

VINTRO HOTEL

Case No. 70-R-12



November 19, 2013

Fort Lauderdale City Commission Meeting

1	Professional Resumes & Lobbyist Registrations
2	November 19, 2013 City Commission Meeting Staff Report and Backup Materials
3	March 20, 2013 Planning and Zoning Board Meeting Staff Report and Meeting Minutes
4	Planning, Zoning and Compatibility Analysis By: Cecelia Ward, AICP JC Consulting Enterprises, Inc.
5	Parking System Evaluation and Operational Analysis By: Molly Hughes, AICP, PTP, AVS Hughes Hughes, Inc.
6	August 19, 2013 Staff Memo Responding to August 12, 2013 Hughes Hughes, Inc. Memo and May 23, 2013 Thomas A. Hall Letter
7	Noise Study By: Claude H. Venet Acoustinet, Inc.
8	Project Narratives
9	Facts and Myths about Vintro Hotel
10	November 19, 2013 PowerPoint Presentation

Cecelia Ward, AICP
President
JC Consulting Enterprises Inc.

Experience Highlights

Over 30 years of experience in comprehensive planning, urban and regional planning, community area planning, land development codes and zoning regulations.

10 years of public sector planning and zoning experience.

- JC Consulting Enterprises, Inc., President, 2006 to present
- Planning Commissioner Town of North Hempstead, New York - 2006
- Deputy Director of Strategic Planning, City of New York, 2004
- Director of Construction Services Bureau, City of Fort Lauderdale, 1999
- Planning Administrator, City of Fort Lauderdale, 1998
- Senior Planner, City of Fort Lauderdale, 1995
- VP Governmental Planning, Coral Ridge Properties, 1986
- Senior Planner, Coral Ridge Properties, 1984
- Senior Planner, Mid-South Engineering, 1978

Education

Florida Atlantic University
Bachelor of Arts-Political Science

Professional Certifications

American Institute of Certified Planners (AICP),
since 1990

Professional Affiliations

American Planning Association
Florida American Planning Association

Honors and Awards

Former Exemplary Employee – City of Fort Lauderdale, 2007
Leadership Fort Lauderdale -1999, 2000, 2001
City of Fort Lauderdale – Commitment to Excellence in Business, 2003
Fort Lauderdale's Finest, 2003
Cecelia Hollar Appreciation Day – Fort Lauderdale Downtown Development Authority for contributions to Downtown Economic Development Planning, 2004
Certificate of Appreciation for Participation in Community Redevelopment Plan for Atlantic Beach CRA – City of Pompano Beach, 2000-2001

Community Service

League of Women Voters, 1991
Coral Springs Economic Development Task Force, 1991
South Florida Regional Planning Council Strategic Regional Policy Plan, 1994
City of Pompano Beach Planning and Zoning Board, Alternate Member, 1991-2001
City of Pompano Beach –Beach Community Redevelopment Advisory Board Member, 2001
Marjorie Stoneman Douglas High School Mentor Program, 1992-1993
Junior Achievement, Student Assistant, 1993
Leadership Fort Lauderdale, 1999-2004

Background

Ms. Ward is a recognized national and international urban planning and zoning professional with more than 30 years of planning and zoning expertise in the states of Florida, New York and Maine, and in Nova Scotia, Canada.

Starting her career in the late 1970s Ms. Ward worked on the Town of Davie Comprehensive Plan, one of the first Comprehensive Plans ever developed in the State of Florida. She continued to develop her professional planning and zoning skills through the 1980s while working for Coral Ridge Properties, a then Fortune 500 land development company, where she worked in concert with the City of Parkland as Vice President of Government Planning to create land use and zoning regulations for corporate land holdings in Parkland.

After more than nine years with Coral Ridge Properties, Ms. Ward was retained by the City of Fort Lauderdale, for the express purpose of updating and bringing in to compliance that city's Comprehensive Plan, which had not been updated for more than 10 years. Ms. Ward was also tasked with updating Fort Lauderdale's entire zoning code, which was more than 40 years old and internally inconsistent with the vision established for certain redevelopment areas, including the Fort Lauderdale Beach, the Downtown and Community Redevelopment Areas of the City. Meeting a 2 year deadline, Ms. Ward was successful in bringing both the City's Comprehensive Plan into compliance, and in updating the City's land development regulations to ensure consistency with the Plan.

As a result, Ms. Ward was promoted to Director of Construction Services, which included supervising all activities and functions of the City of Fort Lauderdale Planning, Zoning, Building Departments, with responsibility of interpreting and implementing the City's Comprehensive Plan and Unified Land Development Regulations. During this time, Ms. Ward oversaw the creation of a Downtown Master Plan ensuring that such plan provided for new urbanism and smart growth standards. Because of her leadership in this regard, Downtown Fort Lauderdale has developed into a vibrant and pedestrian friendly area, for which Ms. Ward was awarded Fort Lauderdale's Finest by a local community grass-roots organization, and was honored by the City's Downtown Development Authority, a not-for-profit authority, for her outstanding contribution to the renaissance of the downtown area of Fort Lauderdale.

In 2006, she was subsequently awarded the "Former Exemplary Employee Award" by the City, in recognition of the positive impact she had in the land use and zoning changes that were implemented under her direction and leadership throughout the City of Fort Lauderdale.

Ms Ward has also utilized her planning and zoning expertise in the State of New York where she has provided planning and zoning services for the City of New York, the Town of North Hempstead, and the City of Ogdensburg, including the preparation of various zoning regulations and vision plans for those entities. As Planning Commissioner, she managed the development of a Vision Plan for Port Washington, a large multi-neighborhood waterfront area located in North Hempstead. This project led to the adoption of a Vision Plan for the Port Washington area, and implementation of land development regulations intended to steer development to commercial parcels in need of

revitalization.

In 2006, Ms. Ward established JC Consulting Enterprises, Inc. Since then she has represented a large number of private developers and local government agencies on numerous land use, zoning and land development projects. One of her more significant long term projects was the management of the planning of an eco-oriented community envisioned for a 3,000 acre privately owned site, located in the State of Maine. She has also led a team of professionals in preparing vision plans for a 1,900 acre golf course community located in upstate New York and a Windmill project in Gulliver's Cove, in Nova Scotia, Canada.

In 2009, her firm was retained by the City of Pompano Beach Community Redevelopment Agency (CRA). Ms. Ward represented the Pompano Beach CRA on all planning and zoning related matters, including but not limited to evaluating Pompano Beach and Broward County land use plans and Pompano Beach zoning regulations for the express purpose of identifying land use and zoning provisions necessary to implement the City's East and West Community Redevelopment Plans. This effort led to a rewrite of the City's Atlantic Boulevard Overlay regulations for the East CRA, and a Transit Oriented Corridor land use designation for a 269 acre area located in Downtown Pompano Beach CRA area, both of which Ms. Ward participated in.

Since 2010, Ms. Ward's firm has been retained by the Town of Lauderdale-By-The-Sea, for which Ms. Ward has provided professional expertise on planning and zoning related matters of the Town on a case by case basis. One such project included an evaluation of the Town's Comprehensive Plan and Land Development Regulations, wherein she provided professional recommendations and identified implementation measures necessary to update the Town's LDRs in terms of consistency and compatibility with the Town's Comprehensive Plan goals, objectives and policies.

Ms. Ward is also recognized as a planning and zoning expert, and has testified in a numerous public hearings, and legal matters as an expert in comprehensive planning, land development regulations, community area planning, and zoning codes. Ms. Ward has provided the following clients with successful results as an expert witness in such planning and zoning matters:

- **Capri Hotel, LLC - W Hotel Fort Lauderdale, Board Of Adjustment /Appeal of Zoning Interpretation - Expert Testimony Public Hearing**
- **Cardinal Gibbons High School, Fort Lauderdale, Ball Field Lighting - Expert Testimony Public Hearing/Litigation**
- **Casa Medico, LLC - Special Exception /Thrft Store Pompano Beach - Expert Testimony Public Hearing**
- **Consultatio Key Biscayne, LLC - Sonesta Beach Hotel -Expert Testimony Public Hearings**

- **Fairfield Manor, Village of
Bal Harbour -
Neighborhood Group
Repeal of Issuance of
Permit for Bal Harbour
Shoppes -Expert Testimony
Public Hearing**
- **Grand Birch LLC, Grand
Birch Condominium Fort
Lauderdale -Expert
Testimony Public Hearings**
- **Kinderhook NY - Private
Residence - Historic
Preservation Board -
Expert Testimony Public
Hearing**
- **Related Group - Icon Las
Olas Condominium, Fort
Lauderdale-Expert Witness
Litigation**
- **Southern Development
Services Inc., - Land Use
Amendment/ Land
Development Code
Amendment Retail Use/
Delray Beach - Expert
Testimony Public Hearings**
- **Transacta Development
LLC - Surfside Hotel -
Expert Testimony Public
Hearing**



CITY OF FORT LAUDERDALE
LOBBYIST REGISTRATION FORM

Lobbyist Name (Last, First, Middle Initial): WARNO COSTERIA AICD
Name of Business (Company Name) JC CONSULTING ENTERPRISES INC
Business Address: 107 NE 2 ST #145
City: BOCA RATON State: FL Zip Code: 33431 Telephone No: 754 854299
Email: (Warnd) JCCONSULTINGINC.COM Fax No: ---

Nature of Lobbyist's Business, Occupation or Profession: PLANNING + ZONING

Name of Principal (Last, First, Middle Initial): COLE MARCO ENRIQUE
Business Name: VINTRO FORT LAUDERDALE, LLC
Business Address: 1815 PUNDY AVE MIAMI BEACH FL 33139
Nature of Business: DEVELOPER
Occupation or Profession of Principal:
(Please list additional Principals on page 2)

Subject matter that Lobbyist seeks to influence (describe in detail):
VINTRO Hotel Development 70-11-2

Street address of subject matter (if applicable): 3029 A HAMBRA ST
FORT LAUD, FL

Please state the extent of any direct business association by the Lobbyist with any current elected or appointed official or employee of the City. ("Direct business association" means any mutual endeavor undertaken for profit or compensation.):

Note: You must attach written authorization from said person to lobby on that person's behalf upon a particular subject matter.

I do solemnly swear that all of the foregoing facts are true and correct, and I have read or am familiar with the provisions in Article VIII of Chapter 2 of the Code of Ordinances of the City (Ordinance No. C-00-27).

Signature of Lobbyist: Cecilio Walsh

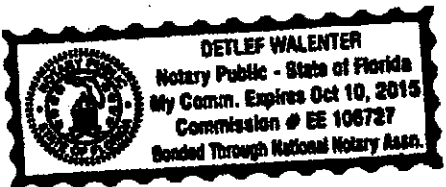
STATE OF Florida COUNTY OF Broward Sworn to and subscribed before me this 13th day of NOVEMBER 2013

NOTARY PUBLIC SEAL OF OFFICE

Detlef Walenter Signature of Notary Public, State of FL
EE 106727 Commission Number
DETLEF WALENTER Name of Notary Public (Print/Stamp/Type)

Personally known to me or produced identification:
FL DL (Print type of identification produced)

DID [] take an oath or DID NOT [] take an oath

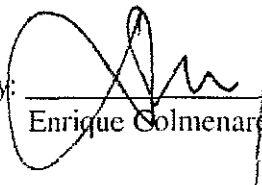


Vintro Fort Lauderdale, LLC
1815 Purdy Avenue
Miami Beach, FL 33139

Authorization

Vintro Fort Lauderdale, LLC hereby authorizes CECELIA WARD and/or JC CONSULTING ENTERPRISES, INC., to lobby on its behalf with the City of Fort Lauderdale, Florida.

Vintro Fort Lauderdale, LLC

By:  _____
Enrique Colmenares, President

DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP
OPERATING ACCOUNT
5355 TOWN CENTER ROAD, SUITE 801
BOCA RATON, FL 33486
(561) 391-4900

TD BANK, NATIONAL ASSOCIATION
63-1482/670

1523

11/15/2013

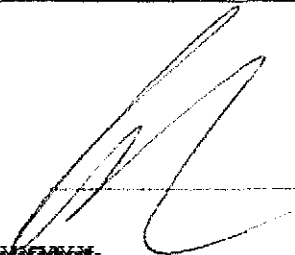
PAY TO THE ORDER OF City of Fort Lauderdale

\$ **75.00

Seventy-Five and 00/100*****

DOLLARS

Lobbyist Registration Fee - Cecelia Ward



DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP / OPERATING ACCOUNT

1523

City of Fort Lauderdale

11/15/2013

Lobbyist Registration Fee - Cecilia Ward - Vintro Pro

75.00

TD Bank - Operating Lobbyist Registration Fee - Cecelia Ward

75.00

DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP / OPERATING ACCOUNT

1523

City of Fort Lauderdale

11/15/2013

Lobbyist Registration Fee - Cecilia Ward - Vintro Pro

75.00

TD Bank - Operating Lobbyist Registration Fee - Cecelia Ward

75.00



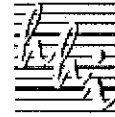
008721

Details on Check
Intuit® CheckLock™ Secure Check

MOLLY J. HUGHES, AICP, PTP, AVS

President

Hughes Hughes Inc., Transportation Engineers & Planners



HUGHES HUGHES INC.

PROFESSIONAL EXPERIENCE

Ms. Hughes has over 29 years' transportation consulting experience. She is owner and principal of Hughes Hughes Inc., a traffic and transportation consulting firm she established in 1996. Over this period, she has managed and directly supervised over 30 professional transportation planners and traffic engineers. She has assisted private and municipal clients in a variety of transportation-related land use matters including traffic concurrency and parking studies for site plan approvals, rezonings, Land Use Plan amendments, Developments of Regional Impact, a Florida Quality Development, and Department of Community Affairs Binding Letters. She had prepared the Transportation Element for local Comprehensive Plans and corridor analyses for the Florida Department of Transportation. She has assisted private and public clients with right-of-way acquisition, condemnation, and vacations, and with driveway permitting.

She is certified by the American Institute of Certified Planners, and by the Institute of Transportation Engineers' Transportation Professional Certification Board as a Professional Transportation Planner. She is also certified by SAVE International as an Associate Value Specialist, and has participated in a number of value engineering workshops. Her collaboration with other agency personnel in 2000 won her an Exemplary Partners Award from the American Association of State Highway and Transportation Officials for her contributions to savings of over \$23M on the SR 7 Roadway Widening Project in southern Broward County.

Ms. Hughes has participated in the development and implementation of various land development regulations including a wide-ranging set of recommended revisions to the parking regulations for Martin County, Florida; parking and traffic study guidelines for the City of Wilton Manors, Florida; parking, driveway and residential street treatments for the City of Hallandale Beach, Florida, as a part of its Design Guidelines Manual; and as an outside municipal transportation review consultant to the cities of Fort Lauderdale, Dania Beach, Town of Jupiter, Southwest Ranches and Hallandale Beach. She has also served as an expert witness in court proceedings where municipal zoning regulations were challenged and upheld.

Ms. Hughes was the originator of the first transit-oriented traffic mitigation program approved by the Broward County Commission. The County was so enthused by this demonstration of the potential to redirect developer-sponsored traffic mitigation from roadway improvements to transit improvements, that it rewrote its land development regulations and amended its Comprehensive Plan to require future development projects to mitigate new traffic impacts by improving transit service. The result is the State's first Transit-Oriented Development transportation concurrency program.

Long involved in transportation-related policy issues, Ms. Hughes also assisted Florida Legislators in drafting ELMS III concurrency management legislation that significantly enhanced concurrency management in the State of Florida.

In addition to operating her firm, Ms. Hughes is or has served as the retained traffic consultant for a number of municipal governments in South Florida and on the faculty of the Department of Urban and Regional Planning at Florida Atlantic University.

Ms. Hughes has spoken at various local and statewide forums and conferences including a Florida Redevelopment Association Conference, a Florida (FAPA) Planning Conference, a South Florida Regional Planning Council Development of Regional Impact Conference, and a Leadership Broward Urban and Environmental Systems Day.

Ms. Hughes has managed or participated in projects under the jurisdictions of the South Florida, Southwest and Treasure Coast Regional Planning Councils, and she maintains extensive contacts with officials and staff of Brevard, Broward, Collier, Dade, Lee, Martin, Monroe, Palm Beach and St. Lucie Counties. She is known locally and in Tallahassee as a "strategic thinker," devising partnerships between sometimes competing parties to accomplish disparate goals through transportation projects. She has won the respect and appreciation of South Florida City and County Commissioners for her public involvement skills which incorporate education, understanding, consideration and compromise.

Previous professional experience includes transportation planning and traffic engineering consulting in South Florida with Calvin, Giordano & Associates, McMahon Associates and David Plummer and Associates, as well as planning consulting with the Center for Urban Affairs in Birmingham, Alabama.

PROFESSIONAL CERTIFICATIONS

Certified Planner, American Institute of Certified Planners (AICP), Certification Number 019226
Professional Transportation Planner (PTP), Institute of Transportation Engineers' Transportation
Professional Certification Board, Certificate Number 13
Associate Value Specialist (AVS), SAVE International, Certification Number 20041039

EXPERT WITNESS EXPERIENCE

Expert witness testimony in trial, depositions, and before administrative agencies and local governments. Examples include:

Larry Liner, etc. vs. Workers Temporary Staffing, Inc. - Case No. CACE 04-09205 (4)
(2005)

Restigouche, Inc. vs. Town of Jupiter - Case No. 94-4049 (1990-1991)
Martin County vs. Section 28 Partnership, Ltd. - Case No. 92-569 CA (1996)

AWARDS

Exemplary Partners Award, American Association of State Highway and Transportation Officials,
2000, for SR 7 Value Engineering
President's Award, Builder's Association of South Florida, 1992

PROFESSIONAL TRAINING

AASHTO Value Engineering Conference (Award Winner)
Florida Redevelopment Association/Florida Main Street Annual Conference (Speaker)
Linking Land Use and Transportation, Lincoln Institute of Land Policy
International Conference on Traffic Congestion, Institute of Transportation Engineers
Seminar on Florida Standard Urban Transportation Model Structure (FSUTMS), FDOT
HCS Plus Training

EDUCATION

Master of Arts in Urban Affairs/Planning, University of Alabama, 1983
Bachelors of Science in Recreation Administration, University of Alabama, 1975

PROFESSIONAL AND CIVIC ASSOCIATIONS

Institute of Transportation Engineers - Member
American Planning Association - Member
SAVE International - Member
Urban Land Institute - Past Member
Florida Redevelopment Association - Past Member
Moving Broward - Member
EV (Electric Vehicle) Ready Broward - past Board Member; past Co-Chair, Charging Infrastructure
Committee
Builders Association of South Florida - past Board Member; past Chair, Builder Industry Political
Action Committee; past Chair, Traffic Committee
Broward Educational Planning Initiative - Legal/Legislative Committee

**CITY OF FORT LAUDERDALE
LOBBYIST REGISTRATION
ANNUAL RENEWAL APPLICATION**

Fee \$75.00 enclosed:

Lobbyist Name (Last, First, MI): Hughes, Molly J.

Company Name: Hughes Hughes Inc.

Business Address: 728 SW 4 Place, Suite 103

City: Fort Lauderdale State: FL Zip: 33312

Lobbyist Phone Number: 954 563-1121

Lobbyist Fax Number: _____

Lobbyist Email Address: Molly@HughesHughesInc.com

Nature of Lobbyist Business, Occupation or Profession: Transportation Planning & Traffic Eng.

I do solemnly swear or affirm that all of the foregoing facts are true and correct and I have read or am familiar with the provisions in Article VIII of Chapter 2 of the Code of Ordinances of the City (Ordinance No. C-11-42) and with the provisions of City Resolution No. 07-101.

Signature of Lobbyist: Molly J. Hughes

STATE OF FLORIDA, COUNTY OF Broward

Sworn to and subscribed before me this 9 day of October, 2013

NOTARY PUBLIC SEAL OF OFFICE

Mary J. Hughes Signature of Notary Public, State of FL

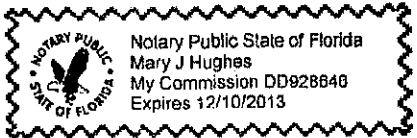
DD928646 Commission Number

MARY J. Hughes Name of Notary (print/stamp/type)

Personally known to me or produced identification:

(Print type of identification produced)

DID [] take an oath or DID NOT [] take an oath

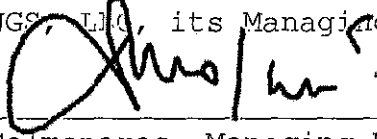


Vintro Fort Lauderdale, LLC
2216 Park Avenue
Miami Beach, FL 33139

Authorization

VINTRO FORT LAUDERDALE, LLC hereby authorizes MOLLY J. HUGHES and/or HUGHES HUGHES INC. to lobby on its behalf with the City of Fort Lauderdale.

VINTRO FORT LAUDERDALE, LLC
BY ENCO HOLDINGS, LLC, its Managing Member

By: 
Enrique Colmenares, Managing Member

Hughes Molly J. Hughes Hughes Inc.
Hughes Molly J. Hughes Hughes Inc.
Hughes Molly J. Hughes Hughes Inc.

Colmnares, Enrique
Korn, Gary A.

PDKN P-4, LLC
Vintro Fort Lauderdale, LLC
Grand Birch LLC

traffice and transportation
traffic and transportation
traffic and transportation

5494

Bank of America



Check Fraud Protection for Business

ACH R/T 063100277

63-27-631

9/30/2013



HUGHES HUGHES INC.
728 SW 4TH PLACE, SUITE 103
FORT LAUDERDALE, FL 33312-2693

PAY TO THE ORDER OF

City of Fort Lauderdale

\$ **75.00

DOLLARS

Seventy-Five and 00/100*****

City of Fort Lauderdale

Mary J. [Signature]
AUTHORIZED SIGNATURE

MEMO

Annual Lobbyist Registration Fee

⑈005194⑈ ⑆063100277⑆ ⑆063100277⑆
XX

HUGHES HUGHES INC.

5494

City of Fort Lauderdale

9/30/2013

Date	Type	Reference
9/30/2013	Bill	2013-2014

Original Amt.
75.00

Balance Due
75.00

Discount
Check Amount

Payment
75.00
75.00

BOA Checking

Annual Lobbyist Registration Fee

75.00

HUGHES HUGHES INC.

5494

City of Fort Lauderdale

9/30/2013

Date	Type	Reference
9/30/2013	Bill	2013-2014

Original Amt.
75.00

Balance Due
75.00

Discount
Check Amount

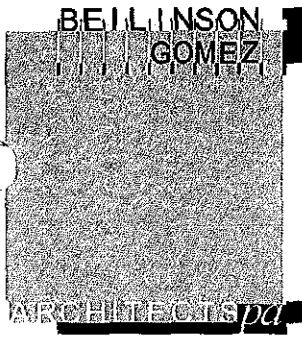
Payment
75.00
75.00

BOA Checking

Annual Lobbyist Registration Fee

75.00

Security features. Details on back.



JOSE L. GOMEZ, AIA

Principal of Beilinson_Gomez Architects P.A. with a collective experience as an accomplished designer of more than 30 years in the areas of architecture, planning and design, management, client development and leadership.

Mr. Gomez joined Beilinson Architects P.A. in 1987, where a clear and distinct interest in the cultural and environmental impact of architecture led to a partnership with founding Principal Les Beilinson, which evolved into Beilinson Gomez Architects P.A. in 1995.

In the past 25 years the partnership has been responsible for more than 200 projects throughout the South Florida area. Beilinson_Gomez Architects P.A. was an early pioneer with the preservation movement in Miami Beach, and demonstrated that it was economically feasible to restore and rehabilitate the historic buildings. The firm was also the first to demonstrate that new contemporary architecture could fit into the context of Historic Districts.

Mr. Gomez' experience has encompassed a variety of building types such as commercial, hospitality, institutional, residential and marine projects in all aspects from conceptual design through construction administration.

His design philosophy revolves around patience and compromise in search of real solutions that respond to the fundamental interests of the client and the built environment. The numerous awards for service and design attest to the firm's accomplishments and dedication to the profession; a concept established as the foundation of Beilinson_Gomez Architects P.A.

