

**REQUEST:** Site Plan Level III Review; 45-unit multi-family residential development with Yard Modifications; Waterway Use; Conditional Use.

<b>Case Number</b>	R14033	
<b>Applicant</b>	920 Intracoastal Inc.	
<b>General Location</b>	West side of Intracoastal at 920 Intracoastal Drive	
<b>Property Size</b>	33,122 square feet / .76 acres	
<b>Zoning</b>	Residential Multifamily 60 units/acre (RMH-60)	
<b>Existing Use</b>	2-story multi-family residential building	
<b>Future Land Use Designation</b>	High	
<b>Applicable ULDR Sections</b>	47-23.8 Waterway Use 47-23.11 Modification of Required Yards 47-24.3 Conditional Use 47-25.2 Adequacy Requirements 47-25.3 Neighborhood Compatibility Requirements	
	<b>Required</b>	<b>Proposed</b>
<b>Building Height</b>	150' maximum *	227' / 20 stories
<b>Structure Length</b>	No maximum	160'
<b>Parking</b>	94.5 spaces	95 spaces
<b>Setbacks / Yards</b>	<b>Required</b>	<b>Proposed</b>
Front	227'/2 = 113'-6"	6'-6"
Side (N)	227'/2 = 113'-6"	20'
Side (S)	227'/2 = 113'-6"	20'
Setback from Intracoastal	20' minimum	20'
<b>Notification Requirements</b>	Sign Notice 15 days prior to meeting	
<b>Action Required</b>	Approve, Approve with Conditions, or Deny	
<b>Project Planner</b>	Randall Robinson, Planner II	

\* Conditional use approval required for heights greater than 150 feet, up to 300 feet.

**PROJECT DESCRIPTION:**

The applicant proposes to construct a residential project consisting of forty-five (45) multifamily units, located on the west side of the Intracoastal Waterway at 920 Intracoastal Drive. The development consists of a twenty-story (227-foot) structure, which includes parking on the second, third and fourth floors and residential units on the remaining floors above. The applicant is requesting 20-foot side yard setbacks and a 6'-6" front yard setback as part of the request.

**PRIOR REVIEWS:**

The Development Review Committee reviewed the proposal on July 8, 2014. All comments have been addressed. The project was presented to the Historic Preservation Board on August, 4, 2014, as an informational item due to its proximity to the Bonnet House property. There were no significant issues raised by the Board. The Historic Preservation Board Meeting minutes are attached as Exhibit 1.

**REVIEW CRITERIA:**

**Conditional Use:**

The proposed tower is 227' in height. Developments in the RMH-60 zoning district greater than 150' up to 300' in height are subject to a Conditional Use permit.

The following review criteria shall be applied in considering an application for a conditional use permit:

1. Impact on abutting properties as evaluated under the Neighborhood Compatibility Requirements, Sec. 47-25.3

Please refer to the Adequacy & Neighborhood Compatibility Section below for analysis.

2. Access, traffic generation and road capacities. Consideration will be given to the design capacity of the adjacent roadways, the particular traffic generation characteristics of the proposed conditional use, including the type of vehicular traffic associated with such uses, and traffic generation characteristics of other uses permitted in particular zoning districts.

With a net increase of 29 units from what currently exists in the 2-story multi-family residential development on the site, the project will have limited impacts on the overall traffic generation as the area roadway network can adequately serve the additional trips generated by the project per the applicant's traffic analysis. A Traffic Impact Statement, dated August 2014 (provided as Exhibit 2) and prepared by Cathy Sweetapple & Associates concluded that, based on the proposed use, the daily project trips fall below the threshold requiring a separate traffic impact study.

3. The applicant must show and it must be found by the reviewing body that the following have been met:
  - a. The location of the use or structure is not in conflict with the City's Comprehensive Plan;
  - b. Off-site or on-site conditions exist which reduce any impact of permitting the use or structure;
  - c. On-site improvements have been incorporated into the site plan, which minimize any adverse impacts as a result of permitting the use or structure;
  - d. The location of the use in proximity to a similar use does not impact the character of the zoning district in which the use is located;
  - e. There are no adverse impacts of the use which affect the health, safety and welfare of adjacent properties.

The property is located in the RMH-60 zoning district with a Residential-High land use designation and is adjacent to other higher-density residential and hotel uses, and flanked by high-rise buildings to its north and south along the Intracoastal Waterway. Multi-family residential development is a permitted use and is generally compatible with other existing waterfront high-rise developments along the Intracoastal Waterway.

In comparison to other adjacent high-rise developments, including the *Corinthian* and *Double Tree* projects, the building mass and scale is less with a floor plate size of 9,994 square feet resulting in less overall impact on shadows, light and air, and creating a transitional infill redevelopment in the existing context of the built environment and surroundings.

The overall public realm experience at the ground level will be significantly improved over the existing environment. Perpendicular parking will be eliminated in favor of a 5-foot wide sidewalk lined with canopy trees and landscaping, reducing the amount of asphalt and improving pedestrian connectivity. The lobby entry provides for a presence at the street level. The project's trash and service facility will be fully-enclosed within the building.

The applicant has provided a narrative, included with each set of plans, addressing the criteria of *Section 47-24.3, Conditional Use*. A conditional use permit shall not take effect nor shall a building permit be issued until thirty (30) days after approval, and only if no motion is adopted by the City Commission seeking to review the application.

**Modification of Required Yards:**

Pursuant to ULDR Section 47-23.11, the Planning and Zoning Board shall consider a request to modify the required yards as specified in the Table of Dimensional requirements within the RMH-60 residential zoning district, and may change such minimum yard requirements, provided that the following additional criteria for such approval are met:

1. By adjusting the location of the structure on the site, an architectural and/or engineering study can graphically prove that a superior site development as relating to shadows will result from such adjustment; or

2. By adjusting the location of the structure on the site when the site abuts the Intracoastal Waterway or other permanent public open space, land or water and it is found that allowing a reduction is compatible with adjacent properties, as defined in this section; or
3. By adjustment of yards it is found that:
  - a. There is continuity of yards between the proposed development and adjacent properties; and
  - b. There is continuity of architectural features with adjacent properties which encourages public pedestrian interaction between the proposed development and the public street; or instead of subsections A.3.a and b, it is found that;
  - c. There is continuity of architectural features with adjacent properties. Architectural features include but are not limited to those listed in subsection A.3.e; and
  - d. There is continuity of urban scale with adjacent properties. Urban scale includes height, proximity to street front and relationship of building size to the lot size;
  - e. In addition to the reduction in minimum yards meeting subsections A.3.a and b or subsections A.3.c and d, the development includes a minimum of four (4) of the following architectural features: Terracing; variation in rooflines; cantilevering; angling; balconies; arcades; uniform cornice heights; color and material banding; building mass changes; courtyards; plazas and landscaped areas which encourage pedestrian interaction between the development site and a public street.
4. In addition to subsection A.1, 2, or 3 the following shall be met:
  - a. The applicable minimums pertaining to all other zoning requirements applicable to the development are met.
  - b. A structure with a required yard proposed to be modified that is located on a development site abutting or separated only by a right-of-way from the Intracoastal Waterway or other permanent public open space, land or water shall not cast a shadow that exceeds fifty percent (50%) of such public water or land area at any time between the hours of 9:00 a.m. and 5:00 p.m. on March 21 (vernal equinox). For sites along the Atlantic Ocean, the public area subject to review shall be the sandy beach westward of the mean high water line as defined in Section 47-2, Measurements. The public open space, land or water as described in this section shall be measured by extending a line from the points where the property lines intersect at the corners of the development site abutting the public area or separated from the area by a right-of-way, and extending those lines across the public area perpendicular to the development site.
  - c. That the intent and spirit of the dimensional regulations, of the applicable district concerning yards as relating to air, light and shadow is maintained.

