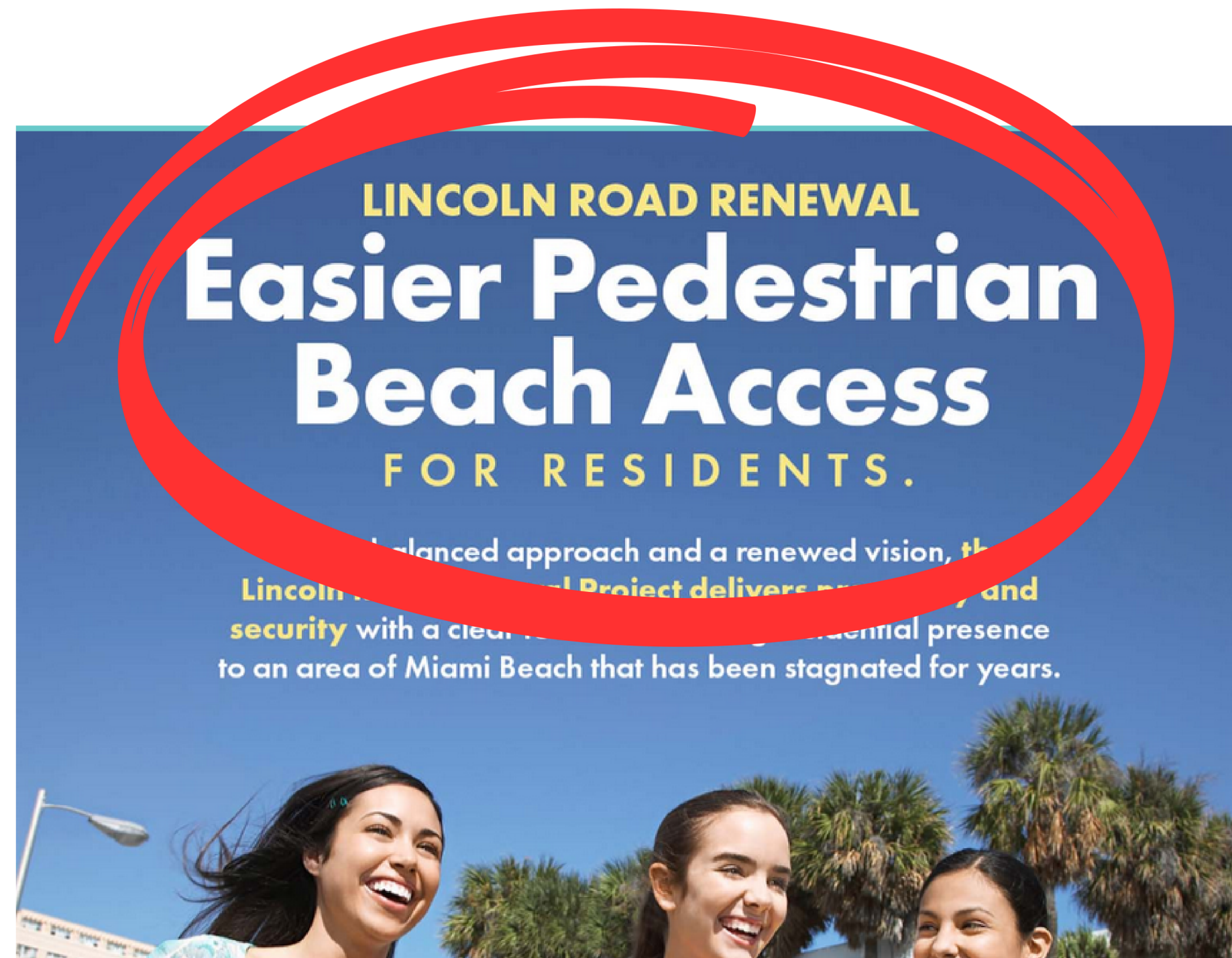




HPB23-0575
September 12, 2023



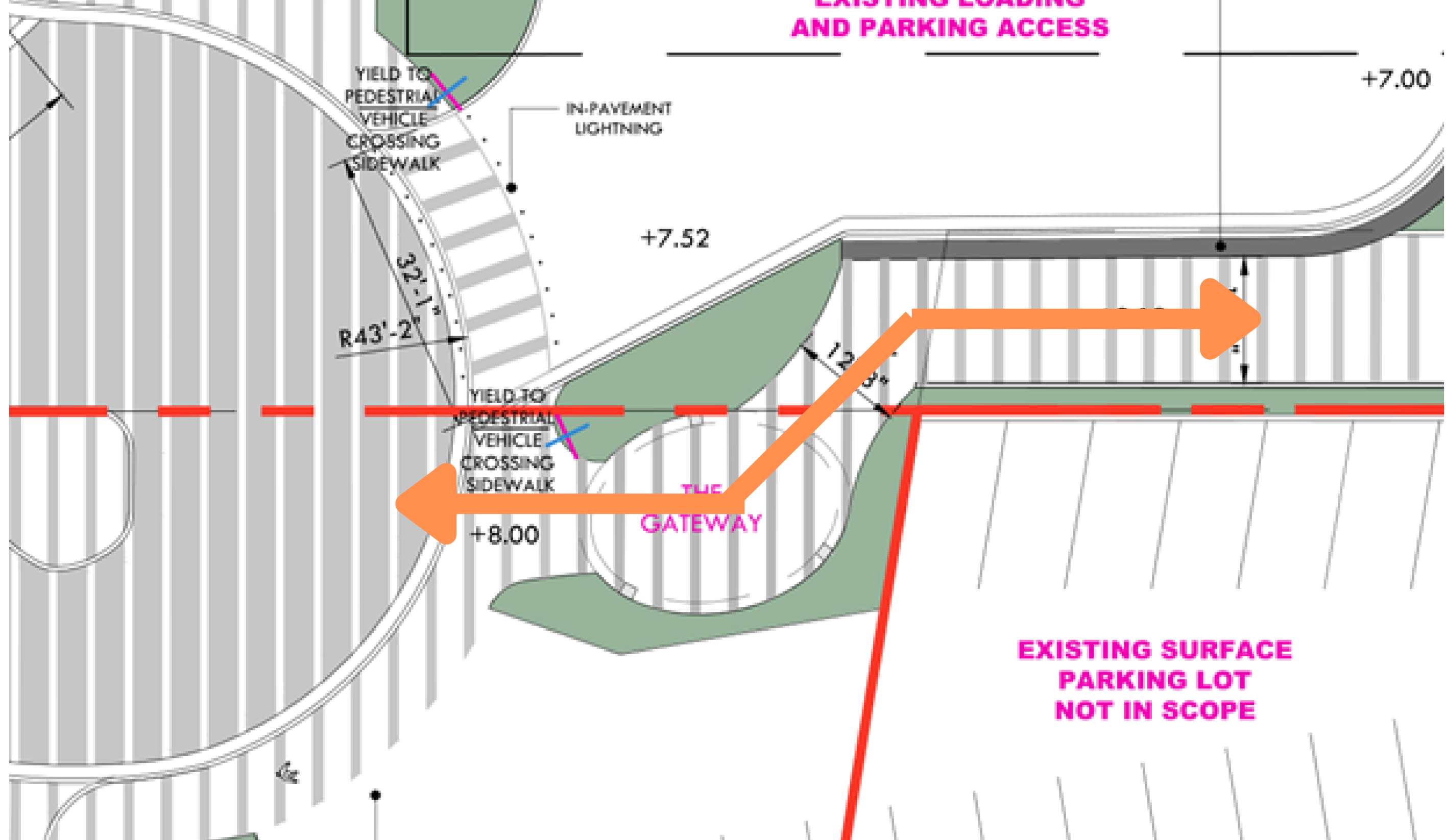
Staff Analysis

Staff is extremely supportive of the proposed improvements to this highly traveled corridor which will enhance the pedestrian experience and will reduce potential conflicts with pedestrians, bicyclists, and vehicles. The proposed plan will also substantially improve the existing loading conditions of the hotel. Additionally, staff appreciates the design of the decorative paving pattern proposed for the vehicular and pedestrian surfaces which has been inspired by the Morris Lapidus piano key design of Lincoln Road Mall.