Education

Pratt Institute | New York
Bachelor of Architecture | 1987

**Professional
Certifications**

Registered Architect | State of Florida | 1995
American Institute of Architects | 1996
NCARB Certificate | 1996

Civic Affiliations

Member | MiMo Biscayne Association

Honors & Awards

- 2010 National Trust for Historic Preservation | Honor Award for Rehabilitation
Royalton, Miami
- 2010 Dade Heritage Trust | Award for Restoration
Betsy Ross Hotel, Miami Beach
- 2009 Florida Trust for Historic Preservation | Award for Outstanding Achievement in Restoration/
Rehabilitation
Royalton, Miami
- 2009 Dade Heritage Trust | Award for Restoration
Royalton, Miami
- 2009 City of Fort Lauderdale | Community Appearance Award
1401 Crown Center, Fort Lauderdale

- Honors & Awards:
- 2008 Miami Chapter American Institute of Architects | 2008 Design Award
Barbara Residence, Altos Del Mar, Miami Beach
 - 2008 Builders Association of South Florida Best of 2008 Awards | Platinum Award – Architecture
Gomez Residence, Miami
 - 2007 Builders Association of South Florida Best of 2007 Awards | Platinum Award – Architecture
Acacia, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Platinum Award – Builder's Overall
Product
Acacia, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Platinum Award – Architecture
Ocanos, Islamorada, Florida Keys
 - 2007 Builders Association of South Florida Best of 2007 Awards | Platinum Award – Architecture
Privata Las Olas, Isle of Venice, Fort Lauderdale
 - 2007 Builders Association of South Florida Best of 2007 Awards | Gold Award – Architecture
Residences of Biscayne Beach, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Gold Award – Architecture
620 Ocean Drive, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Gold Award – Architecture
Dahlia, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Gold Award – Builder's Overall Product
Dahlia, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Silver Award – Architecture
Jasmine, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Gold Award – Builder's Overall Product
Jasmine, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Silver Award – Architecture
801-817 Washington Avenue, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Silver Award – Architecture
Iris, Miami Beach
 - 2007 Builders Association of South Florida Best of 2007 Awards | Silver Award – Builder's Overall Product
Iris, Miami Beach
 - 2006 Builders Association of South Florida Best of 2006 Awards | Platinum Award
The Bank Condominium, Miami
 - 2006 Builders Association of South Florida Best of 2006 Awards | Platinum Award
Privata, Miami Beach
 - 2006 Builders Association of South Florida Best of 2006 Awards | Platinum Award
Shangri La, Hibiscus Island, Miami Beach
 - 2006 Builders Association of South Florida Best of 2006 Awards | Platinum Award
Latour Residence, N. Venetian Way, Miami
 - 2006 Builders Association of South Florida Best of 2006 Awards | Gold Award
Merayo Delgado Residence, N. Venetian Way, Miami

- Honors & Awards:
- 2006 Builders Association of South Florida Best of 2006 Awards | Silver Award
Quadros Residence, Altos Del Mar, Miami Beach
 - 2005 Miami Chapter, American Institute of Architects | 2005 Design Award for Restoration
344 Ocean Drive, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Best of Show Award
Turchin Residence, Hibiscus Island, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Judge's Special Award
Turchin Residence, Hibiscus Island, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Platinum Award
Turchin Residence, Hibiscus Island, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Platinum Award
Claris Condominium, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Platinum Award
Altos Del Mar – Modern, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Gold Award
Avanti, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Gold Award
Altos Del Mar – Contemporary, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Silver Award
Altos Del Mar – Modern, Miami Beach
 - 2005 Builders Association of South Florida Best of 2005 Awards | Silver Award
Lyghte, Miami
 - 2005 North Beach Development Corporation 2005 Appreciation Awards | Outstanding Rehab Award
Bay Court Condominium, Miami Beach
 - 2005 Carrfour Supportive Housing | Special Design Award
Little River Bend, Miami
 - 2003 Dade Heritage Trust | Award for Outstanding Restoration
Bastian Building, Miami Beach
 - 1996 Miami Design Preservation League | Design Award
Park Central & Imperial Hotels, Miami Beach
 - 1995 The Black Archives, History & Research Foundation of South Florida, Inc. | Certificate of Appreciation
Design Award
Restoration of the Lyric Theater, Overtown
 - 1994 Miami Design Preservation League | Certificate of Appreciation
Various Preservation Projects, Miami Beach
 - 1990 Miami Design Preservation League | Design Award
Ritz Plaza Hotel, Miami Beach
 - 1990 City of Fort Lauderdale | Design Award
Riverwalk Center, Fort Lauderdale
 - 1989 City of Miami | Beautification Award
Opa Locka City Hall, Opa Locka

- Honors & Awards:
- 1988 Florida Association of Housing and Redevelopment Officials | Award of Honor
Harriet Court, Miami Beach
 - 1988 Florida Trust for Historic Preservation | Outstanding Restoration of a Non-Residential Structure
Opa-Locka City Hall, Opa Locka

Experience Highlights: Selected Projects Located in Broward and Palm Beach Counties:

- Omphoy Hotel | Town of Palm Beach
- Gulfstream Hotel | Lake Worth
- Crown Center | Fort Lauderdale
- Harid Conservatory | Boca Raton
Administration Building, Dance Studios
Project Architect at Barretta & Associates
- Morikami Museum & Japanese Gardens | Boca Raton
Project Architect at Barretta & Associates



CITY OF FORT LAUDERDALE
LOBBYIST REGISTRATION FORM

Lobbyist Name (Last, First, Middle Initial): Gomez, Jose L.
Name of Business (Company Name) Bellinson Gomez Architects, P.A.
Business Address: 8101 Biscayne Blvd., Suite 309-310
City: Miami State: FL Zip Code: 33138 Telephone No: 305-559-1250
Email: jg@bellinsonarchitects.p.a.com Fax No: 305-551-1740

Nature of Lobbyist's Business, Occupation or Profession: Architect

Name of Principal (Last, First, Middle Initial): Colmenares, Enrique
Business Name: Vintro Fort Lauderdale, LLC
Business Address: 1815 Purdy Avenue, Miami Beach, FL 33139
Nature of Business: Developer
Occupation or Profession of Principal:
(Please list additional Principals on page 2)

Subject matter that Lobbyist seeks to influence (describe in detail):
Vintro Hotel Development Application
Street address of subject matter (if applicable): 3029 Alhambra Street, Fort Lauderdale, FL

Please state the extent of any direct business association by the Lobbyist with any current elected or appointed official or employee of the City. ("Direct business association" means any mutual endeavor undertaken for profit or compensation.):

Note: You must attach written authorization from said person to lobby on that person's behalf upon a particular subject matter.

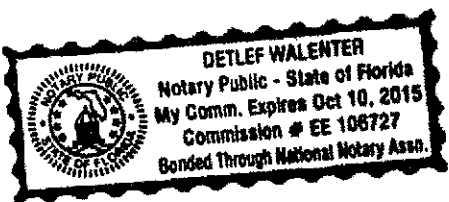
I do solemnly swear that all of the foregoing facts are true and correct, and I have read or am familiar with the provisions in Article VIII of Chapter 2 of the Code of Ordinances of the City (Ordinance No. C-00-27).

Signature of Lobbyist: [Signature]

STATE OF Florida, COUNTY OF Broward sworn to and subscribed before me this 13th day of November, 2008

NOTARY PUBLIC SEAL OF OFFICE

[Signature] Signature of Notary Public, State of FL
EE 106727 Commission Number
DETLEF WALENTER Name of Notary Public (Print/Stamp/Type)



Personally known to me or produced identification:
FL DL (Print type of identification produced)

DID [] take an oath or DID NOT [] take an oath

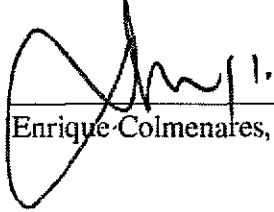
Vintro Fort Lauderdale, LLC
1815 Purdy Avenue
Miami Beach, FL 33139

Authorization

Vintro Fort Lauderdale, LLC hereby authorizes JOSE L. GOMEZ and/or BEILINSON GOMEZ ARCHITECTS, P.A., to lobby on its behalf with the City of Fort Lauderdale, Florida.

Vintro Fort Lauderdale, LLC

By:


Enrique Colmenares, President

DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP
OPERATING ACCOUNT
5355 TOWN CENTER ROAD, SUITE 801
BOCA RATON, FL 33486
(561) 391-4900

TD BANK, NATIONAL ASSOCIATION
63-1482/870

1522

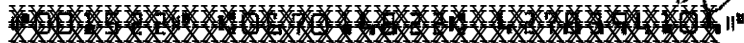
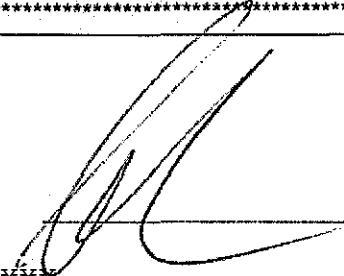
11/15/2013

PAY TO THE ORDER OF City of Fort Lauderdale

\$ **75.00

Seventy-Five and 00/100***** DOLLARS

MEMO Lobbyist Registration Fee - Jose L. Gomez



Details on Back
Intuit® CheckLock™ Secure Check

DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP / OPERATING ACCOUNT 1522

City of Fort Lauderdale 11/15/2013
Lobbyist Registration Fee - Jose L. Gomez - Vintro P 75.00

TD Bank - Operating Lobbyist Registration Fee - Jose L. Gomez 75.00

DUNAY, MISKEL, BACKMAN AND BLATTNER, LLP / OPERATING ACCOUNT 1522

City of Fort Lauderdale 11/15/2013
Lobbyist Registration Fee - Jose L. Gomez - Vintro P 75.00

PAYMENT RECORD

TD Bank - Operating Lobbyist Registration Fee - Jose L. Gomez 75.00





CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#13-0761

TO: Honorable Mayor & Members
Fort Lauderdale City Commission

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: November 19, 2013

TITLE: Resolution to Approve a Site Plan Level IV Development Permit – Vintro Hotel - Case 70R12

Recommendation

It is recommended that the City Commission adopt a resolution approving the issuance of a Site Plan Level IV Development Permit.

Background

The City Commission will determine whether the proposed development or use meets the standards and requirements of the Unified Land Development Regulations (ULDR) and criteria for development in the Central Beach.

The applicant proposes a hotel with a 500 square-foot bar/lounge and a 2,000 square-foot restaurant located along Alhambra Street, between Seabreeze Boulevard and N. Birch Road, in the A-1-A Beachfront Area (ABA) zoning district. The development consists of a thirteen-story (164-feet, four inches) structure with parking on the first and second floors.

The Development Review Committee (DRC) reviewed the proposal on October 9, 2012. All requirements of the ULDR and DRC comments have been addressed. The site plan was subsequently reviewed by the Planning and Zoning Board (PZB) on March 20, 2013. The associated plans, corresponding project narratives are provided as Exhibit 1. The staff report and meeting minutes are attached as Exhibits 2 and 3 respectively. The PZB recommended denial of the application by a vote of 4-3.

Since the PZB meeting, the applicant is proposing modifications to the site plan to address comments and concerns raised at the meeting regarding building mass and queuing of traffic and loading, among others. The proposed revisions create a better pedestrian environment and help the hotel use function more efficiently. The proposed site plan with modifications since the Planning and Zoning Board review is provided as Exhibit 4. The modifications are described in detail in applicant's supplemental narrative and elevation renderings attached as Exhibit 5, and are generally outlined below:

- The total number of hotel rooms has been reduced from 69 to 61, thereby reducing the total number of parking spaces from 53 to 47;
- The total building square footage has been reduced from 52,475 square feet to 49,963 square feet, thereby reducing the building's floor area ratio from 4.2 to 4.0;
- The building's facades have been refined to include additional fenestration including windows and glass to lighten the building's mass and emphasize its vertical orientation, which is now more apparent on the north side of the building, where eight of the units have been removed;
- An additional two feet of sidewalk has been added onsite along Alhambra Street, creating a wider seven-foot wide sidewalk;
- A twelve-foot, five inches wide truck loading area, which has been designed to function as a covered pedestrian plaza space, when not in use for loading, has been introduced on the west side of the building;
- The distance between the ground floor and the second floor increased from 13 feet to 14 feet in order to provide additional vehicular clearance and the distance between the third floor and the fourth floor was decreased by one foot in order to maintain the height of the building.

Compliance with Unified Land Development Regulations

Pursuant to ULDR Section 47-12.5.B, The A-1-A Beachfront Area District is established for the purpose of promoting high-quality destination resort uses that reflect the desired character of the Fort Lauderdale Beach and improvements along A-1-A. General uses in this district include hotels, restaurants and commercial uses offering services and goods for tourists and visitors. The proposed hotel and restaurant use is complementary to the resort atmosphere in the Central Beach Regional Activity Center.

Pursuant to ULDR Section 47-12.5.B.1.c, the minimum side and rear yard setbacks in the ABA zoning district shall be no less than an amount equal to one-half the height of the building, unless otherwise approved as a Site Plan Level IV development. For the proposed 164-foot, four inches structure, this would create an 82-foot, two inches setbacks on the side and rear of the building. As part of the request for a Site Plan Level IV development permit, the applicant proposes 10 foot setbacks on the sides and a 20 foot setback in the rear.

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

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;
2. It shall then be determined whether the architectural design of the proposed development is compatible with the design guidelines provided in Sec. 47-25.3. The design guidelines provided in Sec. 47-25.3 are intended to provide a framework for design review of proposed developments and outline the design elements, which have been determined to be compatible with the revitalization plan;

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;
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;
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.

In addition, 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. The draft Central Beach Master Plan is intended to take the place of previous plans for the Central Beach area, and the applicant took certain efforts to accommodate the intent of the Master Plan guidelines as well as the architectural design criteria of the code, as further outlined below.

The proposed design of the project has a 32 foot, six inches shoulder pedestal, providing a pedestrian scale at the lower levels; and incorporates Miami Modern "MiMo" architectural style elements such as cantilevers, a spiral stair motif, glass walls and decorative screening elements. The project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections. At least one form of moderation is used every three stories. The ground level includes an open plaza and seating, with landscaping, a water feature and shading devices to help create an active, vibrant and comfortable pedestrian environment at the street level, and which responds to the principles of pedestrian oriented street design outlined in the Central Beach Master Plan.

The project is located in the Mid-Beach character area, which has a defining characteristic of resort, hotel and residential uses for this district. The project is responsive to the building design guidelines of the Master Plan by maintaining a street wall length of 85 feet, which is less than the maximum 200 feet. The building floor plate is approximately 4,000 square feet, which is significantly less than the maximum of 16,000 square feet for hotels above 65 feet in height in the Mid-Beach Area. In addition, the building provides active ground-level uses and screens two levels of parking above with a decorative metal screening solution.

The proposed structure will help improve the visual experience with prominent architecture and an active, human-scale pedestrian environment. The Vintro Hotel proposal, together with other recently approved projects in the Central Beach Area, can

11/19/2013

13-0761

help to support a setting for a more cohesive and vibrant environment, as well as an enhanced resort atmosphere for residents and tourists alike.

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, attached with the site plan and submittal material, to assist the Commission in determining if the proposal meets these criteria.

The neighborhood compatibility criteria include performance standards requiring all 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 to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, buffer yards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts". A context plan and perspective renderings depicting the height, mass, scale, shadow, materials and details, etc. of the proposed development as it relates to surrounding properties have also been provided with the site plan submittal.

The properties to the north, south, east and west are all zoned A-1-A Beachfront Area (ABA) zoning district. Overall, the buildings surrounding the site range from two to sixteen stories. Directly to the northeast of the project site is a sixteen-story multi-family building with a significantly higher mass and floor plate size than the proposed building. Other buildings on the block between Seville Street and Alhambra Street are two, three and four-stories in height. Across Alhambra Street to the south is a three-story multifamily building and a surface parking lot. The proposed project is generally compatible with the mass and scale of structures in the surrounding vicinity and throughout the Mid-Beach Character Area.

Transportation & Mobility

As per ULDR Sec. 47-20, Parking Requirements, a total of 47 parking spaces are required for the proposed uses, based on recently approved hotel and bar parking rates adopted for the Central Beach area, as follows:

(61) hotel units @ 0.67 spaces per room	=	40.87
Bar/Lounge @ 1 space per 76 SF	=	6.58

TOTAL: (47.45) 47 parking spaces required

The applicant is providing 48 parking spaces in the garage located on the first and second floors, exceeding the parking requirement by one space. The project incorporates new parking technologies that include hydraulic lifts allowing two vehicles to occupy the same parking space on all but six of the garage's 48 parking spaces. A car freight elevator provides access to the 38 second-floor parking spaces. The applicant will execute a valet

11/19/2013

13-0761

parking agreement for 100% of the project's parking.

According to the trip generation study performed by the applicant's traffic consultant, Hughes Hughes Inc., the project is projected to generate 32 trips during the morning peak hour, and 37 trips during the afternoon peak hour, with a total of 173 daily trips. The applicant anticipates that these volumes will be lower based on the project's location within a destination environment in the Central Beach Regional Activity Center and with future clientele utilizing alternate means of transportation such as taxis. If the project is approved, 444 available trips will remain (including all pending projects) in the Central Beach Regional Activity Center for future development. The trip generation study is attached as Exhibit 6.

According to the applicant's parking system evaluation study, performed by Hughes Hughes Inc., the roadway network providing access to the project site has adequate capacity to accommodate the estimated traffic. To help ensure that traffic associated with the restaurant is kept to a minimum, the applicant proposes to put transportation demand management (TDM) programs in place, including incentives to encourage patrons to bike to the site, and employees to bike, ride the bus or carpool to work, with a heavy emphasis on reducing employee trips. The parking system evaluation study is provided as Exhibit 7.

The applicant has worked with staff on additional means to improve pedestrian connectivity in the immediate area of the development, and has committed to pay \$50,000 towards streetscape improvements, prior to the issuance of a master building permit. The funds will be utilized towards enhancing pedestrian connectivity, including engineering design, permit fees, bonds and engineering construction support, as well as street trees and other landscaping, and will encompass improvements adjacent to the City's Sebastian parking lot.

In addition, safety enhancements in accordance with the Safety Study for the District prepared by the Florida Department of Transportation (FDOT) will also be incorporated and will include elements such as bollards, signage and signal treatments at the intersection of Alhambra Street and State Road A-1-A in close proximity to the project.

Together, the proposed public realm enhancements will improve the pedestrian environment by enhancing connectivity along Alhambra Street, which provides an east-west connection between the Intracoastal Waterway and the beach.

Should the City Commission approve the development, staff is recommending the following conditions:

1. Execute a Valet Parking Agreement prior to CO for 100% of the project's parking;
2. Prior to Final DRC, applicant will submit a valet parking procedures document for review and approval by the City's Transportation and Mobility Department, that will identify, among other policies, specific individual valet assignments by number, location and shift in accordance with the approved procedures to ensure proper staffing for valet parking operations;

3. Execute an Off-Site Parking Agreement with City or private property owner prior to CO that provides an additional two standard parking spaces at an off-site location near the site for emergency temporary use. Further, prior to CO provide evidence of a private or public long-term parking agreement to accommodate up to 47 spaces (8 downstairs always accessible and 39 cars off-site for extended emergencies);
4. Adopt and incorporate transportation demand management (TDM) programs set forth in the May 6, 2013 Hughes Hughes, Inc. Parking System Evaluation;
5. Waste/recycling pickup and truck loading hours are restricted so that loading activities do not occur on site prior to 7:00 AM or after 8:00 PM;
6. A three-year minimum service maintenance agreement for the vehicle elevator and lift system equipment shall be provided to the City's Engineering Division prior to CO. Said agreement will specify the frequency of regular maintenance, the guaranteed response time to emergencies, and the minimum technician qualifications to the satisfaction of Engineering Staff, said specifications to be agreed to prior to final DRC. The applicant and successors shall maintain a similar service agreement for the life of the development program;
7. Prior to issuance of a C.O., a backup up generator shall be provided to service the elevator and lifts in the event of a power outage;
8. Prior to issuance of a C.O., a two-foot sidewalk easement shall be provided to ensure a total seven-foot wide sidewalk along Alhambra Street along the frontage of the project;
9. Prior to issuance of a master building permit, the applicant shall contribute \$50,000 toward pedestrian connectivity improvements in the vicinity of the development which may include the Sebastian Lot project. The funds may be utilized towards engineering design, permit fees, bonds and engineering construction support, as well as street trees and other landscaping;
10. As per the Broward County Historical Commission recommendation, any ground disturbance activity on the project, including disturbances which may occur during site preparation, demolition and construction be monitored by a qualified professional and conform to the Florida Division of Historical Resources, Cultural Resource Management Standards for such work. The archeological monitor will observe ground disturbance activities for unanticipated archeological discoveries and will be required to complete a project monitoring report, including dates and times of monitoring as well as site observations to be submitted to the Broward County Historical Commission for review.

Resource Impact

There is no fiscal impact associated with this action

Strategic Connections

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan: We Are Here. We are an urban center and a vacationland in the heart of South Florida.*

Attachments:

- Exhibit 1 – Site Plan and narratives presented to PZB
 - Exhibit 2 – Staff Report from the March 20, 2013 Planning and Zoning Board Meeting
 - Exhibit 3 – Minutes from the March 20, 2013 Planning and Zoning Board Meeting
 - Exhibit 4 – Site Plan and narratives with modifications since PZB
 - Exhibit 5 – Applicant's Supplemental Narrative
 - Exhibit 6 – Trip Generation Study and Parking Calculations
 - Exhibit 7 – Parking System Evaluation
 - Exhibit 8 – Resolution to Approve
 - Exhibit 9 – Resolution to Deny
-

Prepared By: Thomas Lodge, Planner II

Department Director: Greg Brewton, Sustainable Development



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: _____
Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with A-1-A Beachfront Area Zoning Regulations

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-nine (69) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the standards for the ABA zoning district set forth in Section 47-12.6.B. of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. **Setbacks.** The Project has been designed to meet the required minimum front (20'), rear (20') and side (10') yard setbacks.
2. **Height.** The proposed height of the Project is 164'4", while the permitted height in the District is 200'.
3. **Floor Area Ratio.** The Project proposes a floor to area ratio of 4.2, which includes a 5% increase based on compliance with the Design Compatibility and Community Character Scale standards set forth in Subsection 6.
4. **Required Parking.** The Project complies with the parking requirements set forth in Section 47-20.
5. **Permitted Uses.** The Project is a permitted use in the ABA District. The ABA District requires hotels, such as the project, to be processed as a Site Plan Level IV Development. The Project, therefore, automatically qualifies as a development of significant impact.
6. **Design Compatibility and Community Character Scale.** Applicant has addressed these standards in a separate narrative for the proposed 4.2 FAR.
7. **Minimum Distance between Buildings.** This criteria is not applicable as there is only one (1) building proposed on the Property.

8. *Length and Width.* The proposed length and width of the Project are substantially below the permitted 200' maximum.

In addition to the foregoing, the Project provides several outdoor amenities for pedestrians and hotel guests. The landscaped front yard area on the ground floor acts as an open plaza to be used by pedestrians as well as hotel guests. Seating, landscape, water feature and shading devices will define the space as an urban oasis where casual breakfast and drinks will be served. The main hotel lobby is located on the third floor. To the east of the lobby is a sculpture plaza surrounded by a tropical landscaped planter that will provide an intimate quiet space for the hotel guests to experience. The space serves as a link between the tower and building's base. The pool is located at the roof level and is connected to the restaurant level below by a circular monumental stair. All lighting will be indirect recess lighting, respecting the turtle lighting guidelines as per ULDR Section 6-49. In addition, speakers will be placed in a manner that will restrict the sound within the property's envelope from disturbing the surrounding urban environment.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: _____
Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Design Compatibility and Community Character Scale – ABA District

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-nine (69) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. Petitioner is requesting a five percent (5%) increase in the permitted floor-to-area ratio for the Project pursuant to Section 47-12.5.B.3.b.i. of the City's Unified Land Development Regulations ("ULDR"). Specifically, Petitioner is requesting to increase the floor-to-area ratio from 4.0 to 4.2. In order to qualify for the requested increase in floor-to-area ratio, Petitioner will demonstrate how the Project complies with the standards established by ULDR Section 47-12.5.B.6, Design Compatibility and Community Character Scale—ABA District, below:

- (i) The Project has a distinctive design that reflects positively on the overall character of the City.