*Aquablu* Tower is generally compatible with adjacent properties along the Intracoastal Waterway in terms of building mass and scale including height, setbacks and overall volume and has greater side and rear setbacks than the adjacent condominium directly to its north. The building provides additional setback above the parking pedestal. There is continuity of yards between the proposed project and adjacent properties. The side and rear yards of the project are 20 feet. The pedestal is set back 25 feet from the front property line. The project includes a sidewalk, landscaping and pedestrian amenities that encourage interaction between the project and the street.

There is continuity of architectural features with adjacent properties. The adjacent buildings include other residential towers abutting the Intracoastal Waterway. Architectural features of the project include a sculptural entry canopy, curved balconies, colored eyebrows, decorative bronze screens and cantilevered roofs. There is also continuity of urban scale with the adjacent properties. The project is significantly smaller than the adjacent condominium to the north, and has a less imposing relationship to its lot and the Intracoastal Waterway, affording more light and air to the ground below and offering opportunities for views to the waterway.

The architectural features of the project include terracing at the 5<sup>th</sup> level, variations in balcony design and roof line, cantilevering of the roof, continuous balconies at each level, uniform cornice heights, architectural screening of the parking pedestal facing the Waterway, and landscaping in all yards that encourages pedestrian interaction along the street and Waterway.

Due to its tower design and broad setbacks the development does not cast a shadow that exceeds the centerline of the Intracoastal Waterway at any time between the hours of 9:00 a.m. and 5:00 p.m. on March 21 (vernal equinox), meeting the intent of the dimensional regulations of the RMH-60 zoning district concerning yards as relating to maintaining air, light and limiting shadow impacts.

**Waterway Use:**

Pursuant to ULDR Section 47-23.8, Waterway Use, developments abutting waterways shall be designed to preserve the character of the neighborhood in which they are located, harmonize with other development in the area, and protect and enhance the scenic quality and tranquility of the waterways. This section also requires a twenty-foot (20') landscaped yard adjacent to the existing bulkhead line.

The Project preserves the character of the neighborhood through the addition of residential uses that will complement the residential and commercial uses in the immediate area. In addition, the site provides extensive landscaping around the perimeter and outdoor recreational areas along the waterway consistent with residential and hotel developments in the area. The project includes a 20 foot wide landscaped yard at the bulkhead line.

The project preserves views to the waterway by providing for sufficient side yard setbacks and incorporating landscaping improvements that afford light and air as well as views to the waterway. The project also incorporates ground level treatments and amenities that provide for transparency and views to the waterway.

**Adequacy and Neighborhood Compatibility**

The neighborhood compatibility criteria include performance standards requiring developments to be “compatible with, and preserve the character and integrity of adjacent neighborhoods... include improvements or 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... These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts...”

The proposed use of the property as a residential development is generally compatible with the existing uses and pattern of development in the area. The neighborhood is characterized by residential uses consisting of a 23-story condominium to the north, a 16-story condominium and two-story multifamily buildings to the south, the Bonnet House property across the Intracoastal Waterway to the east and two-story multifamily buildings to the west. The buildings location along the block that borders the Intracoastal Waterway is directly in context of buildings with a similar mass and scale.

The project incorporates improvements that include parking accommodations in a fully-screened parking garage. Access to the building is from the north side driveway, while the south side driveway provides access for trash and other services. The building faces the street across a landscaped plaza, mitigating the scale at the pedestrian level. The rectilinear character of the tower relates to similar buildings in the existing context. The applicant proposes to install landscaping along the perimeter of the project to further enhance the area. The landscaping consists of a mixture of shade trees, palm trees and ground vegetation.

The project preserves views to the waterway by providing clear glass treatments and open spaces throughout the ground floor. Balconies and generous glass treatment help to reduce the impact of building mass and activate the building façade. Distinctive parking garage screens and other architectural features animate the building. A human-scaled vehicular drop-off area that also allows for pedestrian access is included, while trash disposal is fully internalized within the building. Proposed site improvements include enhancements to the streetscape with new sidewalks and street trees, creating a more inviting pedestrian experience where it does not currently exist.

The applicant has submitted narratives regarding the project’s compliance with Section 47-25.2, Adequacy Requirements, and Section 47-25.3, Neighborhood Compatibility Requirements, also attached with the site plan and submittal material, to assist the Board in determining if the proposal meets these criteria.

### **Parking and Circulation**

Vehicular ingress and egress to the site is provided from Intracoastal Drive. A total of 95 parking spaces are required for the proposed uses, as follows:

As per ULDR Sec. 47-20, Parking Requirements:

Residential					
3 bedroom	2.1/unit	@ 45 units	=	94.5	
<b>TOTAL:</b>				<b>95</b>	parking spaces required

The applicant is proposing to provide 95 parking spaces. A one-way drive serves the drop off area in the front of the building. The project includes two five-foot wide walkways accessing the main entrance of the building to the sidewalk.

In the place of existing perpendicular parking, pedestrian improvements include a new 5-foot wide sidewalk and canopy trees. The vehicular drop-off lane is treated with specialty paving material to give the appearance of a pedestrian entry plaza when cars are not present. The walkways connecting the sidewalk to the entrance will be flush with the drop-off lane to further lessen the vehicular impact.

There is a net increase of 29 units from what currently exists in the 2-story multi-family residential development on the site, resulting in limited impacts on the overall traffic generation for the area roadway network. A Traffic Impact Statement, dated August 2014 (Exhibit 2) and prepared by Cathy Sweetapple & Associates concluded that, based on the proposed use, the daily project trips fall below the threshold requiring a separate traffic impact study, indicating that the existing street network can adequately serve the additional trips generated by the project.

### **Comprehensive Plan Consistency**

The proposed development is consistent with the City's Comprehensive Plan in that the residential use and density proposed are allowed in the Residential-High land use category.

### **STAFF FINDINGS:**

Staff recommends the Board approve this request with conditions as stated further below, and consistent with:

- ULDR Section 47-23.8, Waterway Use
- ULDR Section 47-23.11, Modification of Required Yards
- ULDR Section 47-24.3, Conditional Use
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

### **CONDITIONS OF APPROVAL:**

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

1. If approved, the residential units are subject to School Board of Broward County public school concurrency review and mitigation. As applicable, applicant shall provide a student mitigation satisfaction letter from the Broward County School Board prior to Final DRC approval.
2. 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.

### **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 III 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 III 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 III permit.