At the end of the Lincoln Road right-of-way, the applicant is proposing to introduce a gateway element inspired by the Morris Lapidus designed folly structures of the Lincoln Road Mall. This gateway area also serves as the connection between Lincoln Road and the Beachwalk. Staff is generally supportive of the gateway design; however, staff recommends that the paving be expanded to the north to provide a safer and smoother transition (especially for bicyclists) from Lincoln Road to the Beachwalk.

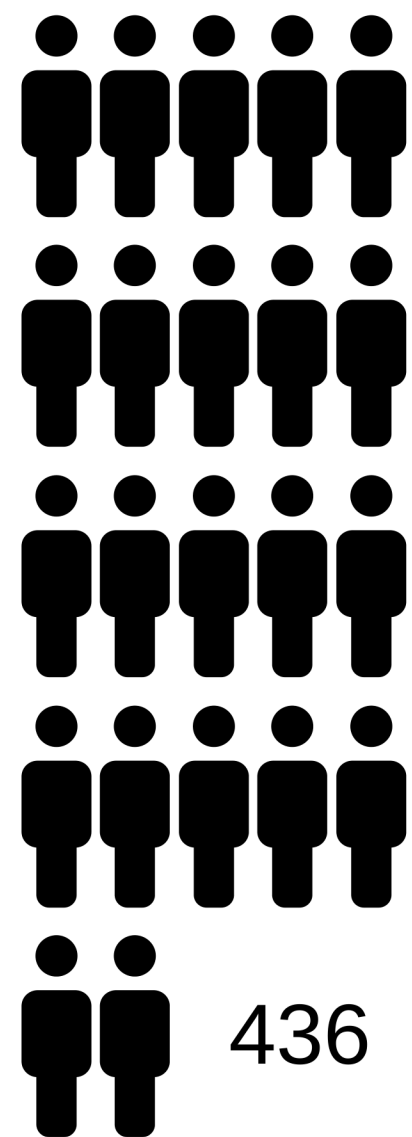
Draft Conditions

1. Revised elevation, site plan and floor plan drawings shall be submitted and, at a minimum, such drawings shall incorporate the following:
 - a. The pedestrian walkway paving shall be expanded to the north of the gateway structure to provide a smoother transition from Lincoln Road to the path to the Beachwalk, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board.
 - b. The final design and details of the roadway configuration and on street parking and loading spaces shall be provided, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board and shall be subject to the review and approval of the Transportation and Parking Departments and all other applicable departments.
 - c. The applicant shall revise the lane marking to remove the right-turn markings shown on the outside lane into the Decoplage Condominium in a manner to for all the design vehicles while keeping the traffic circle to the minimum radius and maximizing the pedestrian sidewalk width. In addition, the applicant shall modify the landscaping to minimize the deflection angle near the gateway, in a manner to be reviewed and approved by staff consistent with the Certificate of Appropriateness Criteria and/or the directions from the Board and all other applicable departments.



generally supportive of the gateway design; however, staff recommends that the paving be expanded to the north to provide a safer and smoother transition (especially for bicyclists) from Lincoln Road to the Beachwalk.