The Project has a distinctive design that reflects positively on the overall character of the City. The Project establishes a new dialogue between the tropical South Florida location and the urban character of Fort Lauderdale's Central Beach District. The Project provides an active streetscape and architectural interest through a variety of vertical moderation including balconies, material and color banding and an open-air spiral staircase. The landscaped front yard is covered by a cantilevered roof and acts as an open plaza for pedestrians and hotel guests alike. It includes seating, landscaping, a water feature and shade devices to create a welcoming pedestrian environment. In addition, the ground floor includes a bar and lounge with outdoor seating where breakfast and drinks will be served thus promoting the active pedestrian environment that is essential to a successful and enjoyable beach neighborhood. In addition to the active use, several architectural elements are included to ensure that the Project is compatible with the surrounding area and has a positive effect on the character of the City. Balconies with glass railings are provided along different portions of each building façade creating both architectural appeal and an amenity for hotel guests. A concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade

and frames the top two (2) floors of the building. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors. A unique open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades. The combination of the active streetscape, glass balconies, concrete eyebrow, and unique spiral staircase create a distinctive design that adds to the character to the City's Central Beach Area skyline. The imaginative adaption to an evolving contemporary architectural vocabulary found throughout the Central Beach Area has been used to reflect the architecture language of today's urban generation. The result is a design that will energize the Central Beach Area while maintaining compatibility with the existing buildings.

- (ii) The Project has architectural character that reflects a particular sensitivity to the history and culture of South Florida.

The design of the Project reflects sensitivity to the history and culture of South Florida through the use of MiMo, Miami Modern, design elements. MiMo is a style of architecture that was popular from the 1940s through the 1960s that originated in Miami, Florida as a resort vernacular unique to the South Florida region. The style developed as a popular response to the various modernist and post-world war architectural movements that were popular in other parts of the world. In South Florida, however, architects added glamour, fun, and material excess to what were otherwise stark, minimalist and efficient styles. The MiMo style was frequently applied to hotels in the past war era using elements such as cantilevered roofs, floating planes, glass walls and eyebrows. The Project incorporates this style including elements such as cantilevered roofs, a floating spiral staircase, rooms that appear to be floating above proposed roof gardens, glass walls and decorative screening. The building's design and informal feel is characteristic of the MiMo period apartments and motels found throughout the Central Beach District. The combination of the use of MiMo architectural elements and the chic, boutique nature of the Project strengthen the Fort Lauderdale Central Beach Area's standing as a world-class resort destination while preserving the history and culture of the region.

- (iii) The Project utilizes the natural colors and composition of South Florida.

A minimalist design that plays with light contrasting against solid volumes hovering in spaces identified by vibrant tropical colors. The Project is framed in white concrete with splashes of tropical colors added through strategically placed color banding. The Project represents a concept of distinct Modernist forms organized in an asymmetrical composition.

- (iv) The Project employs an architectural design that represents a deviation from "sameness".

As described above, the design of the Project is characteristic of the MiMo period hotel design. As such, the Project is compatible with the existing buildings in the Central Beach Area. That said, the design of the Project is an adaptation of the tropical modern architectural language. The Project adapts historical architectural features from the MiMo period to provide several unique building elements that are not generally seen on other buildings in the Central Beach Area or the City. The architecture has been influenced by the modernist traditions, however, the volumetric composition dictated by the program has created a building distinguished amongst its neighbors for its own sculptural identity.

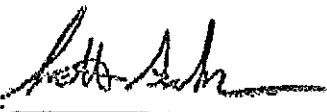
- (v) The building orientation of the Project relieves the monotony of building massing and scale along A-1-A.

The building orientation was dictated by a maximizing the views of the natural setting and its proximity to the Atlantic Ocean. The majority of the hotel rooms are oriented to capture the image of the beach that this District has to offer its visitors. Private and public spaces break up the massing respecting the pedestrian scale, as well as the neighboring urban scale of the existing hotel and residential towers.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: 
Scott E. Backman, Esq.

**Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Adequacy Requirements**

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a seventy-two (72) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In order to complete the Project, Petitioner is requesting approval for Site Plan Level IV. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the adequacy requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

A. Applicability.

The adequacy requirements set forth in ULDR Section 47-25.2 are applicable to the Project to evaluate the demand it will place on public services and facilities.

B. Communications network.

The Project does not interfere with the City's communication network. A search of the County and City records indicated that there are no communications facilities located adjacent to the Property.

C. Drainage facilities.

The Project will be designed to meet the required stormwater retention as required by South Florida Water Management District and Broward County – Development and Environmental Regulation Division. The Property will seek to utilize exfiltration trench and drainage wells to achieve the required water quality and retention and discharge of the runoff generated by the Project.

Exhibit 1

D. *Environmentally sensitive lands.*

The Project will be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, the Project will be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection: Broward County Ordinance No. 89-6, Section 5-198(l), Chapter 5, Article IX of the Broward County Code of Ordinances, and Broward County Ordinance No. 84-60. Petitioner will ensure that the impacts of the Project to any environmentally sensitive lands will be mitigated in accordance with all applicable regulations. In addition to mitigating the impacts pursuant to governmental regulations Petitioner has designed the Project to relocate an existing old growth tree and incorporate it into the Project.

E. *Fire protection.*

The Project will conform will all applicable fire protection codes including access, sprinklers and hydrants. Adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards. The proposed building will be fire sprinklered. An additional fire hydrant has been proposed as well.

F. *Parks and open space.*

Park impact fees will be paid in the manner and amount determined in ULDR Section 47-38.A.

G. *Police protection.*

The Project provides improvements that are compliant with the principles of Crime Prevention through Environmental Design ("CPTED"). A combination of natural surveillance, natural access control, and territorial reinforcement has been used throughout the plans to ensure that the project will be compliant with the CPTED principles. The "See and be Seen" approach to natural surveillance is heavily utilized in the design of this Project with the ultimate design being the integration of residential living and commercial uses providing both seen and perceived surveillance. The use of territorial reinforcement is evident in the proposed pavers and landscaping. The landscaping and water feature promotes a sense of ownership of the Property thereby by increasing the perceived control of the Project.

H. *Potable water.*

Adequate potable water service is available for the needs of the Project, which will meet the requirements of the City Engineering Department as applicable. Initial research of the existing water infrastructure indicates that the existing 6" water mains will be able to handle the additional service demands created by the Project.

a. *Potable water facilities.*

The existing water treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written

determination of reservation of available capacity has been requested from the City and will be provided upon receipt.

I. *Sanitary sewer.*

The existing sewer treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written determination of reservation of available capacity has been requested from the City and will be provided upon receipt.

J. *Schools.*

There will be no impact on the school system as there are no residential units proposed.

K. *Solid waste.*

Petitioner will obtain adequate solid waste collection facilities and service in connection with the Project development and will provide evidence to the City demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

a. *Solid waste facilities.*

Petitioner will obtain written assurance confirming the adequacy of the solid waste collection service and facilities and provide it to the City upon receipt.

L. *Storm water.*

Storm water facilities will be designed to provide the required retention and storage of the runoff generated by the Project. The onsite treatment of stormwater will be provided with the design of exfiltration trench and drainage well.

M. *Transportation facilities.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on all transportation facilities is included with the site plan submittal package.

a. *Regional transportation network.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the regional transportation network is included with the site plan submittal package.

b. *Local streets.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the local streets is included with the site plan submittal package.

c. *Traffic impact studies.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the traffic impact is included with the site plan submittal package.

d. *Dedication of rights-of-way.*

No dedication of rights-of-way is required for the Project.

e. *Pedestrian facilities.*

Pedestrian Facilities have been provided along Alhambra Street to provide a safe and pedestrian friendly environment for those seeking access to the Project and the Beach.

f. *Primary arterial street frontage.*

The property does not abut a primary arterial street.

g. *Other roadway improvements.*

Based on the traffic analysis submitted with the site plan submittal package Petitioner does not anticipate a requirement for roadway improvements.

h. *Street trees.*

Street trees are proposed along the length of the property abutting Alhambra Street. Overhead electrical wires connecting the existing light poles preclude the use of any large growing tree or palm per FPL guidelines. The Manila Palms proposed are allowed per these guidelines and will be consistent with the design of the hotel landscape and surrounding area. The proposed street trees will be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements.

N. *Wastewater.*

No extension of the gravity wastewater mains is necessary. The Project will utilize the existing system with sanitary sewer laterals connecting to the existing system. It is therefore expected that no extension of the system is necessary. Additionally, capital expansion charges for water and sewer facilities will be paid in accordance with Resolution 85-265 should it be required.

O. *Trash management requirements.*

A trash management plan for trash in connection with nonresidential uses that provide prepackaged food or beverages for off-site consumption will be provided prior to Certificate of Occupancy.

P. *Historic and archaeological resources.*

At this time, the Property has not been identified as having archaeological or historical significance.

Q. Hurricane evacuation.

Petitioner will determine the agency with jurisdiction over hurricane evacuation and provide the required agency analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity will be maintained without impairment resulting from the Project or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by:

Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Neighborhood Compatibility Requirements

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a seventy-two (72) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the neighborhood compatibility requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. *Adequacy requirements.*

Adequacy requirements have been provided under separate cover.

2. *Smoke, odor, emissions of particulate matter and noise.*

The Project does not involve activities that will produce any smoke, odor or emissions of particulate matter and noise. The Project includes seventy-two (72) hotel units, 2,000 square feet of restaurant use, 500 square feet of bar use, and structured parking with forty-eight (48) parking spaces. The hotel and its ancillary uses (lounge and restaurant) will be operated in such a manner to ensure that any activities that may occur within the hotel will not produce unreasonable noise levels or otherwise disturb the surrounding community.

Exhibit 1

3. *Design and performance standards.*

a. *Lighting.*

The Project is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the Property are developed with primarily commercial uses including hotels, motels and restaurants. That said, there are also a number of multi-family residential developments immediately surrounding the Property. The Alto Brisa apartment complex abuts the Property on the north, Seasons Condominiums abuts the Property on the northeast, and the Casa Alhambra apartment complex is located to the south of the Property across Alhambra Street. The design utilized ensures that these surrounding residential properties are not affected by lighting of the Project on the Property. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron. In addition, the Project is designed to include a six foot (6') high privacy wall along the north and east portions of the Property abutting the existing residential uses. The parking garage will also be screened from the view of the residential properties by metal screens. The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the Property from the south. Additionally, the light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.

b. *Control of appearance.*

The Project is designed to protect the character of the surrounding residential area from any negative visual impact as follows:

i. *Architectural features.*

The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The Project includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the

roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor. Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on the fifth through eleventh stories. Color and material banding are also employed in the design of the Project. Specifically, a concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade and on a portion of the west side of the south building façade. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors. An open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades. The combination of the concrete eyebrow, balconies, roof gardens and spiral staircase create variations in building mass including projection and recession and variations in the rooflines..

ii. *Loading facilities.*

The loading facilities for the Project will be located in the parking area, which will be screened from view as described above. As such, no loading area will be visible from the surrounding residential properties.

iii. *Screening of rooftop mechanical equipment.*

The Project is designed to screen all rooftop mechanical equipment. Specifically, the Project's design employs an additional floor of façade as a parapet to screen the required mechanical equipment. As the parapet façade will be screened with the same metal screen as the parking garage, the material screening the equipment will match the material used for the principal structure and is at a minimum six inches (6") above the top most surface of the equipment.

c. *Setback regulations.*

The Project complies with required setbacks on all sides of the Property. The setback along the south Property line is required to be twenty feet (20') for all structures with height greater than thirty-five feet (35'). The Project complies with this provision with the building setback twenty

feet (20') from the south Property line and the tower setback an additional five feet (5'). The side setback requirement is ten feet (10'). The Project complies with this requirement with the building setback ten feet (10') from both the east and west Property lines. The rear setback requirement is twenty feet (20'). The Project complies with this requirement with the building setback twenty feet (20') from the north Property line.

d. Buffer yard requirements.

The Project is designed to screen the use from the view of the residential properties to the north, east and south as follows:

i. Landscape strip requirements.

A ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements.

ii. Parking restrictions.

All parking provided for the Project is located within the structured parking garage that is effectively screened from the view of the surrounding properties through the installation of lush landscaping along the Property lines combined with decorative metal screening on the garage façade.

iii. Dumpster regulations.

The dumpster for the Project will be located on the ground floor of the structured parking garage, which, as noted above, will be screened from view through the use of metal screen and lush landscaping.

iv. Wall requirements.

The Project provides a six foot (6') high privacy wall along the north and east Property lines abutting residential uses.

v. Application to existing uses.

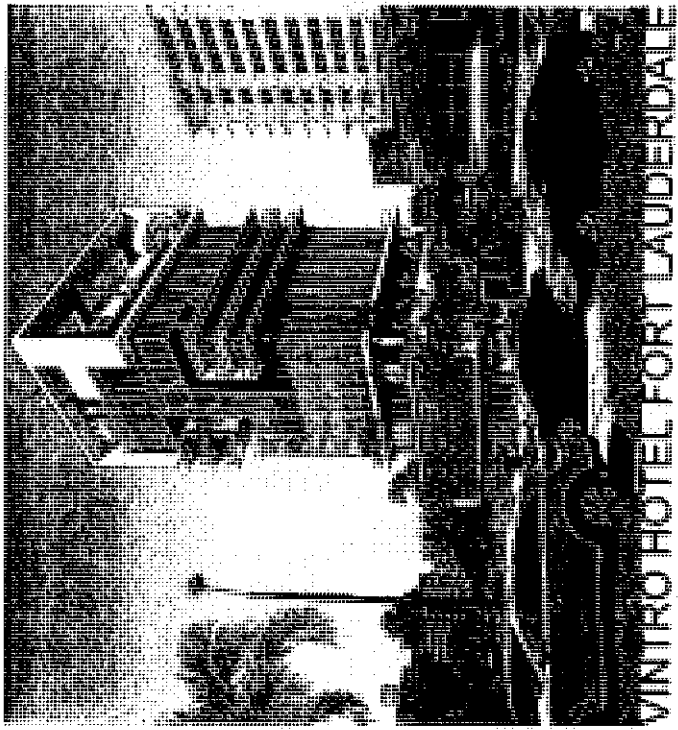
No existing uses will remain on the Property.

e. Neighborhood compatibility and preservation

The Project is compatible with the surrounding community. The dynamic design and functional use of the Project add to the overall character and integrity of the neighborhood. The Project scale and varying massing is compatible with surrounding structures and uses and is designed to ensure that neighboring uses are not adversely impacted. The Project will revitalize the north side of Alhambra Street and infill underutilized property with an innovative design meeting the intent and purpose of the ABA, A-1-A Beachfront Area. The architectural style of the Project is innovative and will create an architecturally expressive and unique addition to the Fort Lauderdale Beach skyline, maximizing air and light to the ocean. Overall, the Project is designed to be compatible with the existing neighborhood and provide an example for future redevelopment in the Central Beach Area.

VINTRO HOTEL FORT LAUDERDALE

DATE	ROOM
NAME	ROOM
PHONE	ROOM
EMAIL	ROOM
ACCOUNT	ROOM
15-000-000	Page 10 of 88

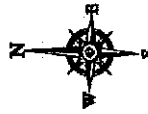
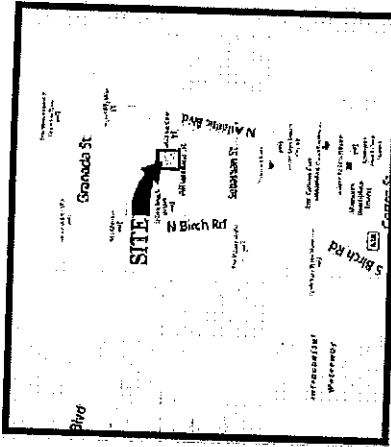


SITE PLAN DRAWINGS FOR:
VINTRO HOTEL
3029 ALHAMBRA STREET
FOR
BEILINSON GOMEZ ARCHITECTS
CITY OF FORT LAUDERDALE
BROWARD COUNTY, FLORIDA
SECTION 6, TOWNSHIP 50S, RANGE R43E

VICINITY AERIAL MAP



LOCATION MAP



OWNER
 BOHLER ENGINEERING, LLC
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

ARCHITECT
 BEILINSON GOMEZ ARCHITECTS
 561 FREEMAN BLVD., SUITE 209
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

LANDSCAPE ARCHITECT
 BOHLER ENGINEERING, LLC
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

SURVEYOR
 JAMES BARRA ASSOCIATES, INC.
 77 N.W. FREEMAN, SUITE 209
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

LEGAL DESCRIPTION

PREPARED BY
BOHLER ENGINEERING
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176
 www.bohlereng.com

SHEET INDEX

1	GENERAL NOTES	1	SECTION 6, TOWNSHIP 50S, RANGE R43E
2	LANDSCAPE ARCHITECTURE	2	SECTION 6, TOWNSHIP 50S, RANGE R43E
3	LANDSCAPE ARCHITECTURE	3	SECTION 6, TOWNSHIP 50S, RANGE R43E
4	LANDSCAPE ARCHITECTURE	4	SECTION 6, TOWNSHIP 50S, RANGE R43E
5	LANDSCAPE ARCHITECTURE	5	SECTION 6, TOWNSHIP 50S, RANGE R43E
6	LANDSCAPE ARCHITECTURE	6	SECTION 6, TOWNSHIP 50S, RANGE R43E
7	LANDSCAPE ARCHITECTURE	7	SECTION 6, TOWNSHIP 50S, RANGE R43E
8	LANDSCAPE ARCHITECTURE	8	SECTION 6, TOWNSHIP 50S, RANGE R43E
9	LANDSCAPE ARCHITECTURE	9	SECTION 6, TOWNSHIP 50S, RANGE R43E
10	LANDSCAPE ARCHITECTURE	10	SECTION 6, TOWNSHIP 50S, RANGE R43E
11	LANDSCAPE ARCHITECTURE	11	SECTION 6, TOWNSHIP 50S, RANGE R43E
12	LANDSCAPE ARCHITECTURE	12	SECTION 6, TOWNSHIP 50S, RANGE R43E
13	LANDSCAPE ARCHITECTURE	13	SECTION 6, TOWNSHIP 50S, RANGE R43E
14	LANDSCAPE ARCHITECTURE	14	SECTION 6, TOWNSHIP 50S, RANGE R43E
15	LANDSCAPE ARCHITECTURE	15	SECTION 6, TOWNSHIP 50S, RANGE R43E
16	LANDSCAPE ARCHITECTURE	16	SECTION 6, TOWNSHIP 50S, RANGE R43E
17	LANDSCAPE ARCHITECTURE	17	SECTION 6, TOWNSHIP 50S, RANGE R43E
18	LANDSCAPE ARCHITECTURE	18	SECTION 6, TOWNSHIP 50S, RANGE R43E
19	LANDSCAPE ARCHITECTURE	19	SECTION 6, TOWNSHIP 50S, RANGE R43E
20	LANDSCAPE ARCHITECTURE	20	SECTION 6, TOWNSHIP 50S, RANGE R43E
21	LANDSCAPE ARCHITECTURE	21	SECTION 6, TOWNSHIP 50S, RANGE R43E
22	LANDSCAPE ARCHITECTURE	22	SECTION 6, TOWNSHIP 50S, RANGE R43E
23	LANDSCAPE ARCHITECTURE	23	SECTION 6, TOWNSHIP 50S, RANGE R43E
24	LANDSCAPE ARCHITECTURE	24	SECTION 6, TOWNSHIP 50S, RANGE R43E
25	LANDSCAPE ARCHITECTURE	25	SECTION 6, TOWNSHIP 50S, RANGE R43E
26	LANDSCAPE ARCHITECTURE	26	SECTION 6, TOWNSHIP 50S, RANGE R43E
27	LANDSCAPE ARCHITECTURE	27	SECTION 6, TOWNSHIP 50S, RANGE R43E
28	LANDSCAPE ARCHITECTURE	28	SECTION 6, TOWNSHIP 50S, RANGE R43E
29	LANDSCAPE ARCHITECTURE	29	SECTION 6, TOWNSHIP 50S, RANGE R43E
30	LANDSCAPE ARCHITECTURE	30	SECTION 6, TOWNSHIP 50S, RANGE R43E
31	LANDSCAPE ARCHITECTURE	31	SECTION 6, TOWNSHIP 50S, RANGE R43E
32	LANDSCAPE ARCHITECTURE	32	SECTION 6, TOWNSHIP 50S, RANGE R43E
33	LANDSCAPE ARCHITECTURE	33	SECTION 6, TOWNSHIP 50S, RANGE R43E
34	LANDSCAPE ARCHITECTURE	34	SECTION 6, TOWNSHIP 50S, RANGE R43E
35	LANDSCAPE ARCHITECTURE	35	SECTION 6, TOWNSHIP 50S, RANGE R43E
36	LANDSCAPE ARCHITECTURE	36	SECTION 6, TOWNSHIP 50S, RANGE R43E
37	LANDSCAPE ARCHITECTURE	37	SECTION 6, TOWNSHIP 50S, RANGE R43E
38	LANDSCAPE ARCHITECTURE	38	SECTION 6, TOWNSHIP 50S, RANGE R43E
39	LANDSCAPE ARCHITECTURE	39	SECTION 6, TOWNSHIP 50S, RANGE R43E
40	LANDSCAPE ARCHITECTURE	40	SECTION 6, TOWNSHIP 50S, RANGE R43E
41	LANDSCAPE ARCHITECTURE	41	SECTION 6, TOWNSHIP 50S, RANGE R43E
42	LANDSCAPE ARCHITECTURE	42	SECTION 6, TOWNSHIP 50S, RANGE R43E
43	LANDSCAPE ARCHITECTURE	43	SECTION 6, TOWNSHIP 50S, RANGE R43E
44	LANDSCAPE ARCHITECTURE	44	SECTION 6, TOWNSHIP 50S, RANGE R43E
45	LANDSCAPE ARCHITECTURE	45	SECTION 6, TOWNSHIP 50S, RANGE R43E
46	LANDSCAPE ARCHITECTURE	46	SECTION 6, TOWNSHIP 50S, RANGE R43E
47	LANDSCAPE ARCHITECTURE	47	SECTION 6, TOWNSHIP 50S, RANGE R43E
48	LANDSCAPE ARCHITECTURE	48	SECTION 6, TOWNSHIP 50S, RANGE R43E
49	LANDSCAPE ARCHITECTURE	49	SECTION 6, TOWNSHIP 50S, RANGE R43E
50	LANDSCAPE ARCHITECTURE	50	SECTION 6, TOWNSHIP 50S, RANGE R43E
51	LANDSCAPE ARCHITECTURE	51	SECTION 6, TOWNSHIP 50S, RANGE R43E
52	LANDSCAPE ARCHITECTURE	52	SECTION 6, TOWNSHIP 50S, RANGE R43E
53	LANDSCAPE ARCHITECTURE	53	SECTION 6, TOWNSHIP 50S, RANGE R43E
54	LANDSCAPE ARCHITECTURE	54	SECTION 6, TOWNSHIP 50S, RANGE R43E
55	LANDSCAPE ARCHITECTURE	55	SECTION 6, TOWNSHIP 50S, RANGE R43E
56	LANDSCAPE ARCHITECTURE	56	SECTION 6, TOWNSHIP 50S, RANGE R43E
57	LANDSCAPE ARCHITECTURE	57	SECTION 6, TOWNSHIP 50S, RANGE R43E
58	LANDSCAPE ARCHITECTURE	58	SECTION 6, TOWNSHIP 50S, RANGE R43E
59	LANDSCAPE ARCHITECTURE	59	SECTION 6, TOWNSHIP 50S, RANGE R43E
60	LANDSCAPE ARCHITECTURE	60	SECTION 6, TOWNSHIP 50S, RANGE R43E
61	LANDSCAPE ARCHITECTURE	61	SECTION 6, TOWNSHIP 50S, RANGE R43E
62	LANDSCAPE ARCHITECTURE	62	SECTION 6, TOWNSHIP 50S, RANGE R43E
63	LANDSCAPE ARCHITECTURE	63	SECTION 6, TOWNSHIP 50S, RANGE R43E
64	LANDSCAPE ARCHITECTURE	64	SECTION 6, TOWNSHIP 50S, RANGE R43E
65	LANDSCAPE ARCHITECTURE	65	SECTION 6, TOWNSHIP 50S, RANGE R43E
66	LANDSCAPE ARCHITECTURE	66	SECTION 6, TOWNSHIP 50S, RANGE R43E
67	LANDSCAPE ARCHITECTURE	67	SECTION 6, TOWNSHIP 50S, RANGE R43E
68	LANDSCAPE ARCHITECTURE	68	SECTION 6, TOWNSHIP 50S, RANGE R43E
69	LANDSCAPE ARCHITECTURE	69	SECTION 6, TOWNSHIP 50S, RANGE R43E
70	LANDSCAPE ARCHITECTURE	70	SECTION 6, TOWNSHIP 50S, RANGE R43E
71	LANDSCAPE ARCHITECTURE	71	SECTION 6, TOWNSHIP 50S, RANGE R43E
72	LANDSCAPE ARCHITECTURE	72	SECTION 6, TOWNSHIP 50S, RANGE R43E
73	LANDSCAPE ARCHITECTURE	73	SECTION 6, TOWNSHIP 50S, RANGE R43E
74	LANDSCAPE ARCHITECTURE	74	SECTION 6, TOWNSHIP 50S, RANGE R43E
75	LANDSCAPE ARCHITECTURE	75	SECTION 6, TOWNSHIP 50S, RANGE R43E
76	LANDSCAPE ARCHITECTURE	76	SECTION 6, TOWNSHIP 50S, RANGE R43E
77	LANDSCAPE ARCHITECTURE	77	SECTION 6, TOWNSHIP 50S, RANGE R43E
78	LANDSCAPE ARCHITECTURE	78	SECTION 6, TOWNSHIP 50S, RANGE R43E
79	LANDSCAPE ARCHITECTURE	79	SECTION 6, TOWNSHIP 50S, RANGE R43E
80	LANDSCAPE ARCHITECTURE	80	SECTION 6, TOWNSHIP 50S, RANGE R43E
81	LANDSCAPE ARCHITECTURE	81	SECTION 6, TOWNSHIP 50S, RANGE R43E
82	LANDSCAPE ARCHITECTURE	82	SECTION 6, TOWNSHIP 50S, RANGE R43E
83	LANDSCAPE ARCHITECTURE	83	SECTION 6, TOWNSHIP 50S, RANGE R43E
84	LANDSCAPE ARCHITECTURE	84	SECTION 6, TOWNSHIP 50S, RANGE R43E
85	LANDSCAPE ARCHITECTURE	85	SECTION 6, TOWNSHIP 50S, RANGE R43E
86	LANDSCAPE ARCHITECTURE	86	SECTION 6, TOWNSHIP 50S, RANGE R43E
87	LANDSCAPE ARCHITECTURE	87	SECTION 6, TOWNSHIP 50S, RANGE R43E
88	LANDSCAPE ARCHITECTURE	88	SECTION 6, TOWNSHIP 50S, RANGE R43E
89	LANDSCAPE ARCHITECTURE	89	SECTION 6, TOWNSHIP 50S, RANGE R43E
90	LANDSCAPE ARCHITECTURE	90	SECTION 6, TOWNSHIP 50S, RANGE R43E
91	LANDSCAPE ARCHITECTURE	91	SECTION 6, TOWNSHIP 50S, RANGE R43E
92	LANDSCAPE ARCHITECTURE	92	SECTION 6, TOWNSHIP 50S, RANGE R43E
93	LANDSCAPE ARCHITECTURE	93	SECTION 6, TOWNSHIP 50S, RANGE R43E
94	LANDSCAPE ARCHITECTURE	94	SECTION 6, TOWNSHIP 50S, RANGE R43E
95	LANDSCAPE ARCHITECTURE	95	SECTION 6, TOWNSHIP 50S, RANGE R43E
96	LANDSCAPE ARCHITECTURE	96	SECTION 6, TOWNSHIP 50S, RANGE R43E
97	LANDSCAPE ARCHITECTURE	97	SECTION 6, TOWNSHIP 50S, RANGE R43E
98	LANDSCAPE ARCHITECTURE	98	SECTION 6, TOWNSHIP 50S, RANGE R43E
99	LANDSCAPE ARCHITECTURE	99	SECTION 6, TOWNSHIP 50S, RANGE R43E
100	LANDSCAPE ARCHITECTURE	100	SECTION 6, TOWNSHIP 50S, RANGE R43E