**EXHIBITS:**

1. Historic Preservation Board Meeting minutes, 8-4-14
2. Traffic Impact Statement, August 2014, Cathy Sweetapple & Associates

**DRAFT**  
**HISTORIC PRESERVATION BOARD**  
**CITY OF FORT LAUDERDALE**  
**MONDAY, AUGUST 4, 2014 - 5:00 P.M.**  
**FIRST FLOOR COMMISSION CHAMBER**  
**100 NORTH ANDREWS AVENUE**  
**FORT LAUDERDALE, FLORIDA**

<b><u>Board Members</u></b>	<b><u>Attendance</u></b>	<b><u>Cumulative Attendance</u></b>	
		<b><u>6/2014 through 5/2015</u></b>	
		<b><u>Present</u></b>	<b><u>Absent</u></b>
David Kyner, Chair	P	2	0
George Figler, Vice Chair	P	2	0
Brenda Flowers	A	1	1
Joyce Gardner	P	1	0
Marie Harrison	A	1	1
Timothy Lyons	P	2	0
Marilyn Mammano	P	2	0
Christopher McDonald	P	1	1
Phillip Morgan [arrived 5:05]	P	2	0
Carol Lee Ortman	P	2	0
Alexandria Scherer	P	1	1

**City Staff**

Merrilyn Rathbun, Fort Lauderdale Historical Society, Consultant to HPB  
 Lynda Crase, Board Liaison  
 Linda Mia Franco, AICP, Historic Preservation Board Liaison  
 Dwayne Spence, Assistant City Attorney  
 Jamie Opperlee, Recording Secretary, Prototype Inc.

**Communication to the City Commission**

None.

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### **I. Call to Order/Pledge of Allegiance**

Chair Kyner called the meeting of the Historic Preservation Board to order at 5:01 p.m.

Roll was called and it was determined a quorum was present.

### **II. Determination of Quorum/Approval of Minutes of July, 2014 Meeting**

Ms. Mammano asked that the minutes include the statement that cases such as the second case should be handled administratively in the future, as proposed in the Historic Ordinance Rewrite

**Motion** made by Ms. Ortman, seconded by Ms. Mammano, to approve the minutes of the Board's July, 2014 meeting as amended. In a voice vote, motion passed unanimously.

### **III. Public Sign-in/Swearing-In**

All members of the public wishing to address the Board on any item were sworn in.

### **IV. Agenda Items:**

1.

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<b>Case</b>	H14009	<b>FMSF #</b>	
<b>Applicant</b>	Daniel Acevedo, All Construction Systems		
<b>Owner</b>	Villas Las Olas Tr., Militzok & Levy PA Trustees		
<b>Address</b>	729 W Las Olas Blvd		
<b>General Location</b>	NE corner of W. Las Olas Boulevard and SW 8 <sup>th</sup> Avenue		
<b>Legal Description</b>	BRYANS SUB OF BLK 22 FT LAUD 1-29 D LOT 34,36		
<b>Request(s)</b>	<b>Certificate of Appropriateness for Alteration</b> <ul style="list-style-type: none"><li>• Renovation of two existing buildings with seven (7) apartments.</li></ul> <b>Certificate of Appropriateness for yard reduction</b> <ul style="list-style-type: none"><li>• Requesting yard reduction for the side yard setback from 11'-6" to 5'-5" to build a laundry room.</li></ul>		
<b>Commission District</b>	<b>2</b>		

Mr. Morgan arrived at 5:05.

Ms. Rathbun read from her memo:

### **Property Background:**



The apartment complex at 729 W. Las Olas Boulevard was built as two separate Mission Revival buildings ca. 1925: the buildings are shown on the Fort Lauderdale Sanborn Fire Insurance Map for 1928. The two buildings, which originally had some commercial function, were repurposed as apartments in the late 1930s. The area between the buildings was landscaped and a central walkway, on which the apartments opened, was added. The buildings are contributing within the SBHD.

The Spanish influence was fashionable in the local architecture of the 1920s; Florida's rather simplified version of the Mission Revival style was appropriate for these buildings in this working class neighborhood. The Spanish influence was restricted to the modest crenellated roof parapet, peaked gable, canales (i.e. tile rainspouts), and the smooth stucco wall cladding.

**Description of Proposed Site Plan:**

The applicant proposes to rehab two 1920s apartment buildings in the SBHD. In his narrative the applicant states that the interiors of the buildings have been completely destroyed. He proposes to build 3 new apartments in the small building and 4 apartments in the large building. The applicant plans to reconstruct windows and doors in wood. The windows will be double hung as in the original. The proposed plan includes the construction of a laundry room. Originally, the applicant's proposal included significant stylistic changes to the exterior of the buildings, which impacted their historic character. These changes included significant change to the size of the parapet crenellations and the shape of the gable. The proposed design showed a large curved gable with a shaped coping, rather than the original smaller plain peaked gable. The applicant's plan also called for the addition of a belt course for which there is no historic evidence. The applicant proposed other undocumented changes such as hoods over windows and doors on the street elevation and a string course just above the foundation.

After discussion by the board the applicant agreed to defer his application to the August meeting in order to make appropriate changes to his plan. The applicant has returned today with his revised plan. All of the inappropriate changes from the first plan have been removed. At the board's suggestion, a pergola like structure that spanned the courtyard between the buildings and was attached to the buildings at the roofline was changed to a free standing pergola. There is historic evidence that the roof parapet and peaked gable had a Spanish tile coping; the applicant has agreed to restore the coping.

**Yard Reduction:**

The applicant requests a COA for a yard reduction to accommodate the construction of a laundry room. He requests a side yard setback from 11 feet 6 inches to 5 feet 5 inches.

**ULDR Section 47-17.5** - Application for yard and minimum distance separation reduction.

- A. Yards. The historic preservation board may authorize a reduction in yards and minimum distance separation requirements for residences located in RS-8, RML-25 and other residential zoning districts located within the SBHD when the historic preservation board finds a reduction in yards does not interfere with the light, air, and view of adjacent properties and:
1. Reducing the required yard is compatible with the yards or abutting properties and yards across from the yard proposed for reduction.
  2. the yards proposed to be reduced are consistent with the yards existing in connection with contributing structures in SBHD; or
  3. A reduction in the required yard is necessary to preserve a structural or landscaping feature found by the historic preservation board to contribute to the historical character of the SBHD; or
  4. In other residential zoning districts within the SBHD, the board may authorize yard reductions subject to criteria in subsections A.1 through 3 if the proposed use and dimensions of a development are the same as those permitted in the RS-8 and RML-25 zoning districts. Once a yard reduction or minimum distance separation requirement is approved, uses and structures in these zoning districts may not be altered without the issuance of a certificate of appropriateness

This reduction is appropriate under ULDR Section 47-17.5 as the addition will not interfere with the light, air or view of other properties in the SBHD.

- B.
1. RS-8 zoning district. Principal residential structures: Front yard: (15) feet.
  2. RML-25 zoning district. Principal residential structures: Front yard: fifteen (15) feet, side yard: five (5) feet, rear yard: fifteen (15) feet.
  3. RS-8 and RML-25 zoning district. Accessory structures: Rear yard: five (5) feet.
  4. Minimum distance between principal residential and accessory structure: five (5) feet, unless otherwise required by the South Florida Building Code.
  5. In other residential districts, when the use and dimensions meet the requirements of subsection A4, the yards may be reduced to the dimensions provided in subsections B1 through 4.