Ritz Carlton Loading Dwy & Lincoln Rd

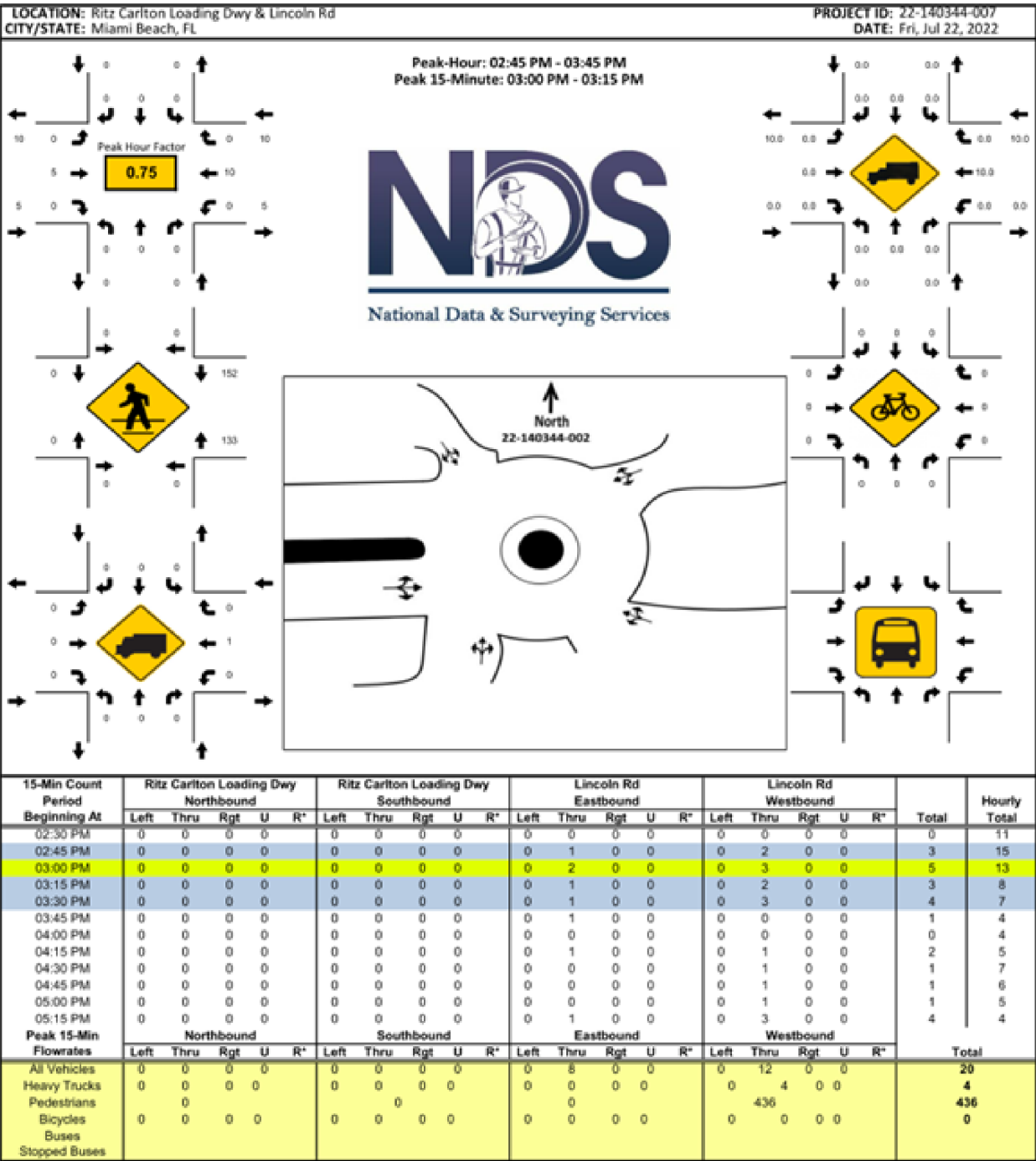


20



4

Peak 15-Min Flowrates	Total
All Vehicles	20
Heavy Trucks	4
Pedestrians	436
Bicycles	0
Buses	
Stopped Buses	

