



**CITY OF FORT LAUDERDALE  
City Commission Agenda Memo  
REGULAR MEETING**

**#19-0340**

**TO:** Honorable Mayor & Members of the  
Fort Lauderdale City Commission

**FROM:** Chris Lagerbloom, ICMA-CM, City Manager

**DATE:** June 4, 2019

**TITLE:** Quasi-Judicial Resolution – Approval of Site Plan Level IV Development Permit for 115 Multifamily Residential Units, 168 Hotel Rooms, 3,600 Square Feet Restaurant Use, and 3,156 Square Feet Retail Use – Bayshore Hotel LLC and 3030 Bayshore Properties – 3016 and 3030 Bayshore Drive – Case No. R18058 – **(Commission District 2)**

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**Recommendation**

It is recommended that the City Commission adopt a resolution approving a Site Plan Level IV development permit for the construction of a mixed-use multifamily residential building with 115 multifamily residential units, 168 hotel rooms, 3,600 square feet of restaurant use, and 3,156 square feet of retail use in the A-1-A Beachfront Area (ABA) District.

**Background**

The proposed development was reviewed pursuant to criteria outlined in the City's Unified Land Development Regulations (ULDR) Section 47-12, Central Beach Districts. On February 20, 2019, the Planning and Zoning Board (PZB) recommended approval of the development by a vote of 5-4 with conditions. The site plan application and corresponding narratives are provided as Exhibit 1 and Exhibit 2, respectively. The PZB staff report and meeting minutes are provided as Exhibit 3 and Exhibit 4, respectively.

The proposed development consists of a seventeen-story building, with a height of 190 feet. The first floor will contain the lobby, restaurant, and retail uses. Parking will be located below grade, as well as on the second and third floors. The fourth floor amenity deck will contain a pool, pool deck, lobby, gym, and juice bar. An additional amenity deck is located on the rooftop which will contain a pool, pool deck and two large assembly spaces.

The Development Review Committee (DRC) reviewed the proposal on August 28, 2018. The complete application and DRC record is available on file with the Department of Sustainable Development.

## **Review Criteria**

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 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 ULDR, Section 47-12.5.B.1., ABA District Setbacks, a development approved through the Site Plan Level IV process may request side yard setbacks to be reduced up to the minimum of 10-feet and minimum of 20- feet along a public right-of-way. The proposed setbacks are as follows:

- West side setback – 27-feet
- East side setback – 24-feet
- South rear setback – 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 help 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 development and outline the design elements which have been determined to be compatible with the revitalization plan;

*The proposed building is compatible with the design guidelines of ULDR Section 47-25.3 incorporating a variety of architectural design elements, articulated massing, and general consistency with the scale and height of other buildings in the area. 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 a variety of landscaping along both right-of-ways with water features, winding walkways, the retail space and outdoor seating along Birch Road and lounge, retail, and restaurant space with outdoor seating along Bayshore Drive.*

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 and 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 parking plinth and the tower 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 separation to nearby developments which help enhance the open space created by the additionally set back building footprint along 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 the 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 a variety of landscaping along both right-of-ways with 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 Birch Road. The landscape design will incorporate innovative sustainable elements including a bio-swales which will help improve drainage and minimize the impact on the local environment.*

#### **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, included as Exhibit 5, 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 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 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 190-feet to rooftop amenity space and 178-feet to top of the 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 24-foot setback from the edge of the adjacent property to the parking plinth, and an additional 162-feet to the base of the tower.

The zoning designation permits buildings up to 200-feet in height and up to 240-feet 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 190-feet to rooftop amenity space and 178-feet 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 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 20-feet along public rights-of-way and 10 feet for the east side setback.

- North Side Yard – 20-feet at the ground floor and 28-feet and 10-inches at the upper floors
- South Side Yard – 39-feet and 2-inches at the ground level and 48-feet and 5-inches at the upper levels
- West Side Yard – 31-feet and 3-inches at the ground floor and 39-feet and 4-inches at the upper levels
- East Side Yard – 24-feet and 4-inches at the ground floor and 186-feet and 2-inches at the upper levels

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 6 and Exhibit 7, respectively to help portray the impact 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 8.