**Criteria for Certificate of Appropriateness:**

Pursuant to ULDR Section 47-24.11.C.3.c.i, in approving or denying applications for certificates of appropriateness for alterations, new construction, demolition or relocation, the HPB shall use the following general criteria:

**ULDR Section 47-24.11.C.3.c.i**

- a) The effect of the proposed work on the landmark or the property upon which such work is to be done;

Consultant Response: There will be no adverse effect.

- c) The extent to which the historic, architectural, or archeological significance, architectural style, design, arrangement, texture, materials and color of the landmark or the property will be affected;

Consultant Response: There will be no adverse effect.

- f) Whether the plans comply with the "United States Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."

Consultant Response: See below. See below. The applicant's revised proposal meets this criterion.

From the "United States Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings:

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

In addition, pursuant to ULDR Section 47-17.7.A, the Sailboat Bend Historic District material and design guidelines shall be read in conjunction with the existing guidelines provided in this section and shall be utilized as additional criteria for the consideration of an application for a certificate of appropriateness for new construction, alterations, relocation, and demolition.

In each of the following sections below, relevant to the specific request being made, a description of the architectural features corresponding to the material & design guidelines as outlined in the ULDR (47-17.7.B), is provided for both the existing buildings and the proposed new construction.

In addition to the General Criteria for obtaining a COA, as outlined above, pursuant to ULDR Section 47-17.7.A, the Board must consider the following material and design guidelines to identify existing features of a structure which conform to the guidelines and determine the feasibility of alternatives to the demolition of a structure:

**ULDR Section 47-17.7.B**

**1. Exterior building walls.**

a. Materials and finish.

- i. Stucco: float finish, smooth or coarse, machine spray, dashed or troweled.
- ii. Wood: clapboard, three and one-half (3 1/2) inches to seven (7) inches to the weather; shingles, seven (7) inches to the weather; board and batten, eight (8) inches to twelve (12) inches; shiplap siding smooth face, four (4) inches to eight (8) inches to the weather.
- iii. Masonry: coral, keystone or split face block; truncated or stacked bond block.

Consultant Response: The applicant requests:

**Exterior building walls**

b. Materials and finish.

i. Stucco

**2. Windows and doors.**

a. Materials.

- i. Glass (clear, stained, leaded, beveled and non-reflective tinted).
- ii. Translucent glass (rear and side elevations only).
- iii. Painted and stained wood.
- iv. Aluminum and vinyl clad wood.
- v. Steel and aluminum.
- vi. Glass block.
- vii. Flat skylights in sloped roofs.
- viii. Domed skylights on flat roofs behind parapets.

b. Configurations.

- i. Doors: garage nine (9) feet maximum width.
- ii. Windows: square; rectangular; circular; semi-circular; semi-ellipse; octagonal; diamond; triangular; lited only to gable ends.

c. Operations.

- i. Windows: single and double hung; casement; fixed with frame; awning; sliders (rear and side only); jalousies and louvers.

d. General.

- i. Wood shutters sized to match openings (preferably operable).
- ii. Wood and metal jalousies.
- iii. Interior security grills.
- iv. Awnings.
- v. Bahama shutters.
- vi. Screened windows and doors.

Consultant Response: The applicant requests:

**Windows and doors.**

a. Materials.

- iii. painted and stained wood

b. Configurations

- ii. square; rectangular

c. Operations.

- i. Windows: single and double hung

d. General.

- i. Wood shutters sized to match openings (preferably operable)

**3. Roofs and gutters.**

a. Roof--materials.

- i. Terra cotta.
- ii. Cement tiles.
- iii. Cedar shingles.
- iv. Steel standing seam.
- v. 5-V crimp.
- vi. Galvanized metal or copper shingles (Victorian or diamond pattern).
- vii. Fiberglass/asphalt shingles.

- viii. Built up roof behind parapets.
- b. Gutters.
  - i. Exposed half-round.
  - ii. Copper.
  - iii. ESP aluminum.
  - iv. Galvanized steel.
  - v. Wood lined with metal.
- c. Configurations.
  - i. Roof: The pitch of new roofs may be matched to the pitch of the roof of existing structures on the lot. Simple gable and hip, pitch no less than 3:12 and no more than 8:12. Shed roofs attached to a higher wall, pitch no less than 3:12. Tower roofs may be any slope. Rafters in overhangs to be exposed. Flat with railings and parapets, where permitted, solar collectors and turbine fans at rear port.

Consultant Response: The applicant requests

**Roofs and gutters**

- a. Roof--materials.
  - viii. Built up roof behind parapets
- b. Gutters.
  - iii. ESP aluminum

**4. Outbuildings.**

- d. Materials and finish.
  - i. Stucco: float finish, smooth or coarse, machine spray, dashed or troweled.
  - ii. Wood: clapboard, three and one-half (3 1/2) inches to seven (7) inches to the weather; shingles, seven (7) inches to the weather; board and batten, eight (8) inches to twelve (12) inches; shiplap siding smooth face, four (4) inches to eight (8) inches to the weather.
  - iii. Masonry: coral, keystone or split face block; truncated or stacked bond block.

Consultant Response: n/a

**5. Garden walls and fences.**

- e. Materials and style.
  - i. Stucco: float finish, smooth or coarse, machine spray, dashed or troweled.
  - ii. Wood: picket, lattice, vertical wood board.
  - iii. Masonry: coral, keystone or split face block; truncated or stacked bond block.
  - iv. Metal: wrought iron, ESP aluminum, green vinyl coated chain link.
- f. Configurations.
  - i. Front: spacing between pickets maximum six (6) inches clear.

Consultant Response: The applicant requests

**Garden walls and fences.**

Metal: wrought iron, ESP aluminum, green vinyl coated chain link.

Ms. Rathbun stated the applicant's materials meet the guidelines.

**Request No. 1- COA for Alterations:**

The applicant is requesting a certificate of appropriateness for alterations to two structures.

In addition to the General Criteria for obtaining a COA and the Material and Design Guidelines, as previously outlined, pursuant to ULDR Section 47-24.11.C.3.c.ii, the Board must consider the following additional criteria specific to alterations, taking into account the analysis of the materials and design guidelines above:

“Additional guidelines; alterations. In approving or denying applications for certificates of appropriateness for alterations, the board shall also consider whether and the extent to which the following additional guidelines, which are based on the United States Secretary of the Interior's Standards for Rehabilitation, will be met.”

**ULDR Section 47-24.11.C.3.c.ii**

a) Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose;

Consultant Response: There is no change for the use of the property.

b) The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible;

Consultant Response: The applicant's proposal meets this criterion.

c) All buildings, structures, and sites shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged;

Consultant Response: The applicant's proposal meets this criterion.

**Summary Conclusion:**

The applicant's revised proposal meets the criteria of the historic ordinance; it should be approved.

David Presser, representing the applicant, said they had listened to the Board's comments the previous month and changed the plans accordingly.

Chair Kyner opened the public hearing portion of the meeting. As no one spoke, Chair Kyner closed the public hearing and brought discussion back to the Board.