BOHLER ENGINEERING
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

VINTRO HOTEL
 FORT LAUDERDALE

BEILINSON GOMEZ ARCHITECTS

BOHLER ENGINEERING
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

EDWARD M. McDONALD
 100 CORPORATE DRIVE, SUITE 250
 FORT LAUDERDALE, FL 33304
 P: 954.382.7000
 F: 954.382.7176

C-1

7-30

STATE OF FLORIDA
COUNTY OF BROWARD

The undersigned has filed for record...
Notary Public
J. B. ...
Notary Seal

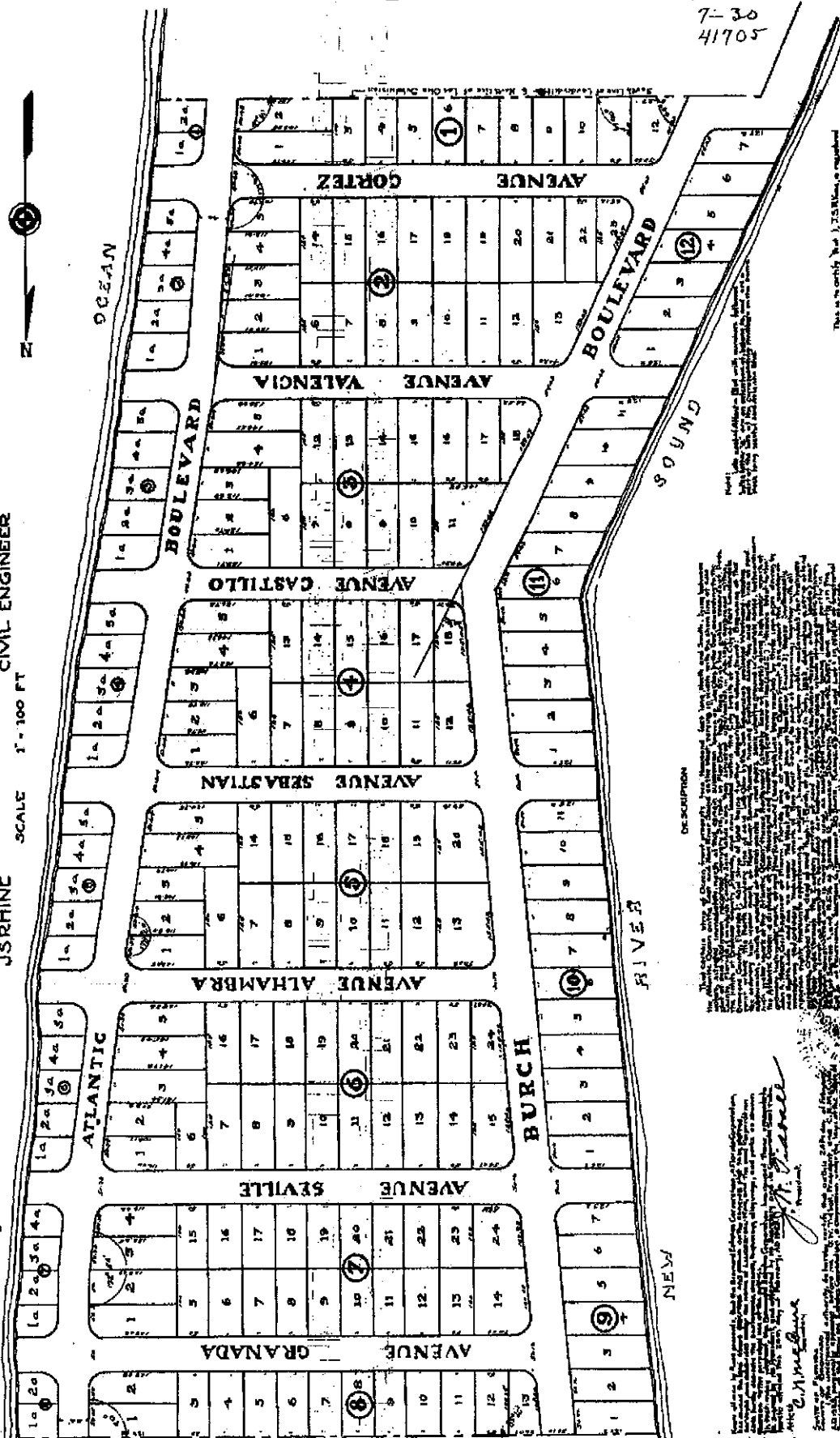
Lauderdale Mar

BROWARD ESTATES CORPORATION -
OWNERS
J. R. JRMINE
SCALE 1" = 100 FT
CIVIL ENGINEER

ATLANTIC



STATE OF FLORIDA
COUNTY OF BROWARD
I HEREBY CERTIFY that this is a true and correct copy of a map as filed in the office of the public record of Broward County Florida, at Fort Lauderdale, Florida, on the 22nd day of February, 1975.
Notary Public
J. B. ...



7-30
41705

DESCRIPTION

This plat shows the subdivision of land into lots, blocks and sections...
J. R. JRMINE
CIVIL ENGINEER

[Signature]
Notary Seal



NO.	DATE	DESCRIPTION	BY	CHECKED	SCALE
1	01/11/2017	PRELIMINARY	...	...	...
2	01/25/2017	REVISED	...	...	...
3	02/02/2017	REVISED	...	...	...

**VINTRO HOTEL
FORT LAUDERDALE**

**BELLMONT GOMEZ
ARCHITECTS**

**CITY OF FORT LAUDERDALE
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT**

**BOHLER
ENGINEERING**

MICHAEL D. GROSSWORTHY

**LANDSCAPE
PLANTING
PLAN**

LP-1

PLANT SCHEDULE

SYMBOL	PLANT NAME	PLANT SIZE	PLANT QUANTITY	PLANT SPECIES	PLANT NOTES
S1	1" PALM	1" PALM	10	1" PALM	...
S2	2" PALM	2" PALM	10	2" PALM	...
S3	4" PALM	4" PALM	10	4" PALM	...
S4	6" PALM	6" PALM	10	6" PALM	...
S5	8" PALM	8" PALM	10	8" PALM	...
S6	10" PALM	10" PALM	10	10" PALM	...
S7	12" PALM	12" PALM	10	12" PALM	...
S8	14" PALM	14" PALM	10	14" PALM	...
S9	16" PALM	16" PALM	10	16" PALM	...
S10	18" PALM	18" PALM	10	18" PALM	...
S11	20" PALM	20" PALM	10	20" PALM	...
S12	22" PALM	22" PALM	10	22" PALM	...
S13	24" PALM	24" PALM	10	24" PALM	...
S14	26" PALM	26" PALM	10	26" PALM	...
S15	28" PALM	28" PALM	10	28" PALM	...
S16	30" PALM	30" PALM	10	30" PALM	...
S17	32" PALM	32" PALM	10	32" PALM	...
S18	34" PALM	34" PALM	10	34" PALM	...
S19	36" PALM	36" PALM	10	36" PALM	...
S20	38" PALM	38" PALM	10	38" PALM	...
S21	40" PALM	40" PALM	10	40" PALM	...
S22	42" PALM	42" PALM	10	42" PALM	...
S23	44" PALM	44" PALM	10	44" PALM	...
S24	46" PALM	46" PALM	10	46" PALM	...
S25	48" PALM	48" PALM	10	48" PALM	...

SYMBOL	PLANT NAME	PLANT SIZE	PLANT QUANTITY	PLANT SPECIES	PLANT NOTES
S26	50" PALM	50" PALM	10	50" PALM	...
S27	52" PALM	52" PALM	10	52" PALM	...
S28	54" PALM	54" PALM	10	54" PALM	...
S29	56" PALM	56" PALM	10	56" PALM	...
S30	58" PALM	58" PALM	10	58" PALM	...
S31	60" PALM	60" PALM	10	60" PALM	...
S32	62" PALM	62" PALM	10	62" PALM	...
S33	64" PALM	64" PALM	10	64" PALM	...
S34	66" PALM	66" PALM	10	66" PALM	...
S35	68" PALM	68" PALM	10	68" PALM	...
S36	70" PALM	70" PALM	10	70" PALM	...

CITY OF FORT LAUDERDALE, FLORIDA

VINTRO HOTEL LANDSCAPE GROVE REQUIREMENTS

COMING: 12%
MINIMUM: 12%
MAXIMUM: 12%

REQUIREMENTS:

- Minimum 12% of the total site area shall be dedicated to landscaping.
- Landscaping shall be installed within 180 days of the start of construction.
- Landscaping shall be installed in accordance with the approved landscape plan.
- Landscaping shall be installed in accordance with the approved plant schedule.
- Landscaping shall be installed in accordance with the approved irrigation system.
- Landscaping shall be installed in accordance with the approved maintenance schedule.

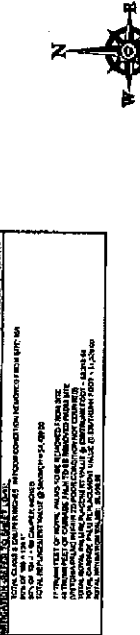
SYMBOL	PLANT NAME	PLANT SIZE	PLANT QUANTITY	PLANT SPECIES	PLANT NOTES
S37	72" PALM	72" PALM	10	72" PALM	...
S38	74" PALM	74" PALM	10	74" PALM	...
S39	76" PALM	76" PALM	10	76" PALM	...
S40	78" PALM	78" PALM	10	78" PALM	...
S41	80" PALM	80" PALM	10	80" PALM	...
S42	82" PALM	82" PALM	10	82" PALM	...
S43	84" PALM	84" PALM	10	84" PALM	...
S44	86" PALM	86" PALM	10	86" PALM	...
S45	88" PALM	88" PALM	10	88" PALM	...
S46	90" PALM	90" PALM	10	90" PALM	...

PLANTING NOTES:

- ALL PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED PLANT SCHEDULE.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED IRRIGATION SYSTEM.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED MAINTENANCE SCHEDULE.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION SEQUENCE.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION SCHEDULE.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION BUDGET.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION RISK.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION LIABILITY.
- PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED CONSTRUCTION WARRANTY.

GENERAL NOTES:

- ALL LANDSCAPE AREAS SHALL BE IRRIGATED FROM A NONPOTABLE WATER SOURCE AND SHALL HAVE A MINIMUM 50% OVERLAP.
- PLEASE REFER TO SHEET LA-2 FOR PLANTING DETAILS, SHEET LA-3 FOR GENERAL LANDSCAPE NOTES AND SHEET LA-4 FOR EXISTING TREE DISPOSITION PLAN.



ALL LANDSCAPE AREAS SHALL BE IRRIGATED FROM A NONPOTABLE WATER SOURCE AND SHALL HAVE A MINIMUM 50% OVERLAP.

PLEASE REFER TO SHEET LA-2 FOR PLANTING DETAILS, SHEET LA-3 FOR GENERAL LANDSCAPE NOTES AND SHEET LA-4 FOR EXISTING TREE DISPOSITION PLAN.



BOHLER
ENGINEERING

21111 N. CENTRAL EXPRESSWAY, SUITE 200
 WILLOW PARK, FLORIDA 32786-4444
 TEL: (407) 437-1300 FAX: (407) 437-1301
 WWW.BOHLENERG.COM

NO.	DESCRIPTION	DATE	BY	CHKD.

PROJECT: VINTRO HOTEL
 CLIENT: BELLINSON GOMEZ ARCHITECTS
 DATE: 10/10/03

VINTRO HOTEL
FORT LAUDERDALE

BELLINSON GOMEZ
ARCHITECTS

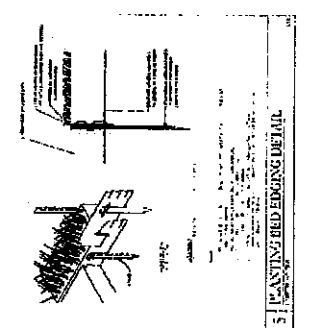
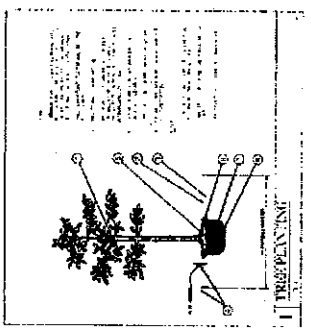
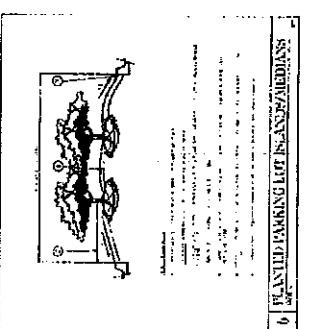
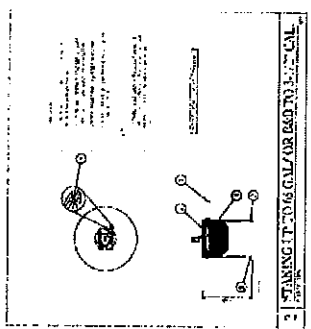
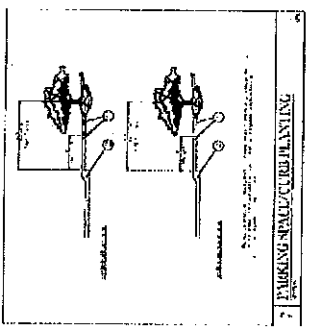
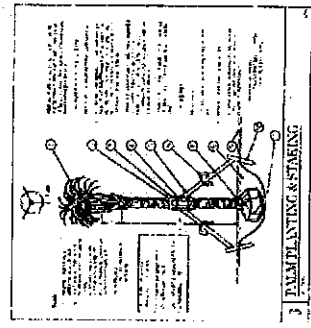
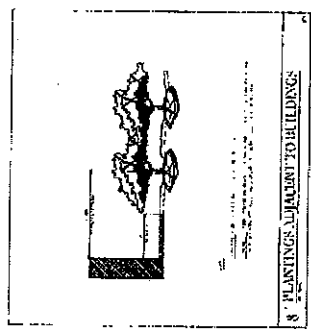
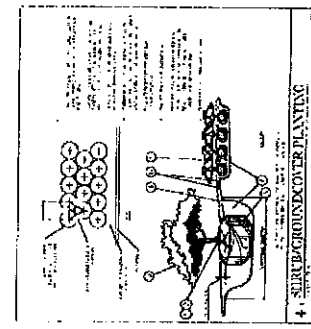
5311 NW 10TH AVENUE, SUITE 201
 FT. LAUDERDALE, FL 33309
 TEL: (954) 565-1100

BOHLER
ENGINEERING

21111 N. CENTRAL EXPRESSWAY, SUITE 200
 WILLOW PARK, FLORIDA 32786-4444
 TEL: (407) 437-1300 FAX: (407) 437-1301
 WWW.BOHLENERG.COM

MICHAEL D. GROSSVITZ
 4375 UNIVERSITY DRIVE, SUITE 200
 FT. LAUDERDALE, FLORIDA 33309
 TEL: (954) 565-1100

LANDSCAPE
 PLANTING
 DETAILS
LP-2



LANDSCAPE GENERAL NOTES


1. SEE PLAN FOR EXISTING AND PROPOSED PLANTING. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS. PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS.

2. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS. PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS.

3. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS. PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS.

4. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS. PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS.

5. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS. PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING NOTES AND SPECIFICATIONS.

 BOHLER ENGINEERING 1000 BOHLER DRIVE FORT LAUDERDALE, FL 33304 TEL: (954) 575-1111 FAX: (954) 575-1112	PROJECT NO. _____ SHEET NO. _____ DATE _____
	CLIENT: _____ ARCHITECT: _____ CONTRACT NO. _____
VINTRO HOTEL FORT LAUDERDALE	BEIJING GONGZU ARCHITECTS
BOHLER ENGINEERING	MICHAEL D. GROSSWORTH LANDSCAPE ARCHITECT
LANDSCAPE GENERAL NOTES LP-3	SHEET NO. _____ DATE _____

DATE: 10/15/2014	PROJECT: VINTRO HOTEL
CLIENT: VINTRO HOTEL	SCALE: AS SHOWN
DESIGNER: BOHLER ENGINEERING	CHECKER: BOHLER ENGINEERING
APPROVER: BOHLER ENGINEERING	DATE: 10/15/2014

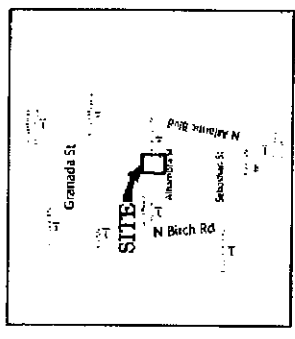
PROJECT: VINTRO HOTEL	SCALE: AS SHOWN
CLIENT: VINTRO HOTEL	CHECKER: BOHLER ENGINEERING
DESIGNER: BOHLER ENGINEERING	APPROVER: BOHLER ENGINEERING
DATE: 10/15/2014	

VINTRO HOTEL
 ROBT LAURERDALE
 ART DIRECTOR

BOHLER ENGINEERING
 BOHLER ENGINEERING
 1101 W. UNIVERSITY BLVD. SUITE 200
 TAMPA, FL 33606
 TEL: 813.977.9999
 FAX: 813.977.9998
 WWW.BOHLER-ENGINEERING.COM

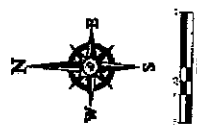
EDWARD M. McDONALD
 LICENSED PROFESSIONAL ENGINEER
 LICENSE NO. 37469
 STATE OF FLORIDA

SITE PLAN
C-3
 SHEET 1 OF 1
 10/15/2014



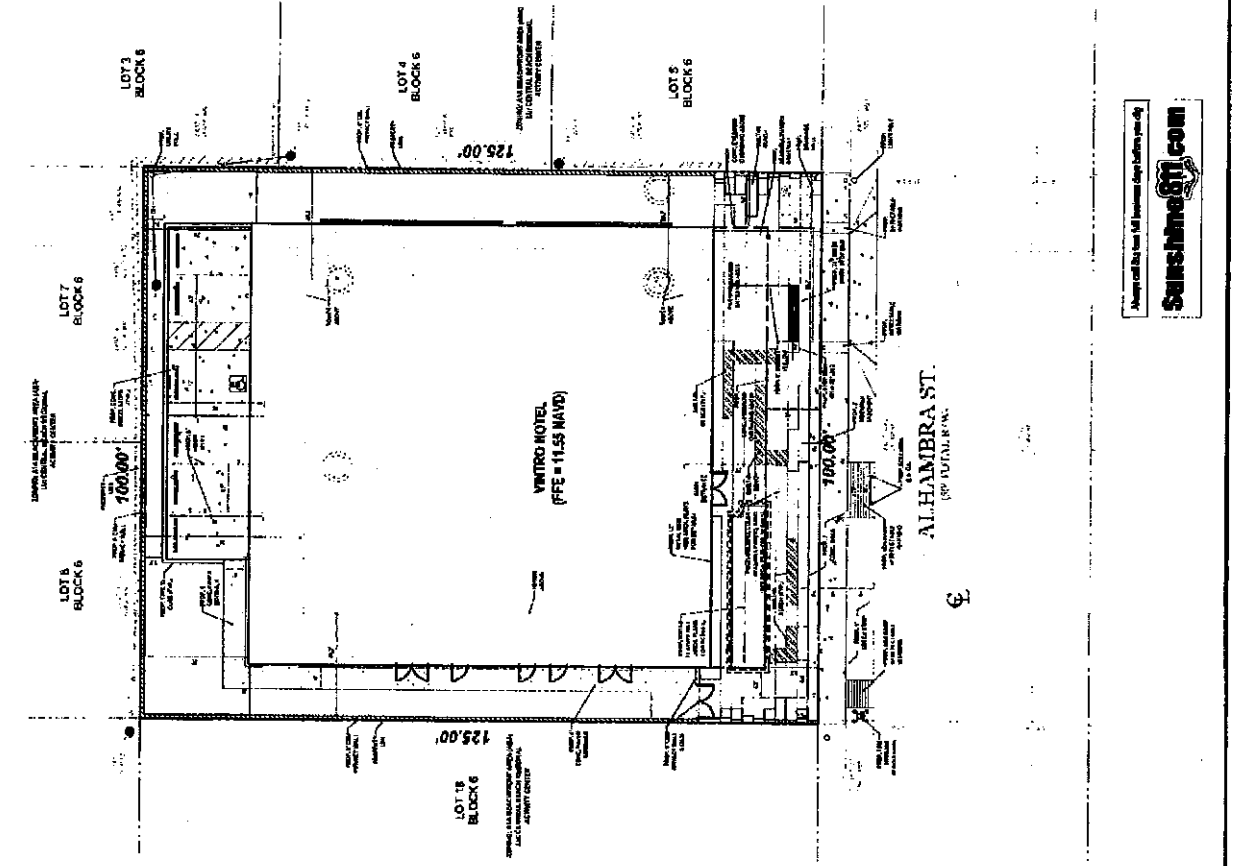
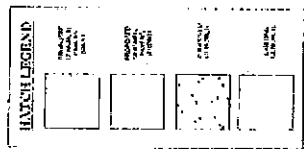
DISTRICT REQUIREMENTS & GENERAL NOTES

1. THIS SITE IS LOCATED IN THE C-3 DISTRICT OF THE CITY OF TAMPA, FLORIDA. THE DISTRICT REQUIREMENTS ARE AS FOLLOWS:
2. THE MAXIMUM HEIGHT OF ANY STRUCTURE SHALL BE 100 FEET.
3. THE MAXIMUM NUMBER OF STORIES SHALL BE 10.
4. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
5. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
6. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
7. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
8. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
9. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.
10. THE MAXIMUM AREA OF ANY SIGN SHALL BE 100 SQUARE FEET.