**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**

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

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 9.

**Comprehensive Plan Consistency**

The proposed development plan is generally consistent with the City's Comprehensive Plan 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 four pending projects located in Central Beach RAC including this application. If all four projects are approved by the City Commission, 58 peak hour trips will remain for allocation in the Central Beach Regional Activity Center. If only this project got approved by the City Commission, 250 trips would 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 10 and the letter from the Birch Crest Apartments Condos attached as Exhibit 11.

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 12.

### **Conditions of Approval:**

The Planning and Zoning Board recommended approval of the development to the City Commission with staff conditions, and added conditions stating that the project shall not operate as a condo hotel, and that the applicant would upsize the existing 8-inch and 10-inch gravity sewer mains along North Birch Road and convey the proposed flows to PS D-31. The 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, subject to the review and approval by the Public Works Department, amending staff condition 4, which has been revised herein.



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, 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](mailto:tlogan@fortlauderdale.gov).
4. The Water and Wastewater Capacity Availability letter issued by the City's Public Works Department dated December 10, 2018 indicates that the existing 8-inch and 10-inch gravity sewer mains along North Birch Road currently do not have capacity to serve the project and convey flow downstream to the existing 15-inch sewer on North Birch Road and Pump Station (PS) D-31. Public Works has reviewed a variety of solutions to address the wastewater adequacy for this project that include:
  - (1) The applicant constructs a new 10-inch gravity sewer main 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). This manhole conveys flow to PS D-41 which has adequate capacity to serve the project.
  - (2) The applicant upsizes the existing 8-inch and 10-inch gravity sewer mains along North Birch Road (approx. 5 blocks south of the project) and conveys flow to PS D-31.

- (3) The applicant constructs a private lift station and pumps into the existing 18-inch force main in North Birch Road.
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 DRC submittal and revocable license agreement approval. These features shall not conflict with ULDR requirements and the public use of the right of way. 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-feet from larger trees, and 5-feet from smaller trees). Applicant indicates a root barrier is being provided to protect the utilities, however, the root barrier only extends 18-inches below sidewalk/ pavement while utilities are generally 36-inches below the pavement/ ground. If proper horizontal clearance is not provided (5-feet min. for smaller trees and 10-feet for larger trees), 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-feet 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-swailes 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-foot 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-foot x 15-foot (minimum) 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 a 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 15-feet of trees, in accordance with ULDR Section 47-21.12.B.3.

**Resource Impact**

There is no fiscal impact associated with this item.

### **Strategic Connections**

This item is a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Neighborhood Enhancement Cylinder of Excellence, specially advancing:

- Goal 7: Be a well-positioned City within the global economic and tourism markets of the South Florida region, leveraging our airports, port and rail connections.
- Objective 1: Define, cultivate, and attract targeted and emerging industries.
- Initiative 2: Work with partners to promote Fort Lauderdale as a year round destination for domestic and international travel.

### **Attachments**

Exhibit 1 – Site Plan and Application  
Exhibit 2 – Applicant's Narrative Responses  
Exhibit 3 – February 20, 2019 PZB Staff Report  
Exhibit 4 – February 20, 2019 PZB Meeting Minutes  
Exhibit 5 – December 10, 2018 Water and Sewer Capacity Letter  
Exhibit 6 – View Corridor Study  
Exhibit 7 – Annual Shadow Study  
Exhibit 8 – Context Elevations and Aerials  
Exhibit 9 – October 8, 2018 Traffic Impact Statement  
Exhibit 10 – Public Participation Affidavit and Meeting Summaries  
Exhibit 11 – Birch Crest Apartments Condo Association Letter  
Exhibit 12 – Public Sign Notice and Sign Affidavit  
Exhibit 13 – Approval Resolution  
Exhibit 14 – Denial Resolution

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