Chair Kyner thanked Mr. Presser for taking the Board's advice and said they had done a very good job. Mr. Presser thanked Ms. Rathbun for meeting with their architect to discuss the plans.

**Motion** made by Mr. Figler, seconded by Ms. Ortman, to approve the application for a Certificate of Appropriateness for alteration as presented. In a voice vote, motion passed unanimously.

**Motion** made by Ms. Mammano, seconded by Mr. Figler, to approve the application for a Certificate of Appropriateness for yard reduction as presented. In a voice vote, motion passed unanimously.

**2.**

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<b>Case</b>	H14011	<b>FMSF #</b>	
<b>Applicant</b>	<i>Tiffany Lyons, Oakhurst Signs</i>		
<b>Owner</b>	<b>GS Exchange LLC</b>		
<b>Address</b>	115 NE 3 <sup>rd</sup> Avenue		
<b>General Location</b>	SW corner of NE 3 <sup>rd</sup> Avenue and NE 2 <sup>nd</sup> Street		
<b>Legal Description</b>	GEO M PHIPPENS SUB LOT 3-6 BLK 1,3-10 BLK 14 FT LAUD B-146 D LOT 2 LESS ST. RW 4,6,8,10 BLK E LESS N 5' THEREOF		
<b>Existing Use</b>	Multi-family dwelling		
<b>Proposed Use</b>	Multi-family dwelling		
<b>Applicable ULDR Sections</b>	47-24.11.C.3.c.i, 47-24.11.C.3.c.ii, 47-22.3N		
<b>Request(s)</b>	<ol style="list-style-type: none"> <li>1. <b>Certificate of Appropriateness for Alteration</b> <ul style="list-style-type: none"> <li>• <b>Install illuminated wall blade sign</b></li> </ul> </li> </ol>		

(DEFERRED FROM JULY 7, 2014 – As of July 24, 2014, the applicant has requested to WITHDRAW this application and will be submitting a new application for wall signage in the near future.)

Withdrawn.

**3.**

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<b>Case</b>	H14012	<b>FMSF #</b>	
<b>Applicant</b>	<b>Lawrence Johnson/Russell Johnson</b>		
<b>Owner</b>	<b>Lawrence Johnson/Russell Johnson</b>		
<b>Address</b>	1001 SW 4 <sup>th</sup> Street		
<b>General Location</b>	Northwest corner of SW 4 <sup>th</sup> Street and SW 10 <sup>th</sup> Avenue		
<b>Legal Description</b>	Lot 1, 3, 5 Block 107, <u>Waverly Place</u> , P.B. 2, P.19, of the Public Records of Miami-Dade County. Florida		
<b>Existing Use</b>	Residence		
<b>Proposed Use</b>	Residence		
<b>Applicable ULDR</b>	47-24.11.C.3.c.i; 47-24.11.C.4.c		

<b>Sections</b>	
<b>Request(s)</b>	<ol style="list-style-type: none"> <li>1. Certificate of Appropriateness for Demolition <ul style="list-style-type: none"> <li>• Demolition of a one story structure</li> </ul> </li> </ol>

Ms. Rathbun read from her memo:

**Property Background:**

In March 2004 the then owner (owner #1) of this property asked the board for a Review and Comment on a proposed 9 townhouse development for this site in the SBHD. The board examined the preliminary proposal, but as they were confused about the site plan review procedure as it applied to this proposal, no comments were made. This was the beginning of a ten year saga for this site which included three subsequent owners and multiple requests for COAs for new construction and rehabilitation, relocation or demolition of historic resources on the site.

At the March 2004 review, the then owner (owner #1) proposed to rehabilitate Building #1, the one story historic Fritsch residence and open the enclosed front and back porches. Building #2, an historic two story apartment or carriage house was to be demolished to make room for the townhouse development or moved to another site in the SBHD. Owner #1 came back to the board in May 2004 with an application in which they had made substantial changes to the plan. They asked for a COA to move Building #1 to the southeast corner of the site. The ground floor of Building #2 was non-compliant, i.e. below grade. The owner proposed to build a new matching foundation and ground floor at the northeast section of the site and move the historic second floor of Building #2 to the new ground floor and foundation. The remaining non-compliant ground floor would be demolished to make way for the construction of the townhomes. Both historic buildings were to be rehabilitated and incorporated into the new development. The board denied the applications for COAs for the new development and relocation and rehabilitation of the historic houses. In October of 2006 the property was sold to owner #2.

In August of 2007, owner #2 came before the board with an application for COAs for the relocation of the two historic building, which essentially followed the previous owner's plan, the rehabilitation of the two buildings and the demolition of a lean-to structure attached to Building #2. The COA for the relocation of Building #1 (the one story bungalow) was approved. The board wanted more information on the relocation of Building #2 and that item was deferred.

At some point, Building #1 was moved by this owner. Unfortunately there was a miscalculation and the new pier foundation was built larger than the building perimeter, i.e the piers protrude beyond the building footprint; the building appears to be precariously balanced on only one half of each pier. Some inappropriate attempts were made to alter the building, which only caused more damage to the structure. In April 2008 owner #2 submitted an application for COAs for the demolition of one house, the



construction of six townhouses and a request for a yard modification. The application was deferred to the July meeting, where it was withdrawn. No more applications were filed by this owner. By 2009 the house was in a seriously deteriorated condition. At some point the damaged roof had been covered by a tarp, but the rear of the property was left open to the weather. The project was abandoned and went into foreclosure in 2010. In 2011 the property was sold to the present owners, owner #3.

In January 2012 owner #3 requested COAs for the rehabilitation of two buildings (Buildings #1 and #2), a front yard modification and the relocation of Building #2.

From the HPB Consultant's memo for January 2012:

The applicant plans to move the two story building #2 forward (south) on the lot to the 25 foot front yard setback. As the framework of the first floor of this building is in a deteriorated condition the applicant plans to move the second story to a temporary frame in the new location and reconstruct the first floor underneath. In addition the applicant will demolish a flat roof addition which is on the west side of the building.

The board approved the application with the conditions that there is no front street parking and that wood clad windows be installed. In July of 2012, owner #3 submitted an application for a COA to demolish one structure, i.e. Building #1. That application was deferred twice and finally withdrawn in November 2012. Since that time owner #3 has completed the relocation and rehabilitation of Building #2.

**Description of Proposed Site Plan:**

Today the applicant, owner #3, is before the board with an application for a COA to demolish one structure; that structure is Building #1 the historic Fritsch House. In support of his application owner #3 has submitted reports from a structural engineer, his architect, and multiple photos showing the deteriorated condition of the structure. Owner #3 maintains that the inappropriate and unskilled alterations to the structure, the excessive and prolonged exposure to the weather has caused such damage as to make any attempt to rehabilitate the structure cause a serious financial hardship to the owner. The owner states that if the COA is granted he intends to salvage as much usable material from the house as possible.