LEGAL DESCRIPTION
 THE SITE IS LOCATED IN THE C-3 DISTRICT OF THE CITY OF TAMPA, FLORIDA. THE LEGAL DESCRIPTION IS AS FOLLOWS:

NOTED NOTES
 ALL DIMENSIONS ARE IN FEET AND INCHES. ALL DIMENSIONS SHALL BE AS SHOWN ON THIS PLAN. ALL DIMENSIONS SHALL BE AS SHOWN ON THIS PLAN. ALL DIMENSIONS SHALL BE AS SHOWN ON THIS PLAN.



Approved for this plan. All dimensions shown within per city.
Sunshineng.com

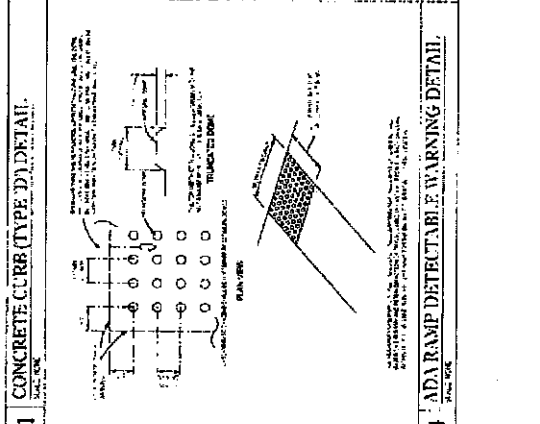
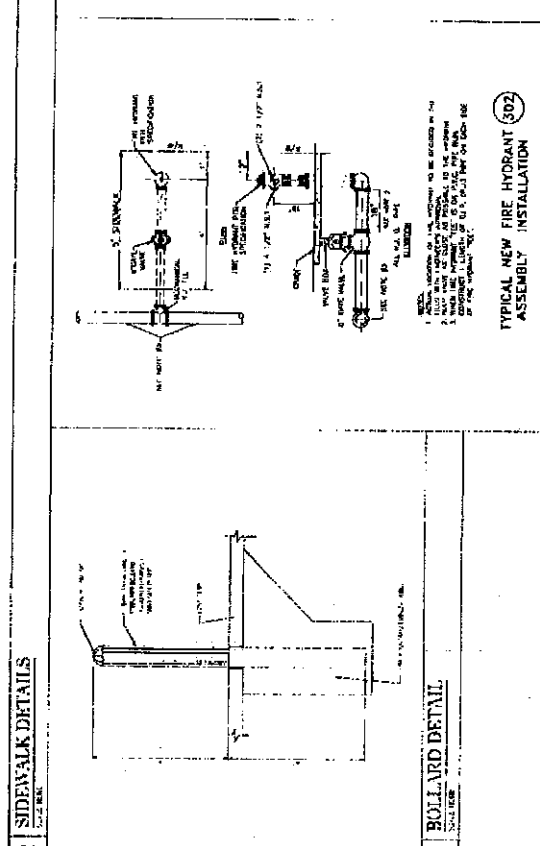
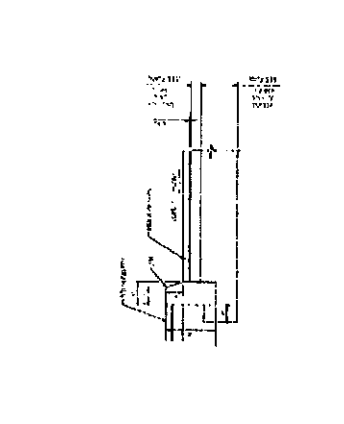
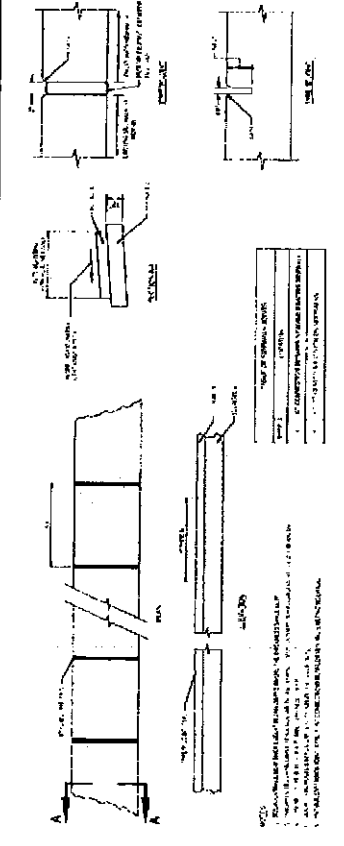
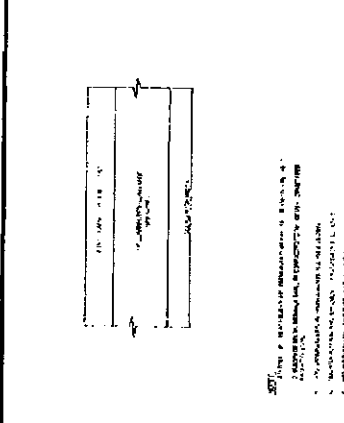
NO.	DATE	REVISION

**VINTRO HOTEL
 FORT LAUDERDALE**
**BELISSIMO GOMEZ
 ARCHITECTS**

BOHLER ENGINEERING
 100 WEST 10TH AVENUE
 DENVER, COLORADO 80202
 PH: 303-733-0100
 FAX: 303-733-0101
 WWW.BOHLENERG.COM

EDWARD M. McDONALD
 1775 UNIVERSITY DRIVE, SUITE 100
 FORT LAUDERDALE, FL 33404
 PH: 352-437-1111
 FAX: 352-437-1112
 WWW.EDWARDMCDONALD.COM

SEE DETAILS
C-4



NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

PROJECT NO. 2011-001
SHEET NO. 1 OF 1

VINTRO HOTEL
PORT LAURELDALE

BEILINSON GONZALEZ ARCHITECTS

BOHLER ENGINEERING

EDWARD M. McDONALD

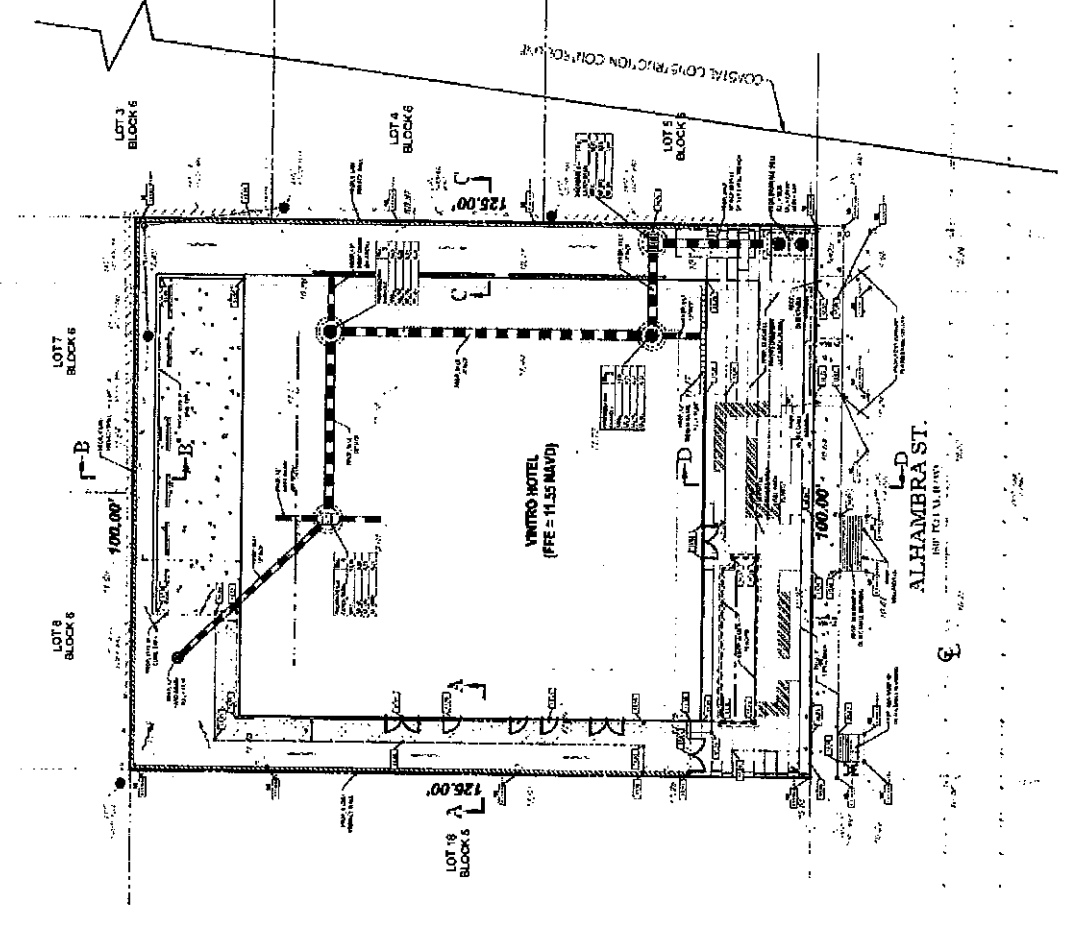
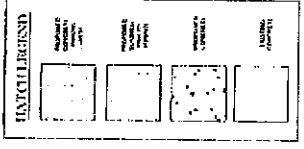
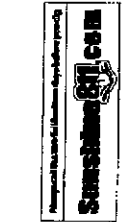
PRELIMINARY PAVING AND DRAINAGE PLAN

- ### CONSTRUCTION NOTES:
- 1. EXISTING GRADE SHOWN WITH DASHED LINES.
 - 2. PROPOSED GRADE SHOWN WITH SOLID LINES.
 - 3. EXISTING DRAINAGE SHOWN WITH DASHED LINES AND ARROWS.
 - 4. PROPOSED DRAINAGE SHOWN WITH SOLID LINES AND ARROWS.
 - 5. ALL DISTANCES GIVEN ARE PER AS SHOWN UNLESS OTHERWISE NOTED.
 - 6. ALL DISTANCES GIVEN TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 7. ALL DISTANCES GIVEN TO CORNER UNLESS OTHERWISE NOTED.
 - 8. ALL DISTANCES GIVEN TO FACE UNLESS OTHERWISE NOTED.
 - 9. ALL DISTANCES GIVEN TO BACK UNLESS OTHERWISE NOTED.
 - 10. ALL DISTANCES GIVEN TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 11. ALL DISTANCES GIVEN TO CORNER UNLESS OTHERWISE NOTED.
 - 12. ALL DISTANCES GIVEN TO FACE UNLESS OTHERWISE NOTED.
 - 13. ALL DISTANCES GIVEN TO BACK UNLESS OTHERWISE NOTED.
 - 14. ALL DISTANCES GIVEN TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 15. ALL DISTANCES GIVEN TO CORNER UNLESS OTHERWISE NOTED.
 - 16. ALL DISTANCES GIVEN TO FACE UNLESS OTHERWISE NOTED.
 - 17. ALL DISTANCES GIVEN TO BACK UNLESS OTHERWISE NOTED.
 - 18. ALL DISTANCES GIVEN TO CENTERLINE UNLESS OTHERWISE NOTED.
 - 19. ALL DISTANCES GIVEN TO CORNER UNLESS OTHERWISE NOTED.
 - 20. ALL DISTANCES GIVEN TO FACE UNLESS OTHERWISE NOTED.

PAVING, GRADING & DRAINAGE LEGEND

PAVING	GRADING	DRAINAGE

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		



ALHAMBRA ST.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	08/14/08	WJG	WJG
2	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
3	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
4	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
5	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
6	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
7	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
8	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
9	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG
10	ISSUED FOR CONSTRUCTION	08/14/08	WJG	WJG

PROJECT NO.	08-00000000
DATE	08/14/08
SCALE	AS SHOWN
DESIGNED BY	WJG
CHECKED BY	WJG
APPROVED BY	WJG
DATE	08/14/08

VINTRO HOTEL
FORT LAUDERDALE

BRELLINSON GOMEZ
ARCHITECTS

CITY OF FORT LAUDERDALE
 HUNTERDALE COURTYARD

BOHLER ENGINEERING

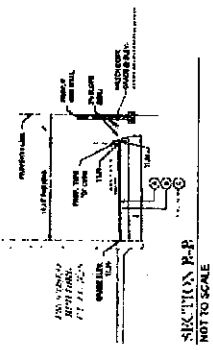
1101 S. UNIVERSITY AVENUE
 SUITE 100
 TAMPA, FLORIDA 33606
 (813) 288-1100
 FAX (813) 288-1101
 WWW.BOHLER-ENGINEERING.COM

EDWARD M. McDONALD

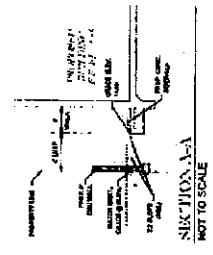
REGISTERED PROFESSIONAL ENGINEER
 IN THE STATE OF FLORIDA
 LICENSE NO. 12500

CROSS SECTIONS

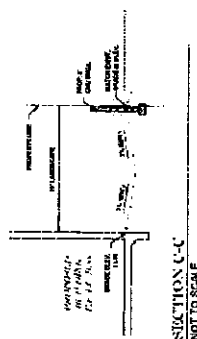
SECTION NUMBER
C-6



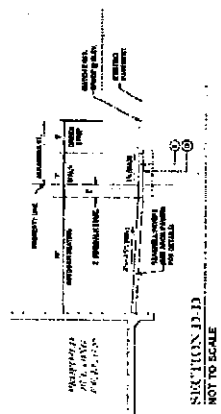
SECTION P-P
 NOT TO SCALE



SECTION A-A
 NOT TO SCALE



SECTION C-C
 NOT TO SCALE



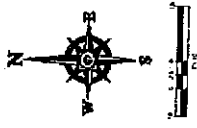
SECTION D-D
 NOT TO SCALE

PAVEMENT LEGEND

- 1. ASPHALT CONCRETE (1.5\"/>
- 2. ASPHALT CONCRETE (1.5\"/>
- 3. ASPHALT CONCRETE (1.5\"/>
- 4. ASPHALT CONCRETE (1.5\"/>
- 5. ASPHALT CONCRETE (1.5\"/>
- 6. ASPHALT CONCRETE (1.5\"/>
- 7. ASPHALT CONCRETE (1.5\"/>
- 8. ASPHALT CONCRETE (1.5\"/>
- 9. ASPHALT CONCRETE (1.5\"/>
- 10. ASPHALT CONCRETE (1.5\"/>

ALL ELEVATIONS REFERENCE THE NORTH
 AMERICAN VERTICAL DATUM OF 1985 (NAVD 1985)

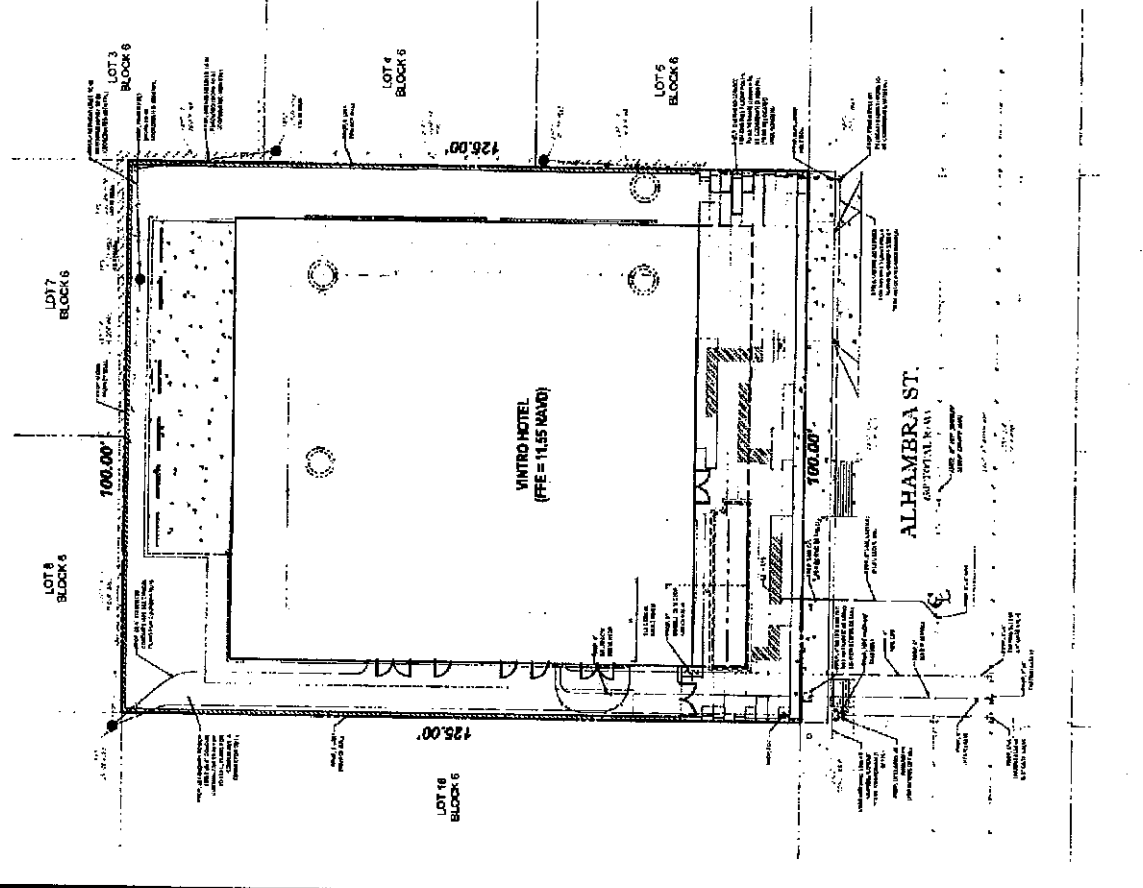




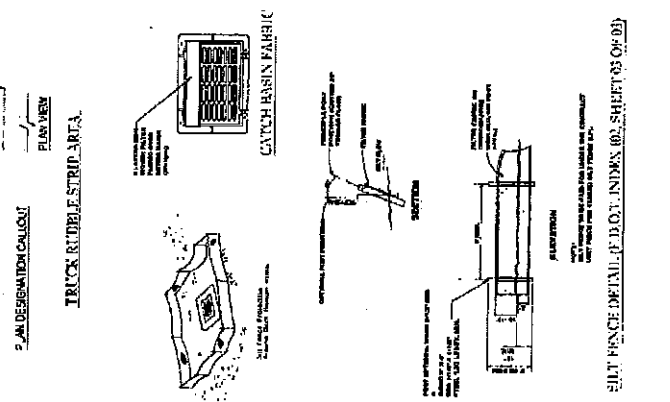
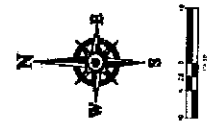
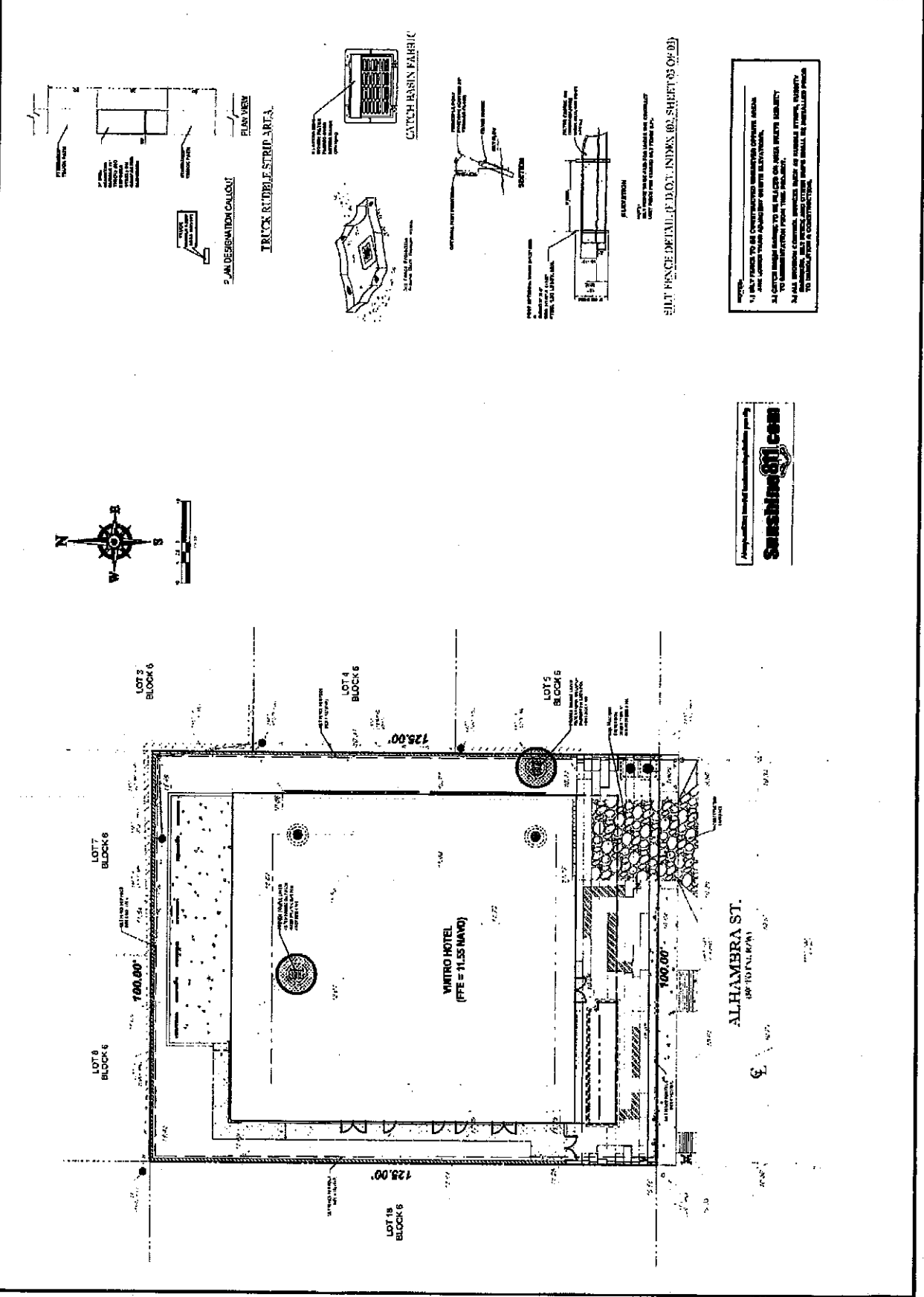
PROPERTY LIST	
PROPERTY NO.	1
ADDRESS	1110 W. 10TH ST.
CITY	DENVER, CO
STATE	CO
COUNTY	DENVER
ZONING	COMMERCIAL
OWNER	WINTRO HOTEL
DESIGNER	BOHLER ENGINEERING
DATE	10/10/12



PROPERTY LIST	
PROPERTY NO.	1
ADDRESS	1110 W. 10TH ST.
CITY	DENVER, CO
STATE	CO
COUNTY	DENVER
ZONING	COMMERCIAL
OWNER	WINTRO HOTEL
DESIGNER	BOHLER ENGINEERING
DATE	10/10/12



BOHLER ENGINEERING 1015 S. 10TH STREET PHOENIX, AZ 85024 PHONE: 602.258.1111 FAX: 602.258.1112 WWW.BOHLERENR.COM	PROJECT NO. 12345 SHEET NO. C-8 DATE 12/15/2018	CLIENT: VINTRO HOTEL ARCHITECT: BELANSIN GOMEZ ARCHITECTS 1015 S. 10TH STREET PHOENIX, AZ 85024	CITY OF PHOENIX DEPARTMENT OF PUBLIC WORKS PERMIT NO. 2018-001234	BOHLER ENGINEERING EDWARD M. McDONALD REGISTERED PROFESSIONAL ENGINEER NO. 12345 AZ STATE BOARD OF ENGINEERING 1015 S. 10TH STREET PHOENIX, AZ 85024
---	---	--	---	--



NOTES:

- 1) ALL NOTES TO BE CONSIDERED SUPPLEMENTARY TO THE PERMITS AND SPECIFICATIONS.
- 2) ALL NOTES SHALL BE TO BE IN ACCORDANCE WITH THE CITY OF PHOENIX PERMITS AND SPECIFICATIONS.
- 3) ALL NOTES SHALL BE TO BE IN ACCORDANCE WITH THE CITY OF PHOENIX PERMITS AND SPECIFICATIONS.
- 4) ALL NOTES SHALL BE TO BE IN ACCORDANCE WITH THE CITY OF PHOENIX PERMITS AND SPECIFICATIONS.
- 5) ALL NOTES SHALL BE TO BE IN ACCORDANCE WITH THE CITY OF PHOENIX PERMITS AND SPECIFICATIONS.



