARKING AGREEMENT WITH COURTYARD MARRIOTT
 (FOLIO # 5042 12 01 0120) PER THE AMENDED SHARED PARKING STUDY DATED AUGUST 2019.

As discussed above, the proposed project satisfies all of the parking and loading requirements of the ULDR.

E. Landscape and Tree Preservation (Sec. 47-21)

The project complies with the landscape requirements under the ULDR. Please refer to the site plan submission materials for landscaping details.

F. Adequacy Requirements (Sec. 47-25.2)

- A. *Applicability.* The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.

Plans are in accordance with requirements.

- B. *Communications network.* Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.

Provisions for conduit to accommodate future BDA system if needed will be provided within the building.

- C. *Drainage facilities.* Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2½) inches of runoff from the impervious surface whichever is greater.

Application shall be made to Broward County DERD and the applicant shall satisfy all current criteria for surface water requirements and obtain all local and state licenses.

- D. *Environmentally sensitive lands.*

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:

- a. Broward County Ordinance No. 89-6.
- b. Section 5-198(l), Chapter 5, Article IX of the Broward County Code of Ordinances.
- c. Broward County Ordinance No. 84-60.

The site is currently developed and the proposed redevelopment will not impact environmentally sensitive lands.

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

The development will not impact 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.

All fire protection services will be provided as required by current regulations. Existing water mains are present to provide for adequate connections to provide service to the proposed development.

- F. *Parks and open space.*

This requirement is not applicable for a hotel use.

- 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.

The developer will take into account all the recommended CPTED principles and incorporate the appropriate improvements into the design.

H. *Potable water.*

1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.
2. *Potable water facilities.*
 - a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
 - b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
 - c. Where the county is the projected service provider, a similar written assurance will be required.

Existing potable water facilities are available for connection to service the property. A letter from the City's public works department has been obtained which states that no potable water improvements are required. The estimated capital expansion fee for the project is \$77,915.

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 & submit to the city a certificate from the Broward County Health Unit that certifies that the site is/can be made suitable for an on-site sewage disposal system for the proposed use.

Existing potable Sanitary Sewer facilities are available for connection to service the property. A letter from City of Fort Lauderdale Public Works Department has been obtained which states that no sanitary sewer improvements are required. The Estimated capital expansion fee for the project is \$77,915.

- J. *Schools.* For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.

The applicant will provide any required mitigation necessary as determined by the Broward County School Board.

K. *Solid waste.*

1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.
2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Solid waste collection will be handled by a private licensed provider per current applicable codes.

- 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.

Civil drawings are prepared by a licensed civil engineer for stormwater compliance. All applicable licenses will be obtained prior to submittal for building permit.

M. *Transportation facilities.*

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.
2. *Regional transportation network.* The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.

The proposed project is estimated to produce a total of 170 inbound trips and 169 outbound for a total of 339 daily trips.

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.

The proposed project is estimated to produce a total of 170 inbound trips and 169 outbound for a total of 339 daily trips.

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 ($\frac{1}{2}$) 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 ($\frac{1}{2}$) 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.

The project is classified under the ITE Trip Generation at Hotel LUC 330.

- 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.

A 22.5' ROW dedication is proposed along Seabreeze Boulevard.

- 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.

A pedestrian sidewalk will be provided along the front of the building along Seabreeze Boulevard. A pedestrian promenade will also be provided along the Intracoastal side as requested by the City.

- 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.

The project has no driveway connections to any arterial streets.

- 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.

Acknowledged. The project will have one main drive as well as a service drive along Seabreeze Boulevard.

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.

Landscape drawings will be prepared by a licensed landscape architect and will be in compliance with current regulations.

N. *Wastewater.*

1. *Wastewater.* Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering & accepted applicable engineering standards.

Existing potable sanitary sewer facilities are available for connection to service the property. A letter from City of Fort Lauderdale Public Works Department has been obtained which states that no sanitary sewer improvements are required. The Estimated capital expansion fee for the project is \$77,915.

- 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.

A trash management plan will be provided that includes the trash storage areas, trash chute and bin specifications as well as collection schedule by licensed private waste and recycle contractor.

P. *Historic and archaeological resources.*

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

The property has not been designated historic and does not appear on the City of Fort Lauderdale Historic Resources Map, which delineates historically and archaeologically significant lands at the local and national levels. A Phase 1 Archeological survey has been

conducted which determined that no prehistoric or historic cultural resources have been found on the site.

- 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.

Letter has been requested from Broward County Emergency Management Division and will be provided at time of DRC sign off.