**Criteria for Certificate of Appropriateness:**

Pursuant to ULDR Section 47-24.11.C.3.c.i, in approving or denying applications for certificates of appropriateness for alterations, new construction, demolition or relocation, the HPB shall use the following general criteria:

**ULDR Section 47-24.11.C.3.c.i**

- a) The effect of the proposed work on the landmark or the property upon which such work is to be done;

Consultant Response: The district will lose an historic, contributing building in the district.

b) The relationship between such work and other structures on the landmark site or other property in the historic district;

Consultant Response: A large lot in the district will be empty.

d) Whether the denial of a certificate of appropriateness would deprive the property owner of all reasonable beneficial use of his property;

Consultant Response: Building #1 in its present state is a safety hazard and an eyesore. It definitely effects the owner's property values

e) Whether the plans may be reasonably carried out by the applicant;

Consultant Response: The applicant states that rehabilitating the building would be a severe financial hardship for him.

f) Whether the plans comply with the "United States Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."

Consultant Response: Demolition of an historic structure is not one of the ten listed Secretary of the Interior's Standards for Rehabilitation. However if a building has lost its historic character and no longer contributes to an historic district demolition can be a last resort.

**Request No. 1 - COA for Demolition:**

The applicant is requesting a certificate of appropriateness to demolish XX existing structures

Pursuant to ULDR Section 47-24.11.C.4.c, the Board must consider the following additional criteria specific to demolition, taking into account the analysis of the materials and design guidelines above:

**ULDR Section 47-24.11.C.4.c**

i. The designated landmark, landmark site or property within the historic district no longer contributes to a historic district; or

Consultant Response: Building #1 is in a ruined condition and is unusable a habitation; it no longer contributes to the district

iii. The demolition or redevelopment project is of major benefit to a historic district.

Consultant Response: Building #1 is a safety hazard and an eyesore in the district. Demolition would be of major benefit to the district.

Criteria I and iii apply in this case.

**Summary Conclusion:**

Historically, the land that comprises the Sailboat Bend Historic District was used for agriculture. When in the early 20<sup>th</sup> century (1913) the land was platted for residential use some owners found themselves with rather large lots in the neighborhood. In the recent and unlamented real estate boom of the early 21<sup>st</sup> century some owners attempted to cash in on their large lots through development. Unfortunately through lack of will or wherewithal some owners were unable to carry through with their plans

and the district was left with the results of these ill-conceived projects. That is the case of the historic Fritsch House (Building#1) that is before the board today.

The present owner (owner #3) did not cause the problem; he came before the board with a plan to rehabilitate both historic buildings on the property. On further investigation, owner #3 determined that the rehabilitation of the Fritsch House was not feasible and he decided to concentrate his efforts on the relocation and rehabilitation of Building #2. The board approved his plan for Building #2 with the conditions that there be no front yard parking and that he install wood clad windows although the owner said that he wished install vinyl clad windows for budgetary reasons, which are approved by the SBHD Materials and Design Guidelines, The owner has completed the rehab of Building #2. If the board chooses to grant the request for demolition the present owner should state what he plans to do with the empty lot.

Russell Johnson, owner, said they were eager to demolish the structure because it was an eyesore and a safety hazard. He said they had no plans for use of the empty lot, but was aware that any new development must be presented to the Board for approval. Mr. Johnson said there was little useable material to be salvaged from the house. Mr. Johnson could not provide actual figures for a cost to restore the house. He felt it would cost considerably more than the other house to restore. Mr. Figler remarked this was a “very significant house to the City of Fort Lauderdale.”

Mr. Johnson said they had originally intended to restore both houses and had received a CoA to restore both, but once they had decided to concentrate on the first house. He stated the damage had been done prior to their ownership.

Mr. Figler was concerned that Mr. Russell had not provided costs to rehabilitate the building. He was also troubled because he did not know what the owner would do with the lot after the demolition. Mr. Russell said he was concerned a child would access the property and be injured. He said he was unable to insure the building and it was a serious liability.

Ms. Scherer noted that Mr. Russell had rebuilt the first house and then discovered that the second house was too far gone for him to afford to rebuild it. She did not want the Board to force Mr. Russell to bear the cost to restore the second house if it was not financially feasible.

Chair Kyner disagreed, and noted they had asked others to restore houses in worse condition. He felt it was a “slippery slope that we may be presented with when we acknowledge that it is our right to neglect a building which is known to be historic until it falls into such disrepair that it appears not to be able to be restored.” It was Chair Kyner’s opinion that there were at least three sides to the house that were salvageable. Mr. Russell stated there were not three walls that were salvageable. He stated, “There’s one center wall which is falling down, and once that goes, the whole

thing's going to lay on the ground without me having to turn (in) an application soon enough. And it is not by our neglect; it was by neglect by previous owners and I honestly don't want to be blamed for the neglect." He recalled that he had invited Board members to inspect the house.

Ms. Mammano said she did not believe the building could not be salvaged; she had seen worse buildings rehabilitated. She stated, "With enough money and enough will and enough desire, you could do it. Clearly, you're not willing to do that and I appreciate that; this is your money and it's your decision and I respect that." She admitted there was no viable option because the building was an eyesore and a danger to the community, "and other than compelling this applicant or a subsequent applicant to rehabilitate this building...I think we have to take an action which we're loathe to take but have to do."

Chair Kyner opened the public hearing portion of the meeting. As no one spoke, Chair Kyner closed the public hearing and brought discussion back to the Board.

**Motion** made by Ms. Mammano, seconded by Mr. McDonald, to approve the CoA for demolition. In a roll call vote, motion passed 6-3 with Mr. Morgan, Mr. Figler and Chair Kyner opposed.

**V. Other Business**

**Review and comment pursuant to Policy 1.11.3 of the City of Fort Lauderdale, Comprehensive Plan**

4.

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<b>Case</b>	H14013	<b>FMSF #</b>	
<b>Applicant</b>	1. Stephen K. Tilbrook, Esq., Gray-Robinson		
<b>Owner</b>	920 Intracoastal, Inc.		
<b>Address</b>	920 Intracoastal Drive		
<b>General Location</b>	Approximately 290 feet east of the Sunrise Boulevard and NE 26 <sup>th</sup> Avenue intersection on Intracoastal Drive		
<b>Legal Description</b>	Lots 6 and 7, Block 1, Sunrise, according to the plat thereof as recorded in Plat Book 28 at Page 42 of the Public Records of Broward County, Florida.		
<b>Request(s)</b>	<p><b>Review and Comment for new construction:</b></p> <ul style="list-style-type: none"> <li><b>Presentation of the Aquablu project and its potential impacts on the Historically Designated Landmark Bonnet House Museum &amp; Gardens.</b></li> </ul> <p><b>The 45-unit residential condominium project</b></p>		

	<b>consists of 20 stories with a height of 227 feet from average crown of road to the main roof line and a parking garage with 100 parking spaces.</b>
--	--

Ms. Rathbun read from her memo:

This is a review and comment for the purpose of discovering any potential impacts on the designated historic resource, the Bonnet House Museum and Gardens, by a proposed twenty story condominium tower. The proposed Aquablu condominium is to be built on a site located on the west bank of the Intracoastal Waterway; the Bonnet House site is on the east side of the waterway, directly across from the proposed Aquablu project.