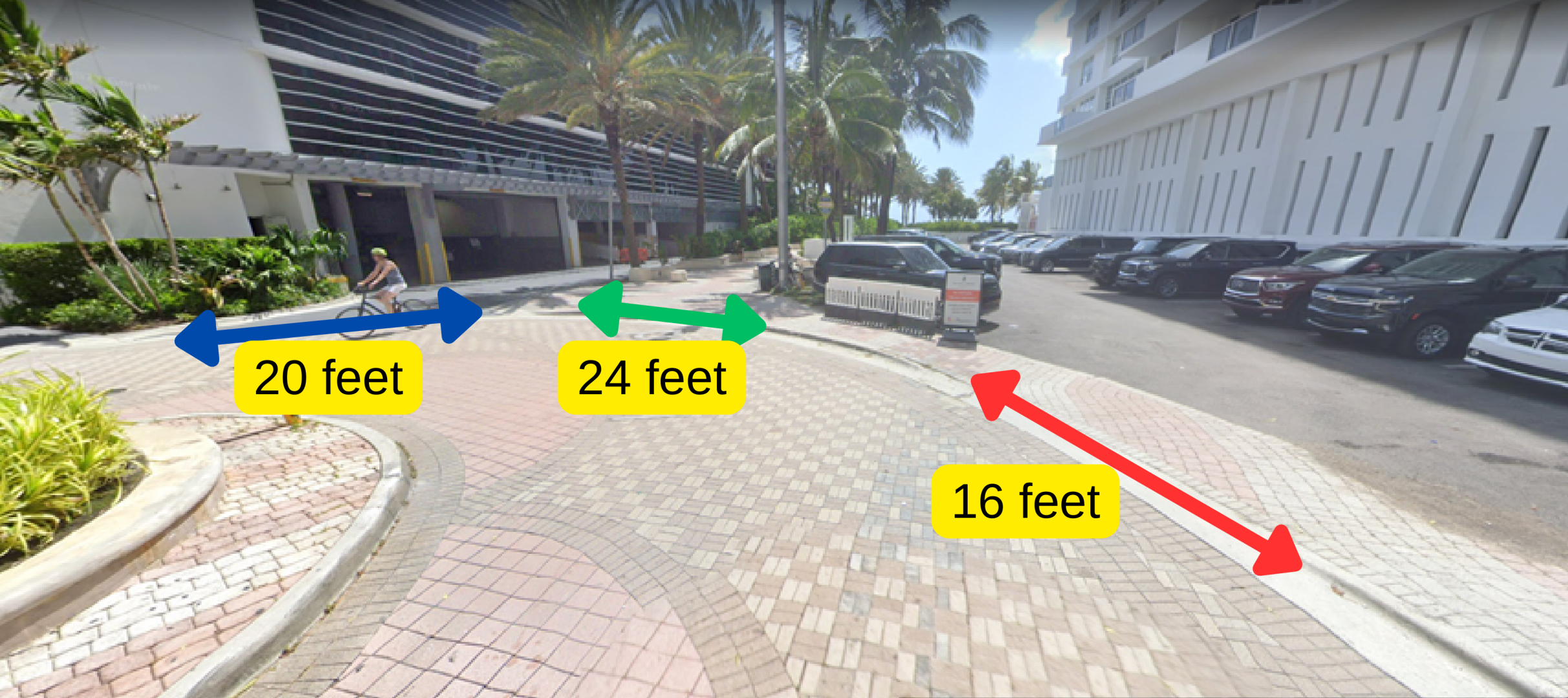


Page 79, Traffic Study

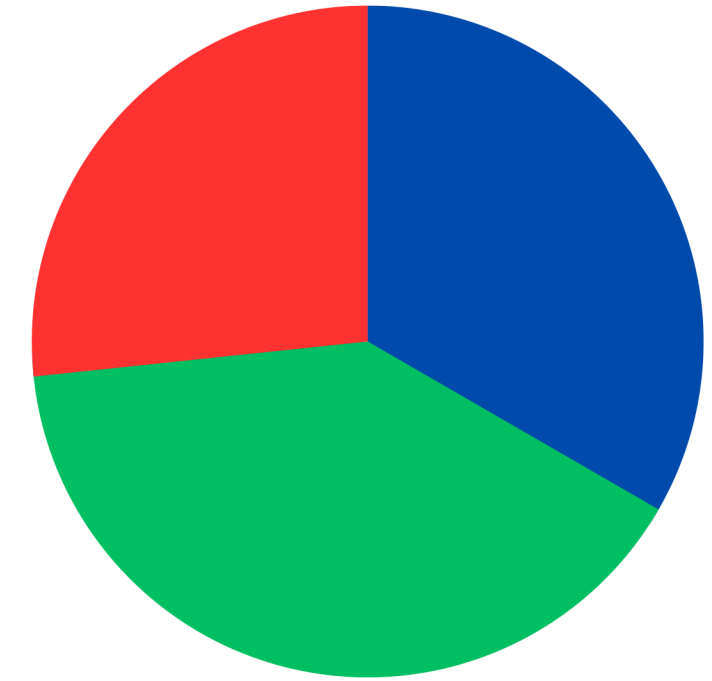
= 20 people

= 20 cars

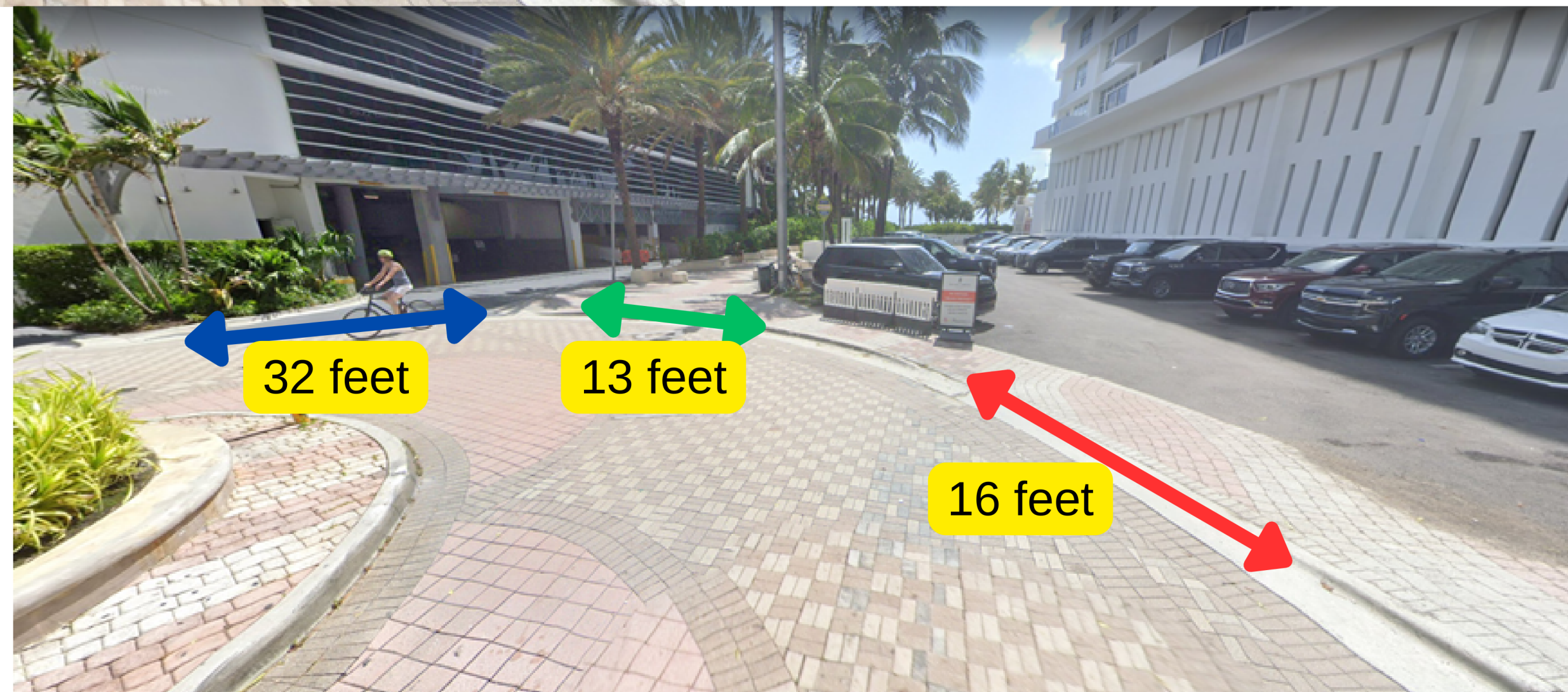
= 20 trucks



Present



Proposed