SILT FENCE DETAIL (P.D.O.T. INDIAN 80) SHEETS (OF 8)

NO.	DATE	DESCRIPTION
1	01/15/11	ISSUED FOR PERMITS
2	02/10/11	REVISED PER COMMENTS
3	03/05/11	REVISED PER COMMENTS
4	04/01/11	REVISED PER COMMENTS
5	05/01/11	REVISED PER COMMENTS
6	06/01/11	REVISED PER COMMENTS
7	07/01/11	REVISED PER COMMENTS
8	08/01/11	REVISED PER COMMENTS
9	09/01/11	REVISED PER COMMENTS
10	10/01/11	REVISED PER COMMENTS
11	11/01/11	REVISED PER COMMENTS
12	12/01/11	REVISED PER COMMENTS
13	01/01/12	REVISED PER COMMENTS
14	02/01/12	REVISED PER COMMENTS
15	03/01/12	REVISED PER COMMENTS
16	04/01/12	REVISED PER COMMENTS
17	05/01/12	REVISED PER COMMENTS
18	06/01/12	REVISED PER COMMENTS
19	07/01/12	REVISED PER COMMENTS
20	08/01/12	REVISED PER COMMENTS
21	09/01/12	REVISED PER COMMENTS
22	10/01/12	REVISED PER COMMENTS
23	11/01/12	REVISED PER COMMENTS
24	12/01/12	REVISED PER COMMENTS
25	01/01/13	REVISED PER COMMENTS
26	02/01/13	REVISED PER COMMENTS
27	03/01/13	REVISED PER COMMENTS
28	04/01/13	REVISED PER COMMENTS
29	05/01/13	REVISED PER COMMENTS
30	06/01/13	REVISED PER COMMENTS
31	07/01/13	REVISED PER COMMENTS
32	08/01/13	REVISED PER COMMENTS
33	09/01/13	REVISED PER COMMENTS
34	10/01/13	REVISED PER COMMENTS
35	11/01/13	REVISED PER COMMENTS
36	12/01/13	REVISED PER COMMENTS
37	01/01/14	REVISED PER COMMENTS
38	02/01/14	REVISED PER COMMENTS
39	03/01/14	REVISED PER COMMENTS
40	04/01/14	REVISED PER COMMENTS
41	05/01/14	REVISED PER COMMENTS
42	06/01/14	REVISED PER COMMENTS
43	07/01/14	REVISED PER COMMENTS
44	08/01/14	REVISED PER COMMENTS
45	09/01/14	REVISED PER COMMENTS
46	10/01/14	REVISED PER COMMENTS
47	11/01/14	REVISED PER COMMENTS
48	12/01/14	REVISED PER COMMENTS
49	01/01/15	REVISED PER COMMENTS
50	02/01/15	REVISED PER COMMENTS
51	03/01/15	REVISED PER COMMENTS
52	04/01/15	REVISED PER COMMENTS
53	05/01/15	REVISED PER COMMENTS
54	06/01/15	REVISED PER COMMENTS
55	07/01/15	REVISED PER COMMENTS
56	08/01/15	REVISED PER COMMENTS
57	09/01/15	REVISED PER COMMENTS
58	10/01/15	REVISED PER COMMENTS
59	11/01/15	REVISED PER COMMENTS
60	12/01/15	REVISED PER COMMENTS

PROJECT: VINTRO HOTEL
 LOCATION: PORT LAUDERDALE, FLORIDA
 CLIENT: VINTRO HOTEL
 ARCHITECT: BELLENOIS CORTEZ ARCHITECTS

BOHLER ENGINEERING
 1000 N. CENTRAL AVENUE, SUITE 100
 PORT LAUDERDALE, FLORIDA 33407
 PHONE: (352) 344-1111
 FAX: (352) 344-1112
 WWW.BOHLERENGINEERING.COM

BOHLER ENGINEERING
 1000 N. CENTRAL AVENUE, SUITE 100
 PORT LAUDERDALE, FLORIDA 33407
 PHONE: (352) 344-1111
 FAX: (352) 344-1112
 WWW.BOHLERENGINEERING.COM

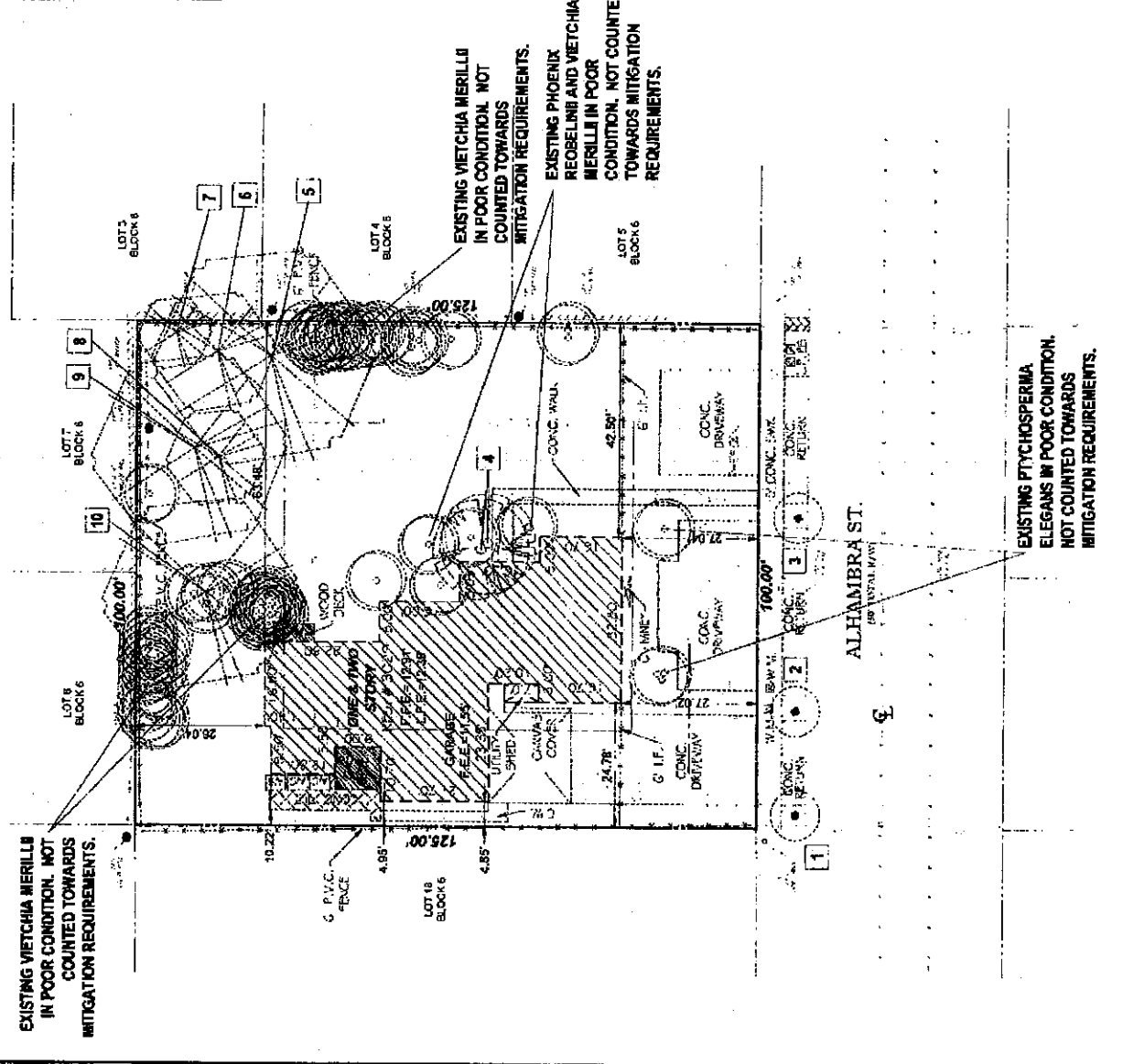
MICHAEL D. CROSSMITH
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF FLORIDA
 LICENSE NO. 12500
 EXPIRES 12/31/15

LD-1
 TREE DISPOSITION PLAN

EXISTING TREE DISPOSITION CHART
 (SEE NOTES - 1 FOR ADDITIONAL CLARIFICATION)

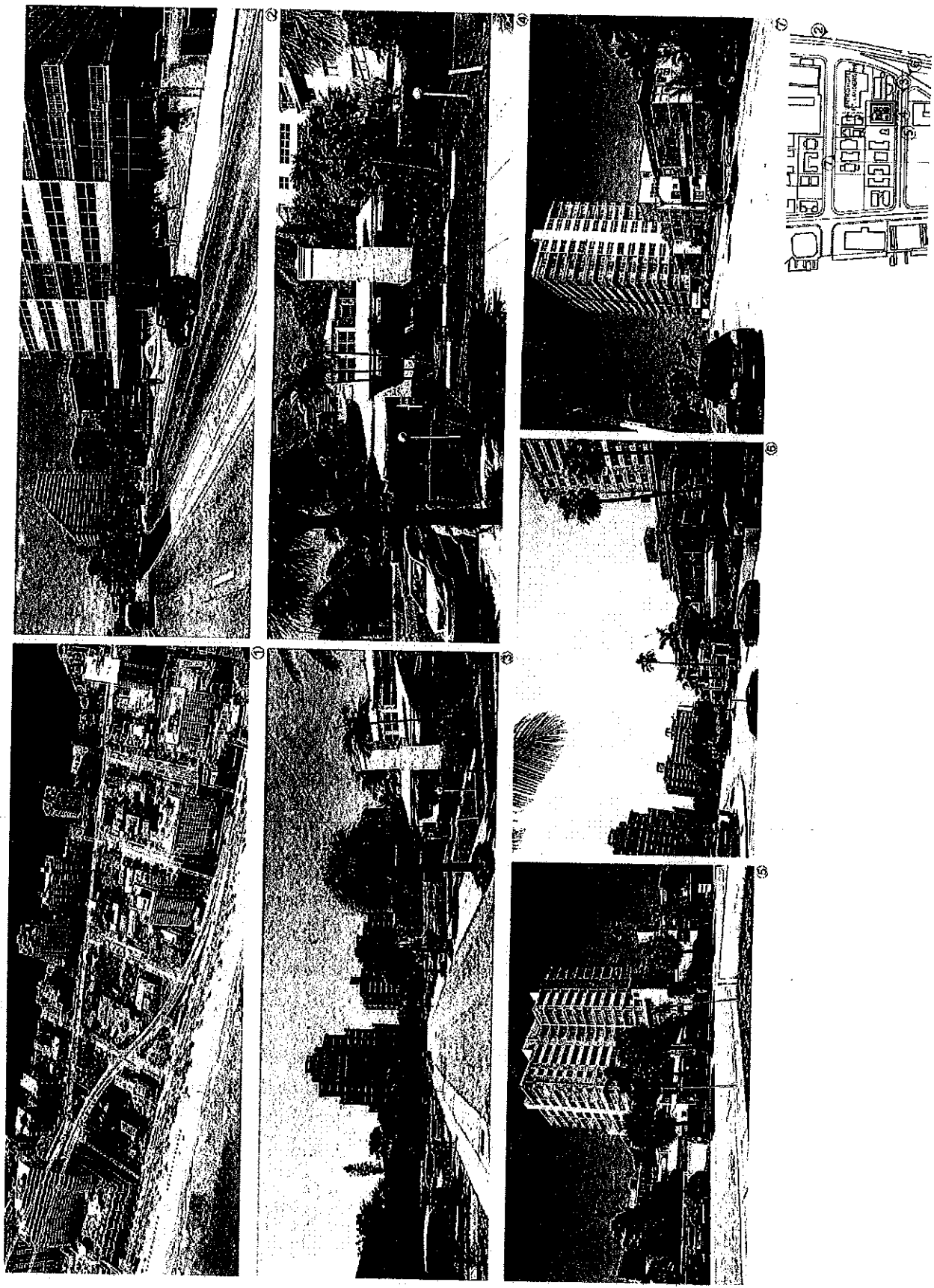
NO.	DATE	DESCRIPTION
1	01/15/11	ISSUED FOR PERMITS
2	02/10/11	REVISED PER COMMENTS
3	03/05/11	REVISED PER COMMENTS
4	04/01/11	REVISED PER COMMENTS
5	05/01/11	REVISED PER COMMENTS
6	06/01/11	REVISED PER COMMENTS
7	07/01/11	REVISED PER COMMENTS
8	08/01/11	REVISED PER COMMENTS
9	09/01/11	REVISED PER COMMENTS
10	10/01/11	REVISED PER COMMENTS
11	11/01/11	REVISED PER COMMENTS
12	12/01/11	REVISED PER COMMENTS
13	01/01/12	REVISED PER COMMENTS
14	02/01/12	REVISED PER COMMENTS
15	03/01/12	REVISED PER COMMENTS
16	04/01/12	REVISED PER COMMENTS
17	05/01/12	REVISED PER COMMENTS
18	06/01/12	REVISED PER COMMENTS
19	07/01/12	REVISED PER COMMENTS
20	08/01/12	REVISED PER COMMENTS
21	09/01/12	REVISED PER COMMENTS
22	10/01/12	REVISED PER COMMENTS
23	11/01/12	REVISED PER COMMENTS
24	12/01/12	REVISED PER COMMENTS
25	01/01/13	REVISED PER COMMENTS
26	02/01/13	REVISED PER COMMENTS
27	03/01/13	REVISED PER COMMENTS
28	04/01/13	REVISED PER COMMENTS
29	05/01/13	REVISED PER COMMENTS
30	06/01/13	REVISED PER COMMENTS
31	07/01/13	REVISED PER COMMENTS
32	08/01/13	REVISED PER COMMENTS
33	09/01/13	REVISED PER COMMENTS
34	10/01/13	REVISED PER COMMENTS
35	11/01/13	REVISED PER COMMENTS
36	12/01/13	REVISED PER COMMENTS
37	01/01/14	REVISED PER COMMENTS
38	02/01/14	REVISED PER COMMENTS
39	03/01/14	REVISED PER COMMENTS
40	04/01/14	REVISED PER COMMENTS
41	05/01/14	REVISED PER COMMENTS
42	06/01/14	REVISED PER COMMENTS
43	07/01/14	REVISED PER COMMENTS
44	08/01/14	REVISED PER COMMENTS
45	09/01/14	REVISED PER COMMENTS
46	10/01/14	REVISED PER COMMENTS
47	11/01/14	REVISED PER COMMENTS
48	12/01/14	REVISED PER COMMENTS
49	01/01/15	REVISED PER COMMENTS
50	02/01/15	REVISED PER COMMENTS
51	03/01/15	REVISED PER COMMENTS
52	04/01/15	REVISED PER COMMENTS
53	05/01/15	REVISED PER COMMENTS
54	06/01/15	REVISED PER COMMENTS
55	07/01/15	REVISED PER COMMENTS
56	08/01/15	REVISED PER COMMENTS
57	09/01/15	REVISED PER COMMENTS
58	10/01/15	REVISED PER COMMENTS
59	11/01/15	REVISED PER COMMENTS
60	12/01/15	REVISED PER COMMENTS

ALL EXISTING PTYCHOSPERMA ELEGANS, PHOENIX ROEBELINI, VIETCHIA, ETC. NOT LISTED IN THE ABOVE TREE CHART SHALL BE REMOVED FROM THE SITE AND ARE NOT COUNTED TOWARDS MITIGATION REQUIREMENTS.



VINTRO HOTEL FORT LAUDERDALE

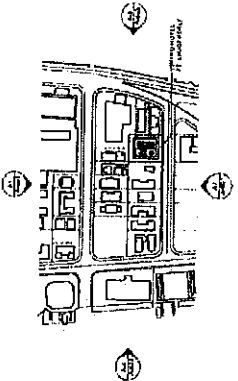
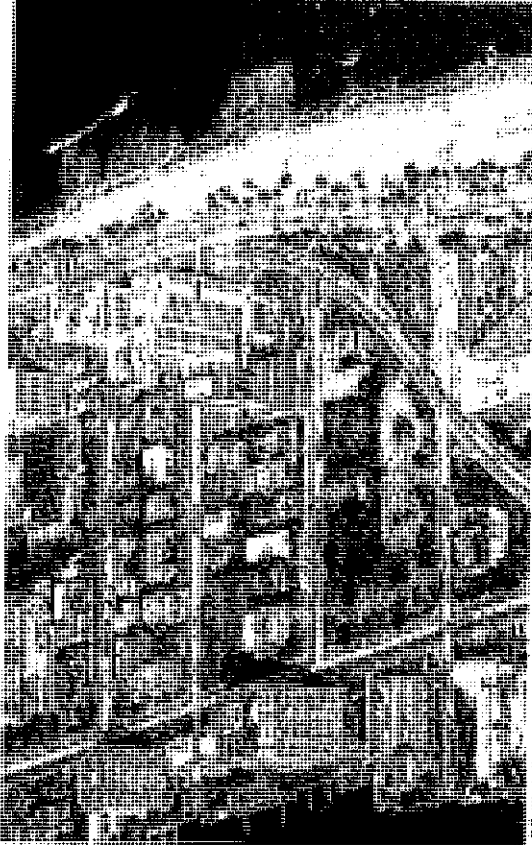
DATE	REVISION
SCALE	AS SHOWN
PROJECT NO.	10000-002
DRAWN BY	
CHECKED BY	
APPROVED BY	



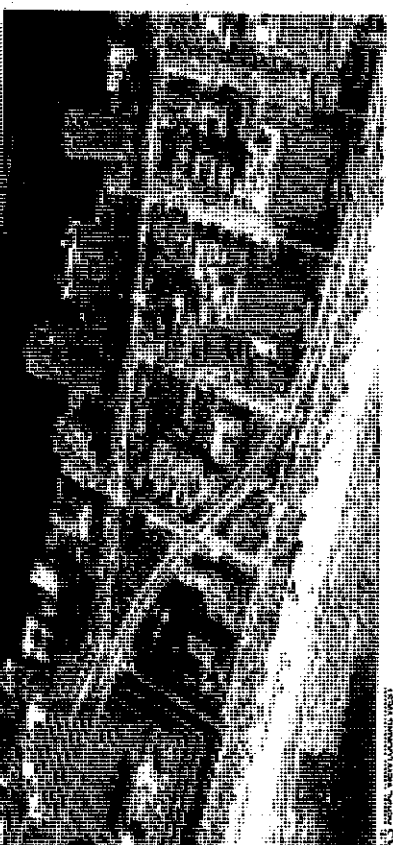
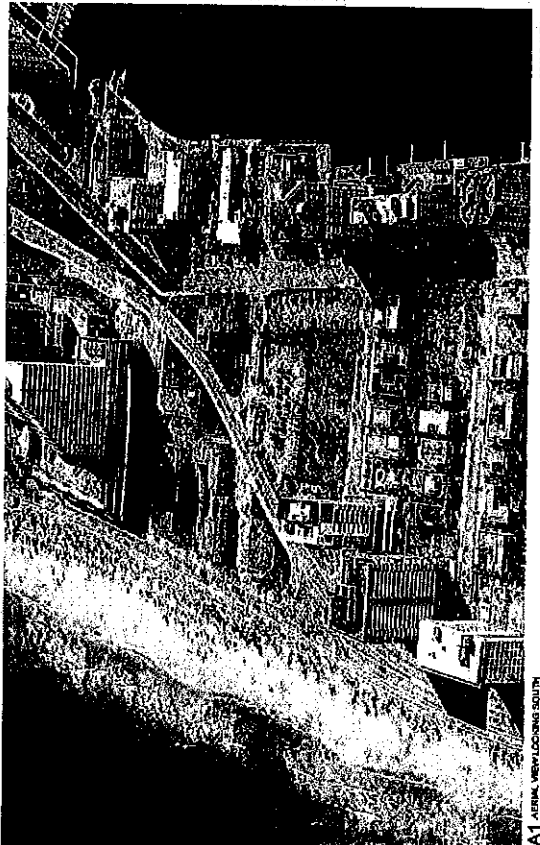
VINTRO HOTEL FORT LAUDERDALE

100 WEST 42ND STREET
NEW YORK, NY 10018

PROJECT NO.	003
DATE	01/15/03
SCALE	AS SHOWN
PROJECT NO.	003
DATE	01/15/03
SCALE	AS SHOWN
PROJECT NO.	003
DATE	01/15/03
SCALE	AS SHOWN
PROJECT NO.	003
DATE	01/15/03
SCALE	AS SHOWN



A5 LOCATION MAP - NET PLAN



A1 AERIAL VIEW - LOOKING SOUTH

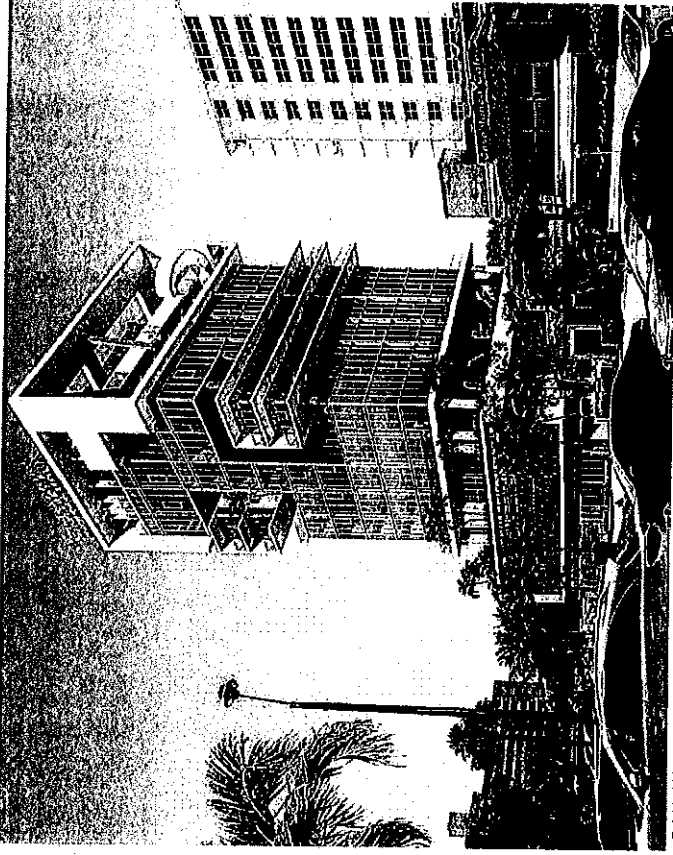
A3 AERIAL VIEW - LOOKING WEST

VINTRO HOTEL FORT LAUDERDALE

2006 AUGUST 18, 2006
 22 (REVISED) 11.11

NO.	DATE	REVISION

PROJECT NO.	03081004
SHEET NO.	01
DATE	
DESIGNED BY	
CHECKED BY	
SCALE	



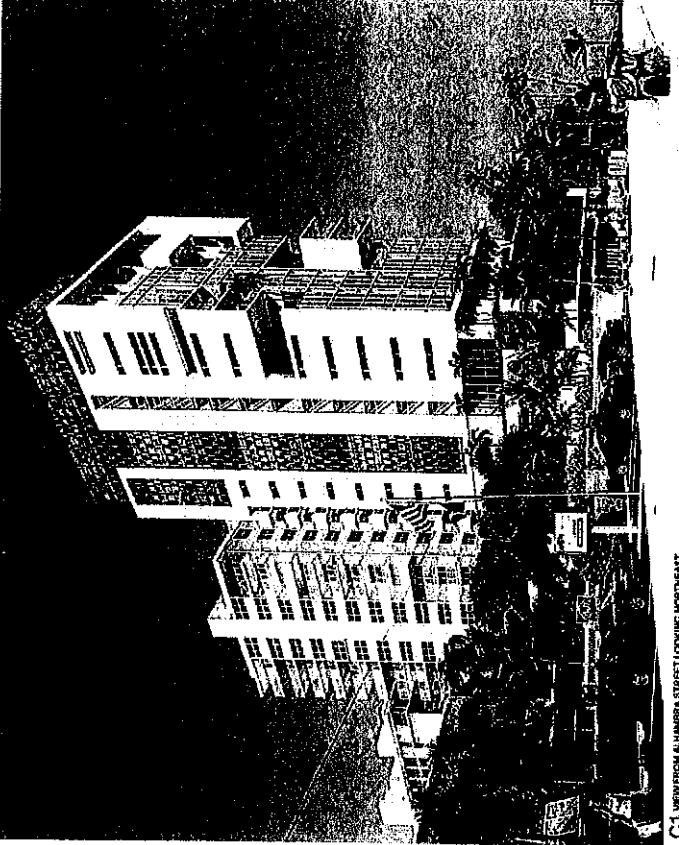
SCALE: N.T.S.