In a review of this nature the board needs to pay particular attention to potential shadow impact on the resource by the proposed project. The applicant has included shadow studies in his packet. The applicant states that there is 500 feet of waterway separating the condo site from the Bonnet House property. The most extensive late afternoon shadow (March 21, 5pm) reaches less than halfway across the waterway. There is no adverse shadow impact on the Bonnet House Museum and Gardens by this proposed project.

The City of Fort Lauderdale recognizes the necessity of preserving important view corridors.

From ULDR Section 47-25.3: "All developments that are located on lands within the CBA zoning district's defensible space preserve view corridors. The City recognizes that existing and new views to and from the Intracoastal Waterway, Atlantic Ocean, Bonnet House and public parks are important to maintain."

The applicant has stated that his project will be visible from only one place on the Bonnet House site, i.e. the parking lot. Obviously, in an urban environment there will be changes; the imperative is that these changes do not completely block and essentially destroy the view. The Aquablu project will have a minimal impact on the existing view corridor; it will not block or dominate the view, it becomes part of the view.

The proposed Aquablu project will have no adverse impact on the Bonnet House Museum and Gardens.

Ms. Scherer disclosed that her law firm represented the board of the owners of 920 Intracoastal and recused herself.

Stephen Tilbrook, representing the applicant, Renaldo Borges, project architect, and Arthur Marcus, architect and historic preservation consultant, provided a presentation on the project, a copy of which is attached to these minutes for the public record.

Chair Kyner opened the public hearing portion of the meeting. As no one spoke, Chair Kyner closed the public hearing and brought discussion back to the Board.

Mr. Tilbrook reported they had made the presentation to the Bonnet House Board. They had not received a “letter of no opposition” yet, but Bonnet House representatives had indicated one was forthcoming.

Ms. Mammano asked if the applicant had requested any setback modifications. Mr. Tilbrook said they intended to make that request to the Planning and Zoning Board. He explained this design was taller and thinner than the original design, at the request of City staff.

Chair Kyner wondered about the impact on an adjacent “little building” and Mr. Tilbrook said they had spoken to the owner’s representative who had not articulated any opposition to the project. He noted that their project was in an RMH-60 zoned area. Mr. Tilbrook said there would be no shadow effect on the adjacent building.

Ms. Gardner said this was “very sensitively planned” and appreciated that they had cooperated with the Bonnet House.

**VI. Old Business**

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None.

**VII. New Business**

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None.

**VIII. Good of the City**

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None.

**IX. Communication to the City Commission**

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None.

**Adjournment**

There being no further business to come before the Board, the meeting was adjourned at 6:10.

**Next Meeting**

The Board’s next regular meeting was scheduled for September 15, 2014.

Chairman,

---

David Kyner, Chair

Attest:

---

ProtoType Inc. Recording Secretary

The City of Fort Lauderdale maintains a Website for the Historic Preservation Board Meeting Agendas and Results: <http://ci.ftlaud.fl.us/documents/hpb/hpbagenda.htm>

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

**Aquablu – DRC Application No - R-14-033  
Traffic Impact Statement**

**Introduction**

Pursuant to **Section 47-25.2.M.4** of the City of Fort Lauderdale Code of Ordinances, this **Traffic Impact Statement** has been prepared for **DRC Application No - R-14-033** to establish the daily, AM peak hour and PM peak hour trips for the redevelopment of a 0.795 acre site located at 920 Intracoastal Drive and bounded by the Intracoastal waterway on the east and Intracoastal Drive on the west as depicted in attached **Figure 1**. Pursuant to the results of the trip generation analysis provided below, the uses proposed fall below the thresholds requiring a separate traffic impact study pursuant to **Section 47-25.2.M.4.a and b. of the City Code**.

**Existing and Proposed Uses**

The 0.795 acre site consists of 16 low-rise condominium units located in four two story buildings. The Applicant has proposed to redevelop the site with 45 high-rise condominium units located in a 20 story building inclusive of 3 levels of structured parking. **Table 1** below outlines the existing and proposed uses for the redevelopment plan and provides a summary of the Daily, AM peak hour and PM peak hour trip generation comparison between existing and proposed uses. The detailed trip generation comparison is provided below on **Tables 2A-2B-2C**.

**Table 1 – Summary of Existing and Proposed Uses and Net New Trips**

Scenario	Type of Dwelling Unit	ITE LUC	Scale	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Existing Use	16 Low Rise Condo DU	230/231	16 DU	93 trips	11 trips	13 trips
Proposed Use	45 Luxury High Rise Condo DU	232/233	45 DU	188 trips	25 trips	25 trips
<b>Net New</b>	Luxury High Rise Condominiums		<b>29 DU</b>	<b>95 trips</b>	<b>14 trips</b>	<b>12 trips</b>

**Site Access**

The proposed site plan provides two vehicular access driveways located off of Intracoastal Drive and situated on the north and south sides of redevelopment site (see **Figure 2**). Each of these access locations will provide ingress to the on-site structured parking located in the first three levels of the proposed 20 story building. Only the north access will accommodate outbound vehicular traffic leaving the parking garage. The north leg of Intracoastal Drive intersects with NE 26 Avenue, is stop sign controlled and is located 620 feet south of the signalized intersection of Sunrise Boulevard and NE 26 Avenue. The south leg of Intracoastal Drive aligns with NE 9 Street (at its intersection with NE 26 Avenue) and is also stop sign controlled.

**Trip Generation Analysis**

Trip generation calculations are provided to evaluate the uses proposed, the existing uses on site and the net new project trips to determine compliance with the City’s adequacy code. The trip generation analysis has been prepared using the rates and equations from ITE Trip Generation, 9<sup>th</sup> Edition as outlined below.

- **ITE LUC 230/231** – Residential Condo/Townhome and Low-Rise Residential Condo-Townhome has been used to establish the trip generation for the 16 existing Low Rise Condo dwelling units on site.
- **ITE LUC 232/233** – High Rise Residential Condo/Townhome and Luxury Condo/Townhome has been used to establish the trip generation for the 45 luxury High Rise dwelling units proposed.

**Tables 2A** evaluates the trip generation for the 45 luxury High Rise units proposed. **Table 2B** evaluates the trip generation for the 16 Low Rise Condo dwelling units on site. **Table 2C** calculates the net new units and net new trips resulting from the proposed change.