As discussed above, the proposed project satisfies all of the adequacy requirements of the ULDR.

G. Neighborhood Compatibility (Sec. 47-25.3)

The neighborhood compatibility criteria includes performance standards requiring all developments to be "compatible with, and preserve the character and integrity of adjacent neighborhoods...include modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods." Sec. 47-25.3.A.3.e.i.a; ULDR.

The proposed structure and use will be compatible with and preserve the character and integrity of the adjacent neighborhoods. The properties to the north and south are zoned SBMHA. The properties to the east are zoned A-1-A Beachfront Area ("ABA"). Nearby establishments include Coconuts, International Swimming Hall of Fame, and Courtyard Marriott. The proposed development seamlessly integrates into the landscape of the surrounding beachfront uses. The contemporary façade of the proposed project preserves the Fort Lauderdale Beach resort image and is consistent with the architecture in the surrounding area.

Architectural framing elements have been utilized throughout the building to breakdown the proportions of the building and group building elements. The framing elements are proposed in an accent color that is differentiated from the main building surfaces. Decorative louvered panels and sungrills are employed throughout to provide depth and layering to the facades. A covered terrace is provided at the street level along the eastern façade and sungrills are used throughout to create depth and projections on the building.

The building mass changes throughout including multiple stepbacks, multiple plan jogs, and balcony and architectural elements that project from the exterior walls. The architectural framing elements described above are brought to the roofline in key areas to provide variation along the roof line.

The project has been designed to be compatible with the scale of the adjacent structures. The parking garage will be incorporated into the overall design of the building and appropriately screened from view. A shadow study, along with a traffic impact statement and FDOT pre app approval letter for the proposed project along Seabreeze Boulevard has been provided along with this application.

The development will mitigate adverse impacts such as traffic, noise, odors, shadow, scale, visual nuisances or other similar adverse effects to adjacent neighborhoods. The structured parking will be fully incorporated into the overall design of the building to appropriately screen the vehicles, while providing adequate ventilation. The mechanical area and service area will be screened to not be visible from neighboring residential and commercial uses. Southbound access to Seabreeze Boulevard has been consolidated such that there is one right-in, right-out main driveway and on right-in, right-out service drive.

Approximately 57% of the façade length (44% of the entire lot frontage) looks into the active storefront of the public lobby/lounge spaces of the hotel. Only about 10% of the first-floor façade is solid. The remaining 33% is made up of the entry arrival area that provides views through to the active waterway beyond.

Applicant proposes providing a 10-foot wide continuous sidewalk on Seabreeze Boulevard to enhance the pedestrian experience at the ground level. The improved sidewalks will support a more pedestrian friendly walkway and enhance pedestrian connectivity in the Central Beach area. The height of the structure is concentrated to the east to preserve the view corridors of the Intracoastal. The project proposes a 20-foot setback along the rear of the Property. The 20-foot setback is maintained up to the 7th floor. Above the 7th floor, the building steps back further providing a setback

ranging from 27 feet and 8 inches to 79 feet and 6 inches. The 20-foot rear setback complies with the minimum setback allowed. The 20-foot rear yard has been designed to provide an activated waterside plaza and a meandering pedestrian promenade with benches and landscaping.

The proposed development is designed to reinforce the Central Beach fabric and character while maximizing the Intracoastal and beachfront views for residents and visitors.

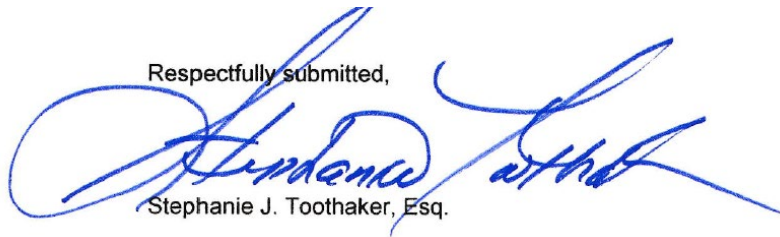
As discussed above, the proposed project satisfies all of the neighborhood compatibility requirements of the ULDR.

III. Conclusion

The proposed development is consistent with the applicable land use and zoning regulations. Accordingly, we respectfully request your recommendation to the Planning and Zoning Board that the Proposed Development and use meets the standards and requirements of the ULDR and criteria for Site Plan Level IV development.

If I can provide any additional information, or if you have any comments or questions, please do not hesitate to contact me.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Stephanie J. Toothaker', is written over the typed name. The signature is fluid and cursive, with a large initial 'S'.

Stephanie J. Toothaker, Esq.