C4 VIEW FROM N. ATLANTIC BLVD. LOOKING NORTHWEST



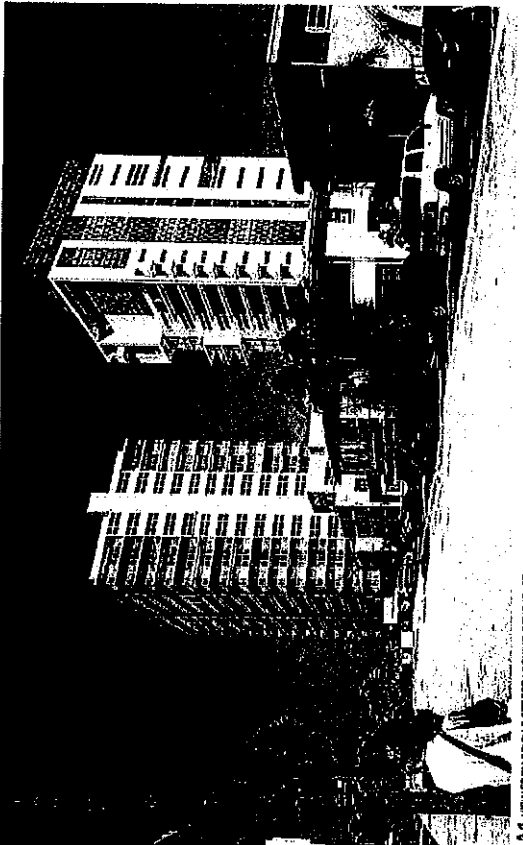
SCALE: N.T.S.

A4 VIEW FROM N. ATLANTIC BLVD. LOOKING WEST



SCALE: N.T.S.

C1 VIEW FROM ALUMBERA STREET LOOKING NORTHEAST

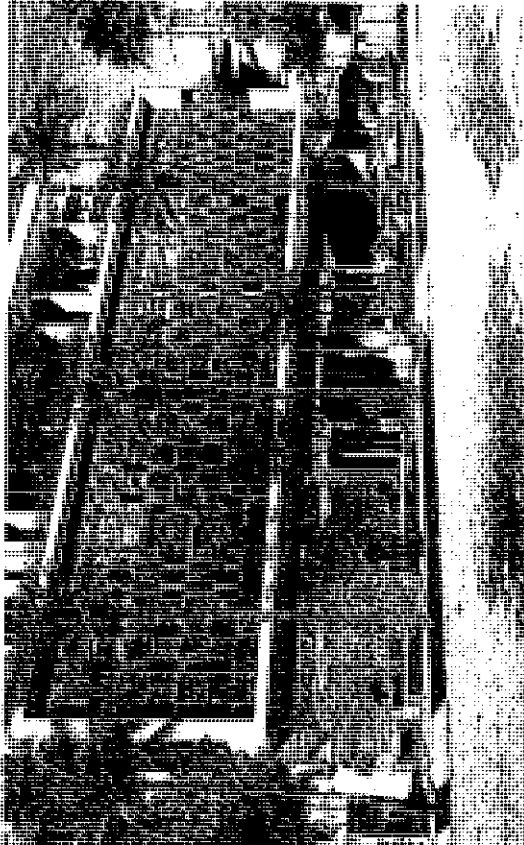


SCALE: N.T.S.

A1 VIEW FROM SEVILLE STREET LOOKING SOUTHEAST

VINTRO HOTEL FORT LAUDERDALE
1750 LAUDERDALE BLVD
FORT LAUDERDALE, FL 33404

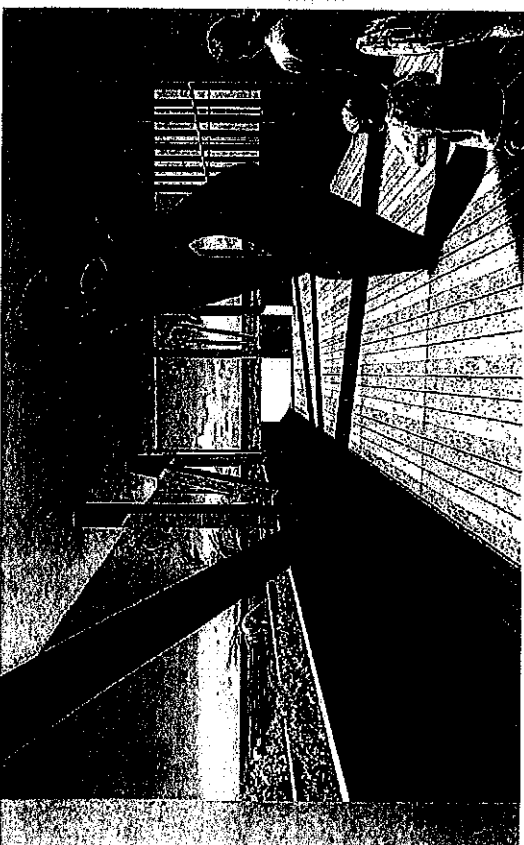
DATE	REVISION
10/15/05	1
11/15/05	2
12/15/05	3
01/15/06	4
02/15/06	5
03/15/06	6
04/15/06	7
05/15/06	8
06/15/06	9
07/15/06	10
08/15/06	11
09/15/06	12
10/15/06	13
11/15/06	14
12/15/06	15
01/15/07	16
02/15/07	17
03/15/07	18
04/15/07	19
05/15/07	20
06/15/07	21
07/15/07	22
08/15/07	23
09/15/07	24
10/15/07	25
11/15/07	26
12/15/07	27
01/15/08	28
02/15/08	29
03/15/08	30
04/15/08	31
05/15/08	32
06/15/08	33
07/15/08	34
08/15/08	35
09/15/08	36
10/15/08	37
11/15/08	38
12/15/08	39
01/15/09	40
02/15/09	41
03/15/09	42
04/15/09	43
05/15/09	44
06/15/09	45
07/15/09	46
08/15/09	47
09/15/09	48
10/15/09	49
11/15/09	50
12/15/09	51
01/15/10	52
02/15/10	53
03/15/10	54
04/15/10	55
05/15/10	56
06/15/10	57
07/15/10	58
08/15/10	59
09/15/10	60
10/15/10	61
11/15/10	62
12/15/10	63
01/15/11	64
02/15/11	65
03/15/11	66
04/15/11	67
05/15/11	68
06/15/11	69
07/15/11	70
08/15/11	71
09/15/11	72
10/15/11	73
11/15/11	74
12/15/11	75
01/15/12	76
02/15/12	77
03/15/12	78
04/15/12	79
05/15/12	80
06/15/12	81
07/15/12	82
08/15/12	83
09/15/12	84
10/15/12	85
11/15/12	86
12/15/12	87
01/15/13	88
02/15/13	89
03/15/13	90
04/15/13	91
05/15/13	92
06/15/13	93
07/15/13	94
08/15/13	95
09/15/13	96
10/15/13	97
11/15/13	98
12/15/13	99
01/15/14	100



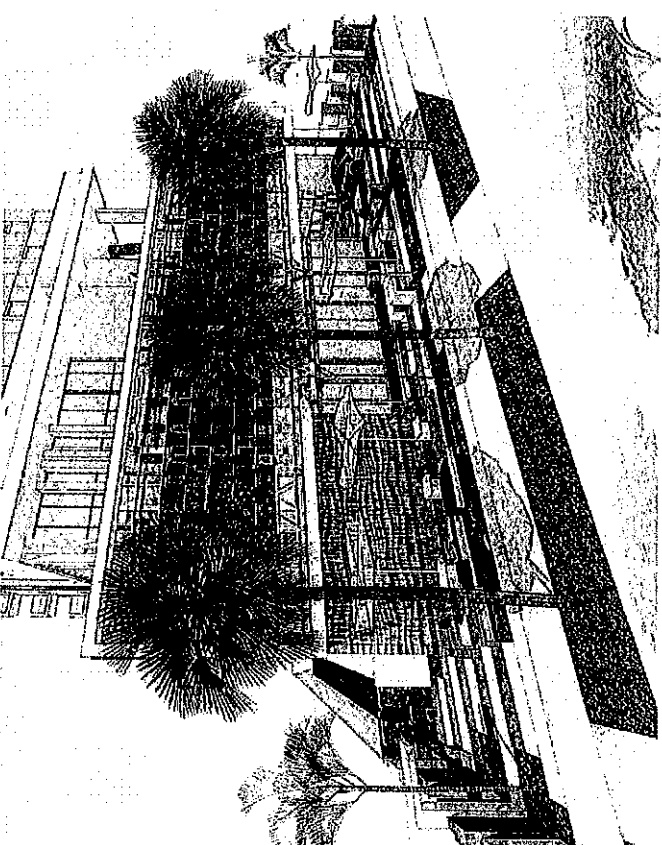
C4 BUILDING MAIN ENTRY VIEW FROM ALUMUMBA STREET



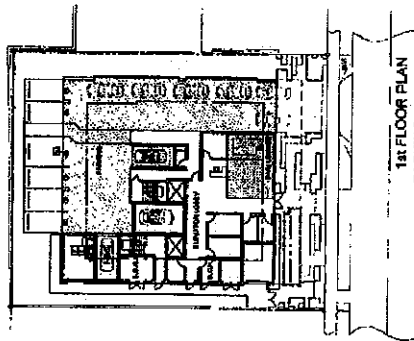
A4 BUILDING MAIN ENTRY VIEW FROM ALUMUMBA STREET



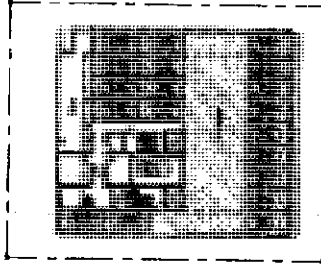
C1 VIEW FROM SCULPTURE GARDEN AT MID FLOOR LOOKING SOUTHEAST



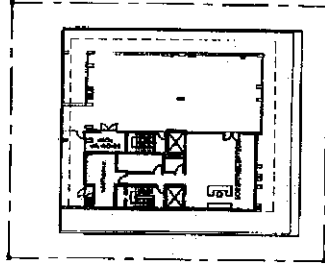
A1 BUILDING MAIN ENTRY VIEW



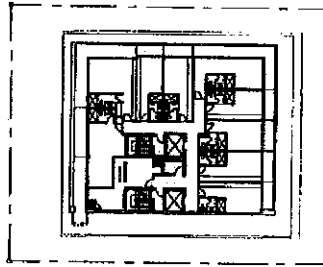
1st FLOOR PLAN
 PARKING 3,012 s.f.
 BAR/LOUNGE 500 s.f.
 BLDG. 3,288 s.f.
 TOTAL 6,800 s.f.



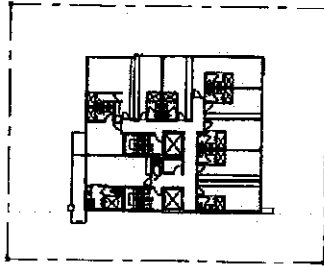
2nd FLOOR PLAN
 PARKING 5,209 s.f.
 BLDG. 2,141 s.f.
 TOTAL 7,341 s.f.



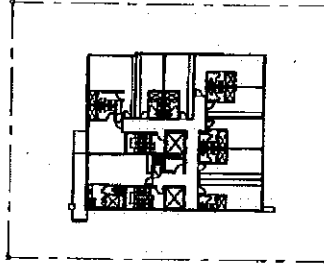
3rd FLOOR PLAN
 2,091 s.f.



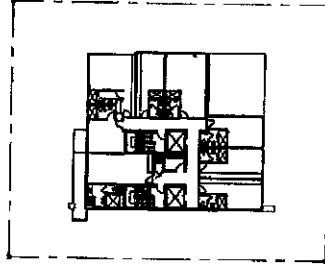
4th FLOOR PLAN
 9 UNITS/4,299 s.f.



5th FLOOR PLAN
 10 UNITS/4,299 s.f.



6th FLOOR PLAN
 10 UNITS/4,299 s.f.

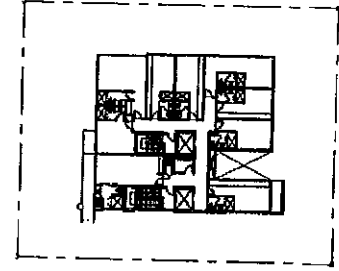


7th FLOOR PLAN
 8 UNITS/3,769 s.f.

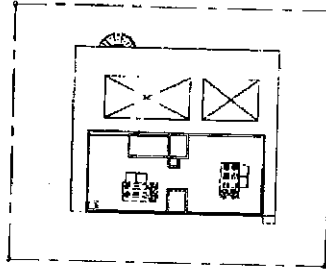
No	FLOOR DESIGNATION	FUNCTION	# OF UNITS	AREA (S.F.)
1	1st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
2	2nd FLOOR PLAN	PARKING	0	5,209
3	3rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	2,091
4	4th FLOOR PLAN	CONDO UNITS (AREA UNITS)	9	4,299
5	5th FLOOR PLAN	CONDO UNITS (AREA UNITS)	10	4,299
6	6th FLOOR PLAN	CONDO UNITS (AREA UNITS)	10	4,299
7	7th FLOOR PLAN	CONDO UNITS (AREA UNITS)	8	3,769
8	8th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
9	9th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
10	10th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
11	11th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
12	12th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
13	13th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
14	14th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
15	15th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
16	16th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
17	17th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
18	18th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
19	19th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
20	20th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
21	21st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
22	22nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
23	23rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
24	24th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
25	25th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
26	26th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
27	27th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
28	28th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
29	29th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
30	30th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
31	31st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
32	32nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
33	33rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
34	34th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
35	35th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
36	36th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
37	37th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
38	38th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
39	39th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
40	40th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
41	41st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
42	42nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
43	43rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
44	44th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
45	45th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
46	46th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
47	47th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
48	48th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
49	49th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
50	50th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
51	51st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
52	52nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
53	53rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
54	54th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
55	55th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
56	56th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
57	57th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
58	58th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
59	59th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
60	60th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
61	61st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
62	62nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
63	63rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
64	64th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
65	65th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
66	66th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
67	67th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
68	68th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
69	69th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
70	70th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
71	71st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
72	72nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
73	73rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
74	74th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
75	75th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
76	76th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
77	77th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
78	78th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
79	79th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
80	80th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
81	81st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
82	82nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
83	83rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
84	84th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
85	85th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
86	86th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
87	87th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
88	88th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
89	89th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
90	90th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
91	91st FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
92	92nd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
93	93rd FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
94	94th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
95	95th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
96	96th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
97	97th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
98	98th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
99	99th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00
100	100th FLOOR PLAN	CONDO UNITS (AREA UNITS)	0	0.00

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	

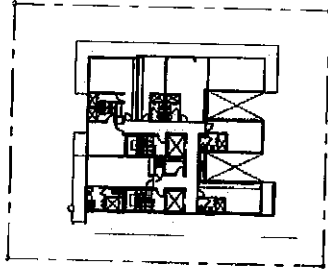
DATE: _____
DRAWN BY: _____
CHECKED BY: _____
PROJECT NO.: _____
NO. OF SHEETS: _____
SHEET NO.: _____



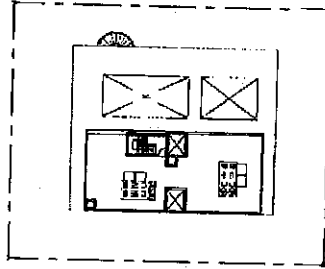
11th FLOOR PLAN
9 UNITS/ 4,059 s.f.



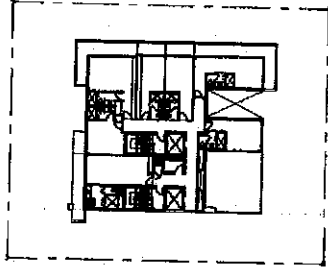
UPPER ROOF



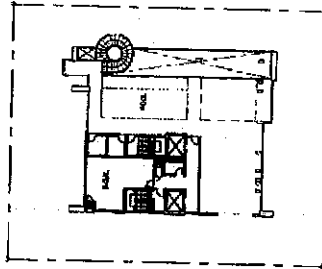
10th FLOOR PLAN
7 UNITS/ 3,529 s.f.



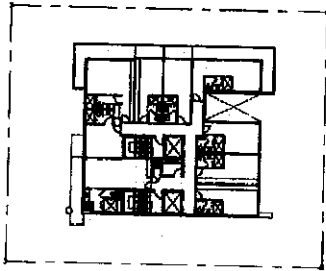
14th ROOF PLAN
151 s.f.



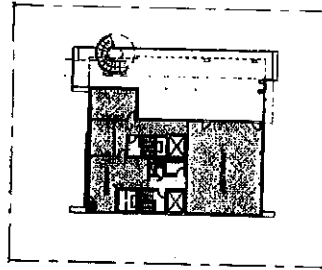
9th FLOOR PLAN
7 UNITS/ 3,529 s.f.



13th FLOOR PLAN
7,408 s.f.



8th FLOOR PLAN
9 UNITS/ 4,059 s.f.

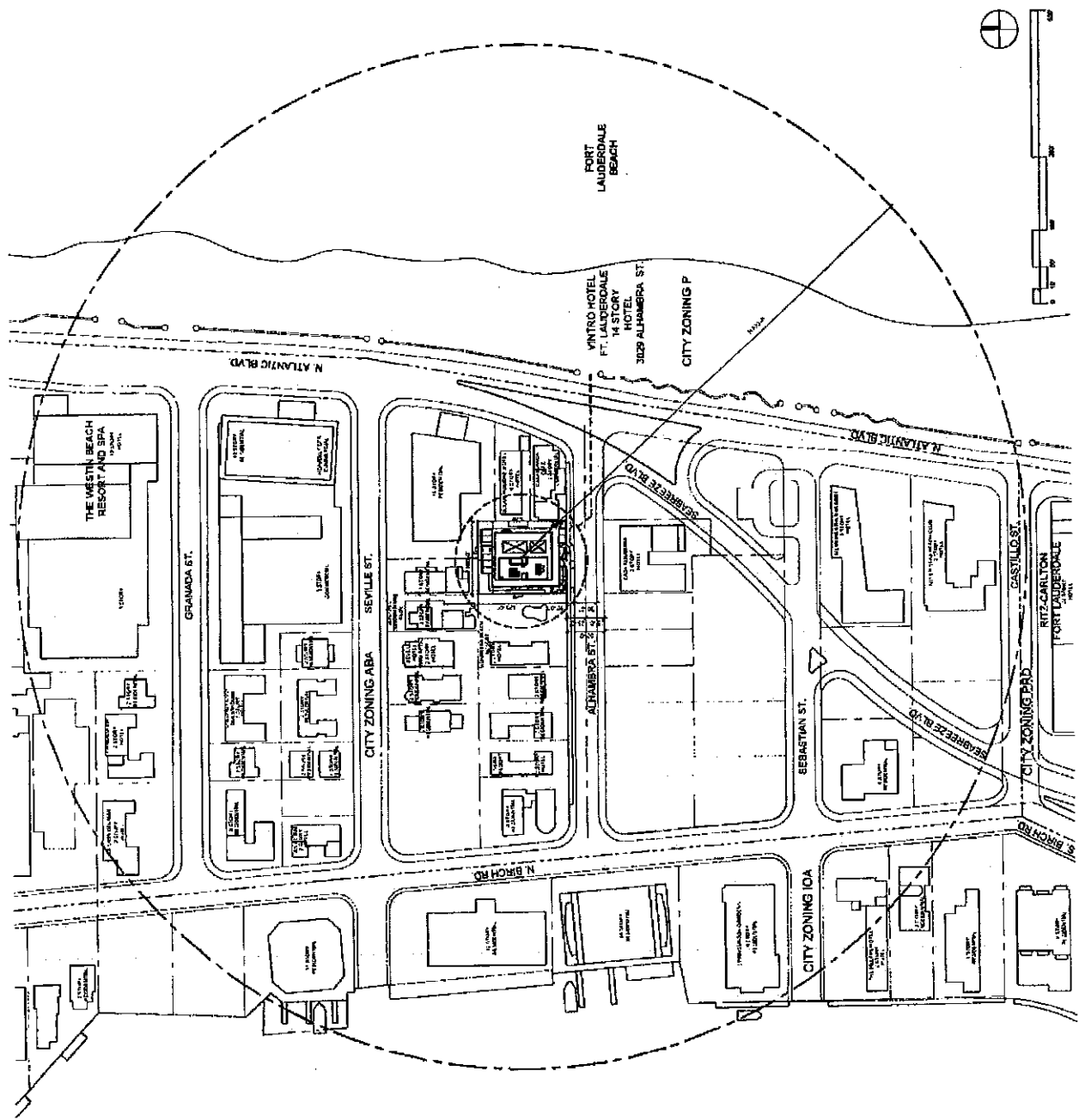


12th FLOOR PLAN
RESTAURANT/ KITCHEN 2,000 s.f.
BLDG. 544 s.f.
TOTAL 2,844 s.f.