TABLE 2A - AQUABLU - TRIP GENERATION FOR THE PROPOSED USE									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
LUXURY CONDOMINIUM	DAILY	45 DU	232	T = 4.18 (X)	188	50%	94	50%	94
LUXURY CONDOMINIUM	AM PEAK HOUR	45 DU	233	T = 0.56 (X)	25	23%	6	77%	19
LUXURY CONDOMINIUM	PM PEAK HOUR	45 DU	233	T = 0.55 (X)	25	63%	16	37%	9
TABLE 2B - AQUABLU - TRIP GENERATION FOR THE EXISTING USE									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
LOW RISE CONDOMINIUM	DAILY	16 DU	230	T = 5.81 (X)	93	50%	46	50%	47
LOW RISE CONDOMINIUM	AM PEAK HOUR	16 DU	231	T = 0.67 (X)	11	25%	3	75%	8
LOW RISE CONDOMINIUM	PM PEAK HOUR	16 DU	231	T = 0.78 (X)	12	58%	7	42%	5
TABLE 2C - AQUABLU - NET NEW TRIP GENERATION - PROPOSED VS EXISTING									
LAND USE	TIMEFRAME	NET NEW UNITS	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT	
NET NEW DAILY TRIPS	DAILY	29	DU	95	50%	48	50%	47	
NET NEW AM PEAK HOUR TRIPS	AM PEAK HOUR	29	DU	14	21%	3	79%	11	
NET NEW PM PEAK HOUR TRIPS	PM PEAK HOUR	29	DU	12	73%	9	27%	3	
<b>NET NEW DU AND TRIPS</b>									
Cathy Sweetapple & Associates									
8/29/2014									

The trip generation calculations are based upon gross trips generated under existing and proposed conditions. The daily project trips for the uses proposed (as outlined in **Table 2A**) fall below the threshold requiring a separate traffic impact study for the redevelopment site pursuant to **Section 47-25.2.M.4** of the City Code. **Table 2B** reflects the trip generation for the existing residential uses on site. **Table 2C** provides the calculation of the net new project trips after the removal of the existing uses on site. **Table 3** below summarizes the trip generation calculations for existing and proposed site uses.

**Table 3 – Trip Generation Summary**

Timeframe	Gross Trips for Uses Proposed 45 Luxury High Rise Condo Units	Gross Trips for Uses Existing 16 Low Rise Condo Units	Net New Trips
Daily	188	93	95
AM Peak Hour	25	11	14
PM Peak Hour	25	13	12

### **Peak Hour Impacts as a Percent of Daily**

Based upon the uses proposed and the trip generation calculations provided in **Table 3**, the peak hour traffic impacts for the redevelopment site will not exceed 20% of the total daily trips generated for the site, nor will these trips be generated within a one-half hour period. See the peak hour and peak hour of the generator calculations provided below to demonstrate that the traffic impacts from the proposed use will stay below the 20% criteria outlined in **Section 47-25.2.M.4.b**.

### **AM and PM Peak Hours**

- The 2-way AM peak hour trips = 25.2 trips [0.56\*45 DU] or 13.40% of the 188 daily trips.
- The 2-way PM peak hour trips = 24.75 trips [0.55\*45 DU] or 13.16% of the 188 daily trips.

### **AM and PM Peak Hour of the Generator**

- The 2-way AM peak hour of the generator trips = 29.25 trips [0.65\*45 DU] or 15.56% of the daily trips.
- The 2-way PM peak hour of the generator trips = 29.25 trips [0.65\*45 DU] or 15.56% of the daily trips.

### **Conclusions**

Pursuant to the trip generation analyses provided in **Tables 2A, 2B and 2C**, both the proposed daily project trips and the net new daily project trips fall below the threshold requiring a separate traffic impact study for the redevelopment site pursuant to **Section 47-25.2.M.4.a**. Based upon the uses proposed, the peak hour traffic impacts for the redevelopment site will not exceed 20% of the total daily trips generated for the site, nor will these trips be generated within a one-half hour period pursuant to **Section 47-25.2.M.4.b**.

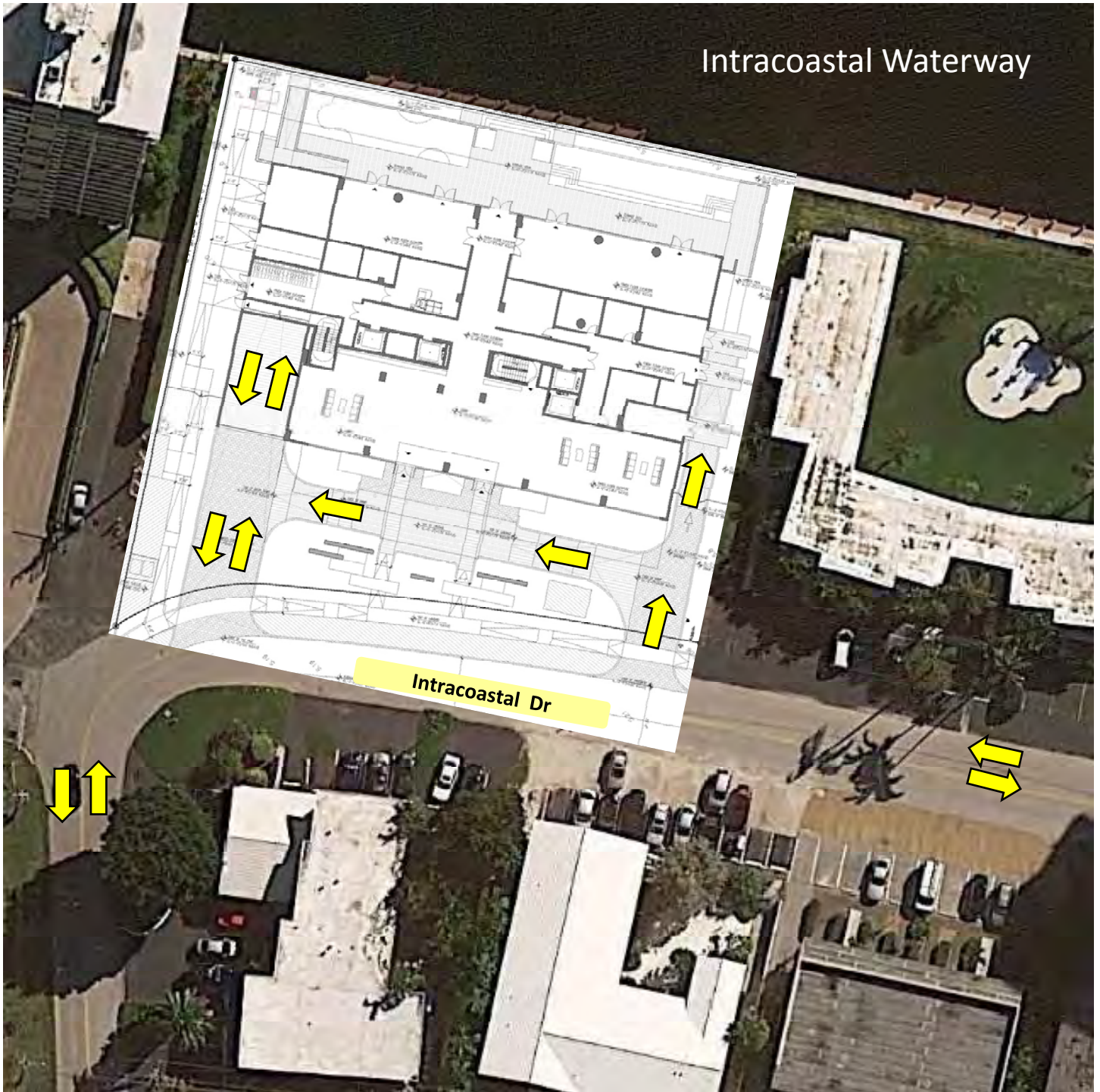


Legend

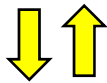


Figure 1  
Site Location  
Aquablu

Source: Cathy Sweetapple & Associates



Legend



Directional Site Access

Figure 2  
Site Access  
Aquablu

Source: Cathy Sweetapple & Associates