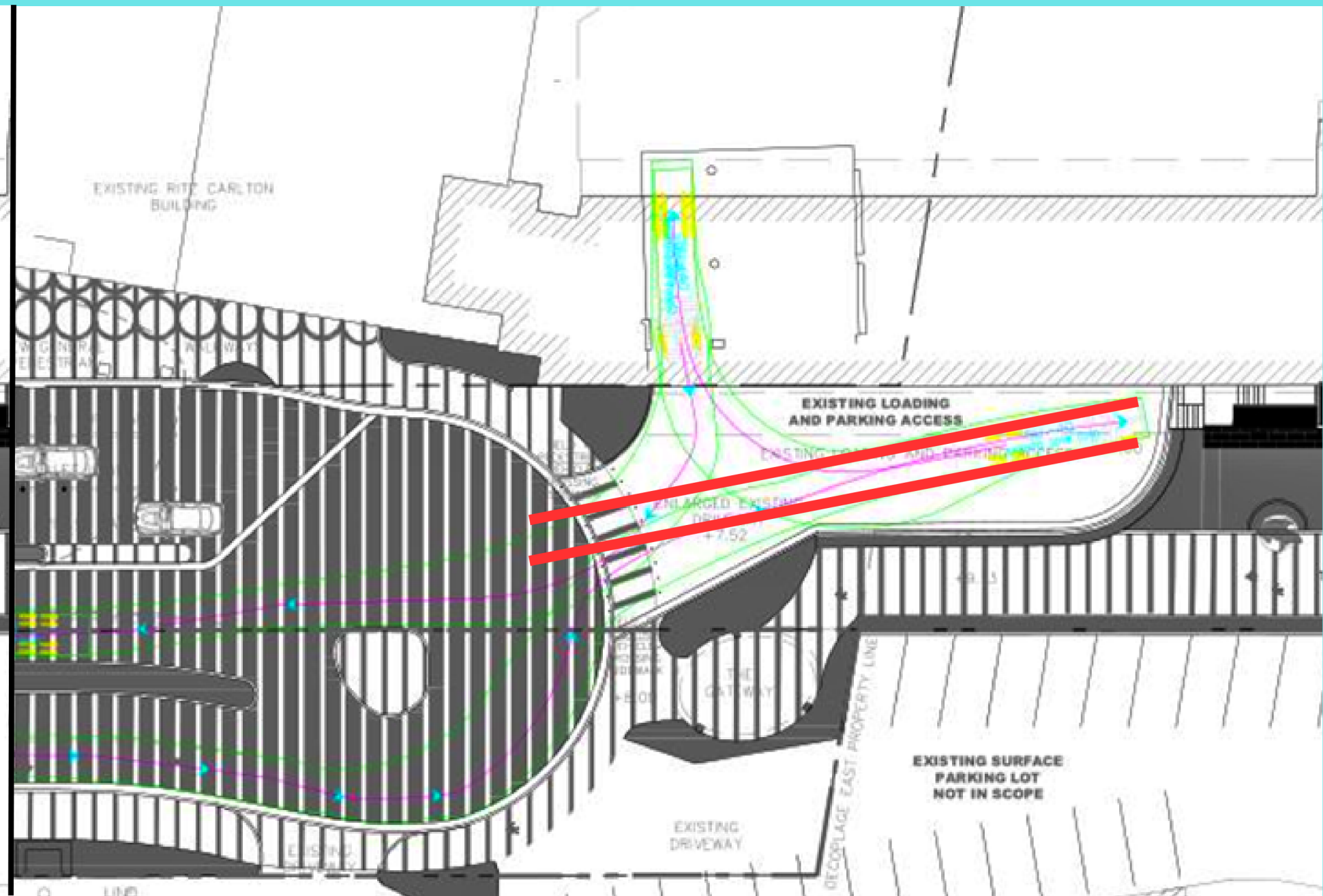
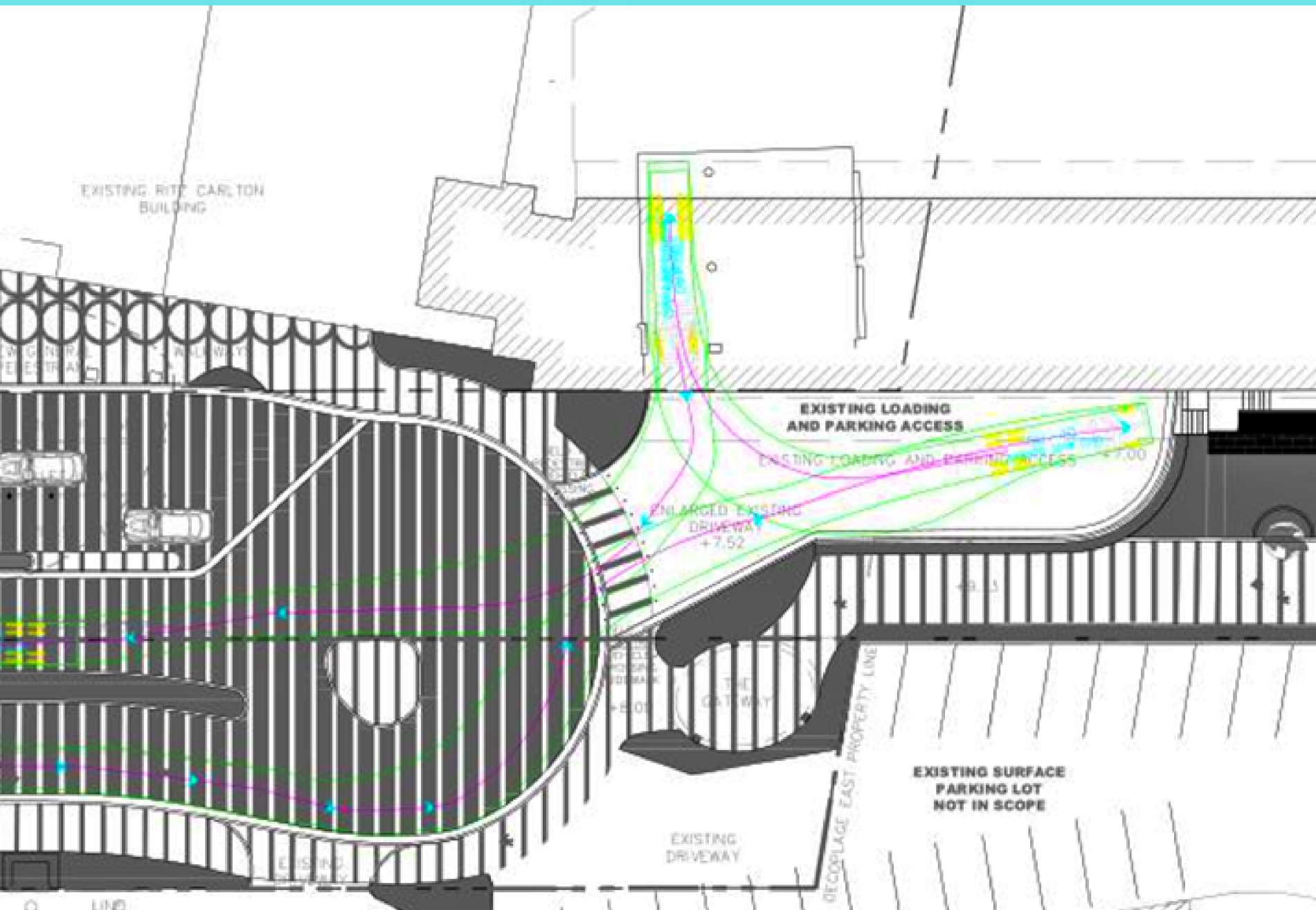


Maneuverability Analysis (SU40)

Page 222, Traffic Study

32 Feet (Proposed)

Less Than 32 Feet
(Alternative)



Continue application:

Direct applicant to work with stakeholders & staff to refine street-end design to be more appropriate and balanced than proposed

4,000 pedestrians per day

Among the busiest beach and beachwalk entrances that deserves a design that prioritizes pedestrians – and meets or exceeds current conditions

Loading Driveway width increases from 20' to 32'

Beach access path, at street end, decreases from approx. 24' to 13'