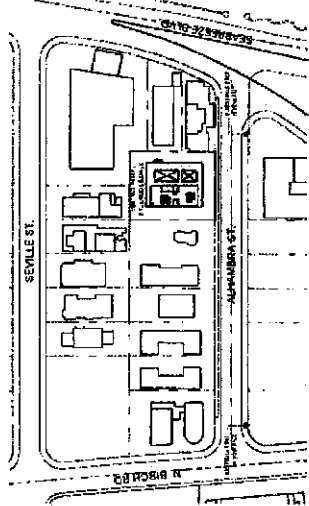
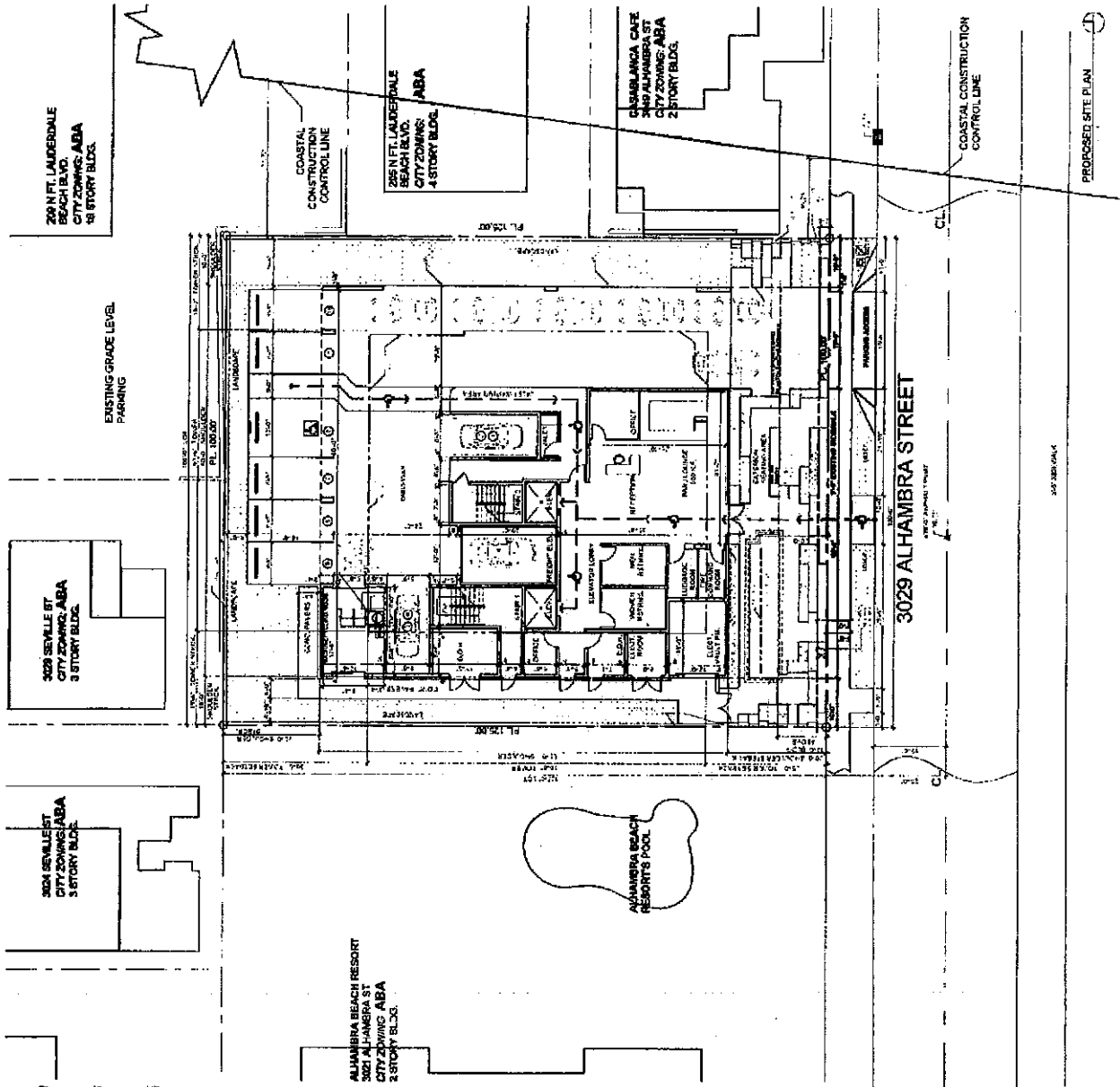
VINTRO HOTEL FT. LAUDERDALE

DATE: 12/20/2013
BY: [Signature]

NO.	REV.	DATE	DESCRIPTION
1	1	12/20/2013	ISSUED FOR PERMIT
2	1	12/20/2013	ISSUED FOR PERMIT
3	1	12/20/2013	ISSUED FOR PERMIT
4	1	12/20/2013	ISSUED FOR PERMIT
5	1	12/20/2013	ISSUED FOR PERMIT
6	1	12/20/2013	ISSUED FOR PERMIT
7	1	12/20/2013	ISSUED FOR PERMIT
8	1	12/20/2013	ISSUED FOR PERMIT
9	1	12/20/2013	ISSUED FOR PERMIT
10	1	12/20/2013	ISSUED FOR PERMIT



INTRACASTAL
WATERWAY



LOCATION MAP

SITE PLAN LEGEND

- FUTURE DEVELOPMENT
- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT
- PROPERTY LINE
- SETBACK
- DRIVEWAY
- SIDEWALK
- LANDSCAPE AREA

LEGAL DESCRIPTION

THE SITES ARE PART OF THE VINTRO HOTEL PROJECT, A DEVELOPMENT OF THE CITY OF FORT LAUDERDALE, FLORIDA, TRACT 10, BLOCK 10, VINTRO HOTEL PROJECT, PLAT 20,000,000, FORT LAUDERDALE, FLORIDA, AS SHOWN ON THE PLAT OF THE VINTRO HOTEL PROJECT, PLAT 20,000,000, FORT LAUDERDALE, FLORIDA, AS SHOWN ON THE PLAT OF THE VINTRO HOTEL PROJECT, PLAT 20,000,000, FORT LAUDERDALE, FLORIDA.

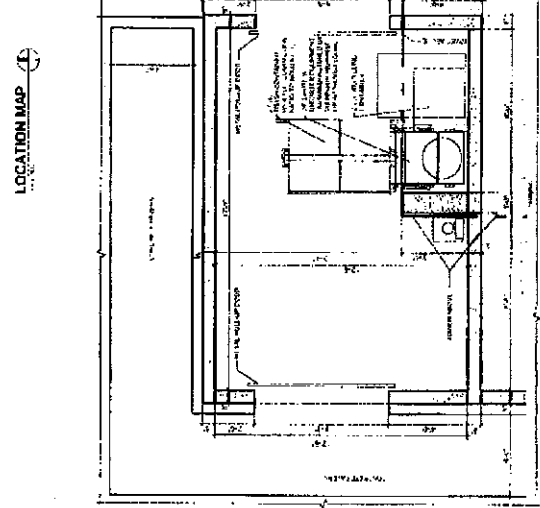
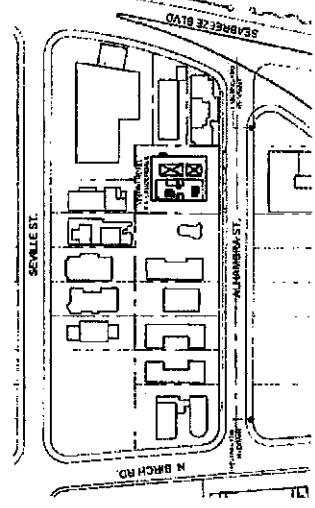
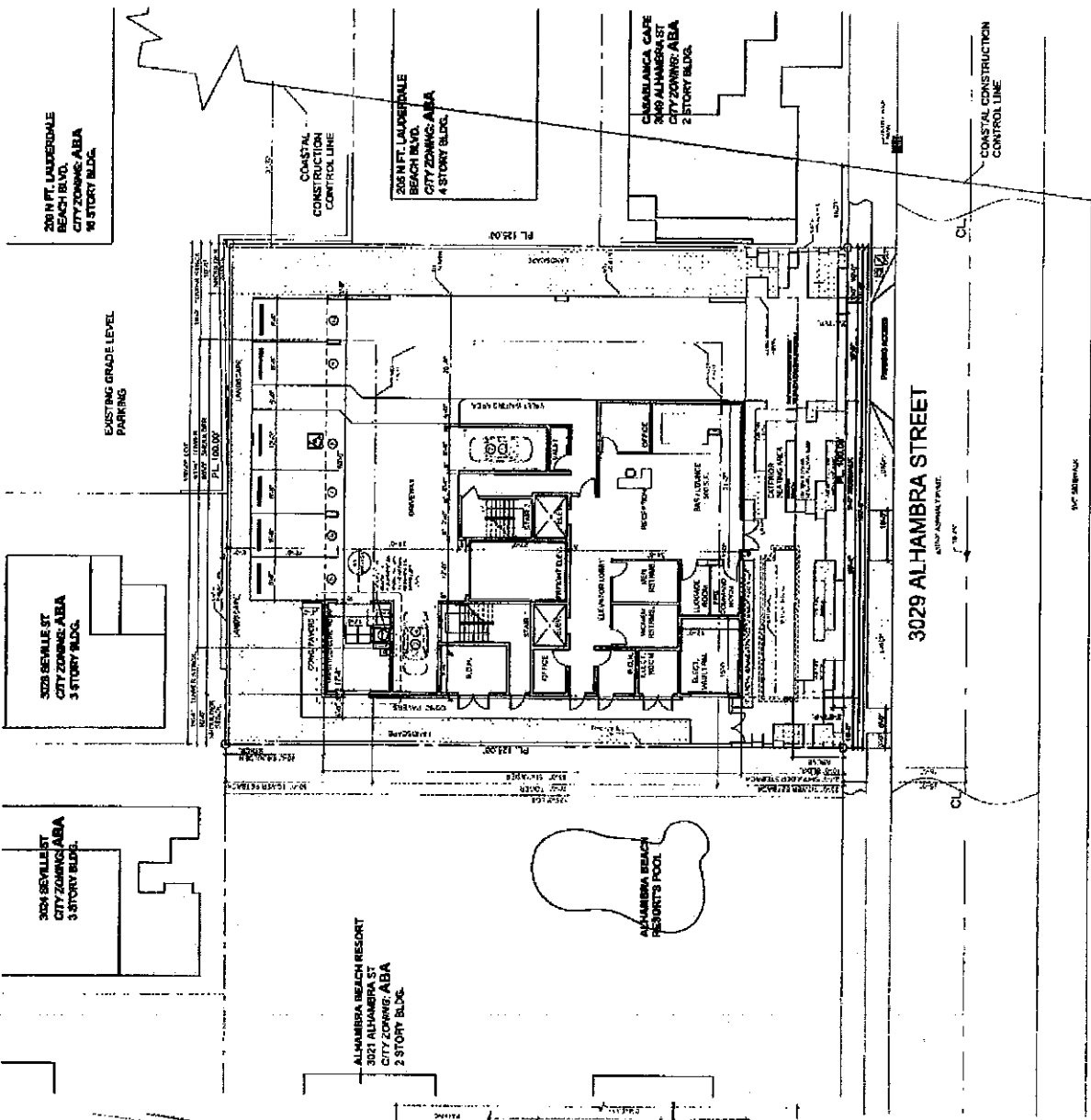
ZONING SUMMARY

PROJECT ADDRESS	LOCAL ZONING	STATE ZONING	USE
3029 ALHAMBRA ST	CB-1	SR-1	COMMERCIAL
3024 SEVILLE ST	CB-1	SR-1	COMMERCIAL
3024 SEVILLE ST	CB-1	SR-1	COMMERCIAL
ALHAMBRA BEACH RESORT	SR-1	SR-1	RESORT
255 N FT. LAUDERDALE BEACH BLVD	CB-1	SR-1	COMMERCIAL
CASABLANCA CAFE	CB-1	SR-1	COMMERCIAL

DATE: 10/20/11

SHEET 102

Page 11 of 18



B1 THIRD-URL CYCLING ROOM AND DUMPSTER DETAIL
 SCALE: 3/8" = 1'-0"

GENERAL SANITATION NOTES

1. ALL SANITATION AND WASTE MANAGEMENT SHALL BE IN ACCORDANCE WITH THE CITY OF ALHAMBRA'S SOLID WASTE MANAGEMENT PLAN (SWMP) AND THE FLORIDA SOLID WASTE MANAGEMENT ACT (FSWMA).

2. ALL WASTE SHALL BE STORED IN ENCLOSED, LEAK-PROOF CONTAINERS WITH LIDS AND KEYS TO BE KEPT SECURELY STORED.

3. ALL WASTE SHALL BE REMOVED FROM THE SITE ON A REGULAR BASIS AND TRANSPORTED TO AN APPROVED WASTE TREATMENT AND DISPOSAL FACILITY (WTF) BY A LICENSED WASTE Hauler.

4. ALL WASTE SHALL BE PROPERLY LABELLED AND IDENTIFIED.

5. ALL WASTE SHALL BE STORED IN A DEDICATED WASTE STORAGE AREA (WSA) THAT IS SEPARATE FROM OTHER USES.

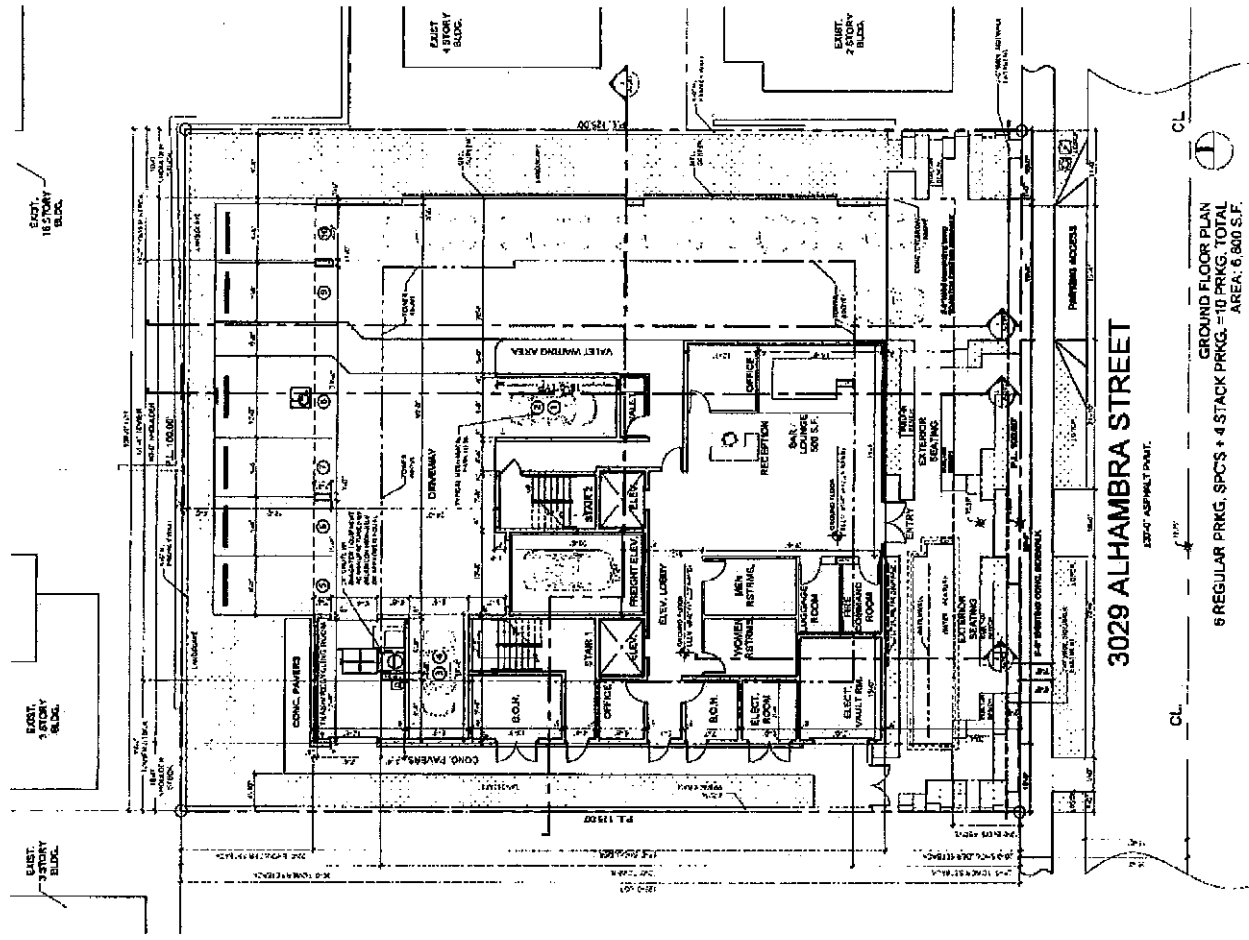
6. ALL WASTE SHALL BE STORED IN A DEDICATED WASTE STORAGE AREA (WSA) THAT IS SEPARATE FROM OTHER USES.

7. ALL WASTE SHALL BE STORED IN A DEDICATED WASTE STORAGE AREA (WSA) THAT IS SEPARATE FROM OTHER USES.

DATE: 10/15/08
 DRAWN BY: J. J. JONES
 CHECKED BY: J. J. JONES
 PROJECT NO.: 08-001
 SHEET NO.: 101
 SCALE: AS SHOWN

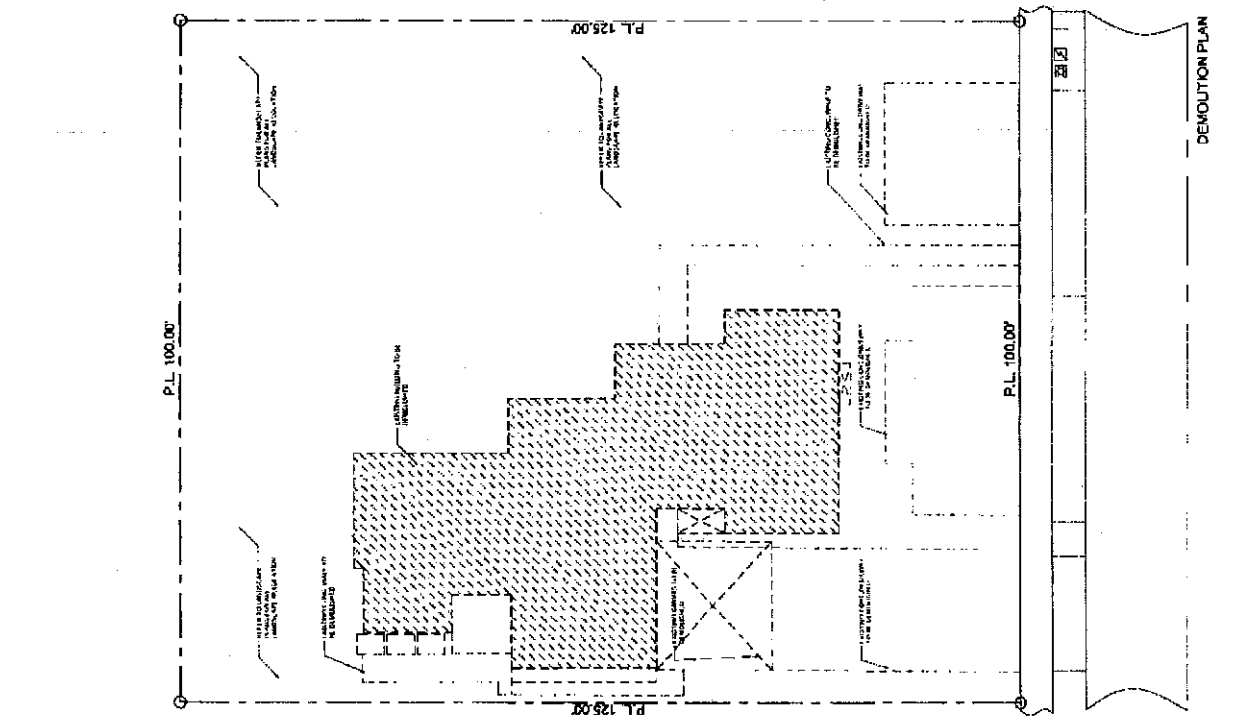
VINTRO HOTEL FORT LAUDERDALE

DATE	10/15/08
DRAWN BY	J. J. JONES
CHECKED BY	J. J. JONES
PROJECT NO.	08-001
SHEET NO.	101
SCALE	AS SHOWN



3029 ALHAMBRA STREET

GROUND FLOOR PLAN
 6 REGULAR PRKG. SPCS + 4 STACK PRKG. TOTAL
 AREA: 6,800 S.F.



DEMOLITION PLAN

P.L. 100.00'

P.L. 125.00'

P.L. 100.00'

P.L. 125.00'

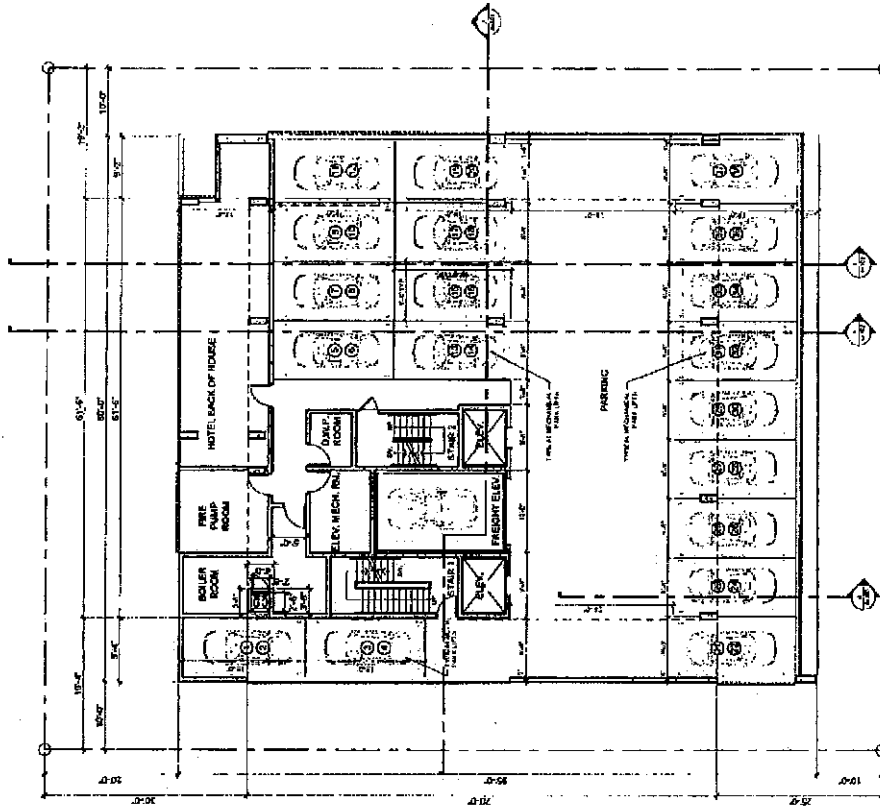
SEAL/JASON
KOSMAK/ARCH

ALL RIGHTS RESERVED
NO PART OF THIS DOCUMENT
MAY BE REPRODUCED OR
TRANSMITTED IN ANY
FORM OR BY ANY MEANS
ELECTRONIC OR MECHANICAL
INCLUDING PHOTOCOPYING,
RECORDING, OR BY ANY
INFORMATION STORAGE
RETRIEVAL SYSTEM

VINTRO HOTEL FORT LAUDERDALE
3000 EAST LAUDERDALE BLVD
FORT LAUDERDALE, FL 33308

DATE	12/15/06
PROJECT	VINTRO HOTEL
LOCATION	3000 EAST LAUDERDALE BLVD
SCALE	AS SHOWN
DRAWN BY	JL/KS
CHECKED BY	JL/KS
APPROVED BY	
DATE	
TITLE	
DWG. NO.	
REV.	

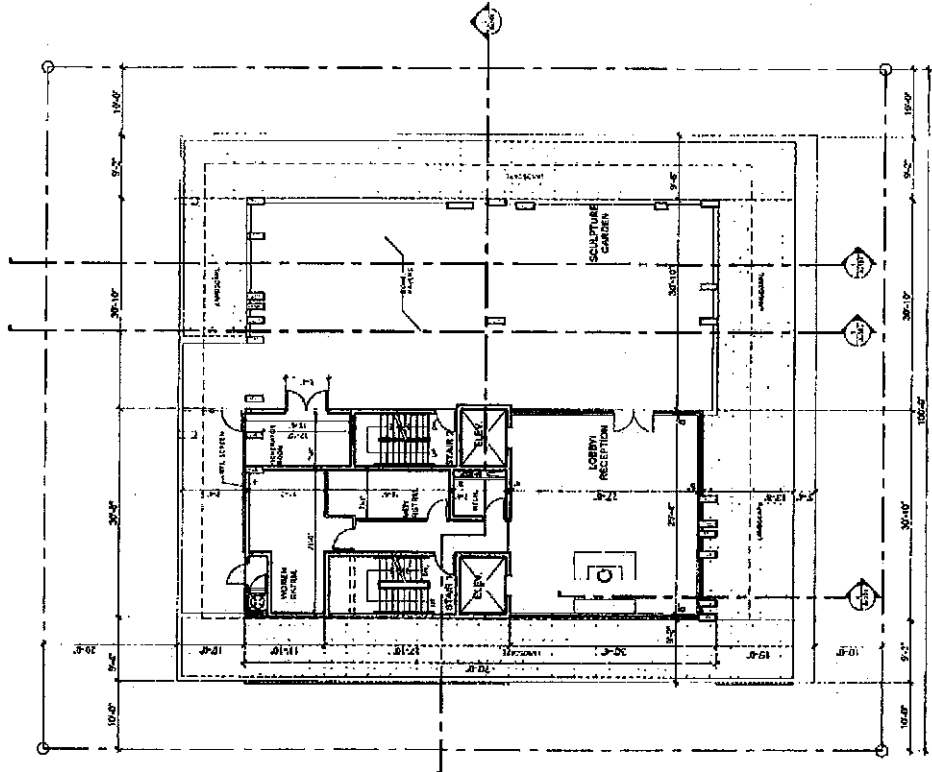
102
Page 44 of 68



2ND FLOOR PLAN
38 STACK PRKG. SPDS. / AREA 7,343 S.F.



DATE	11/11/11
PROJECT	WINTRO HOTEL FORT LAUDERDALE
SCALE	AS SHOWN
DESIGNER	BEHLUNSON
PROJECT MANAGER	11111 11111
DATE	11/11/11
SHEET	11111 11111
PROJECT	11111 11111
DATE	11/11/11



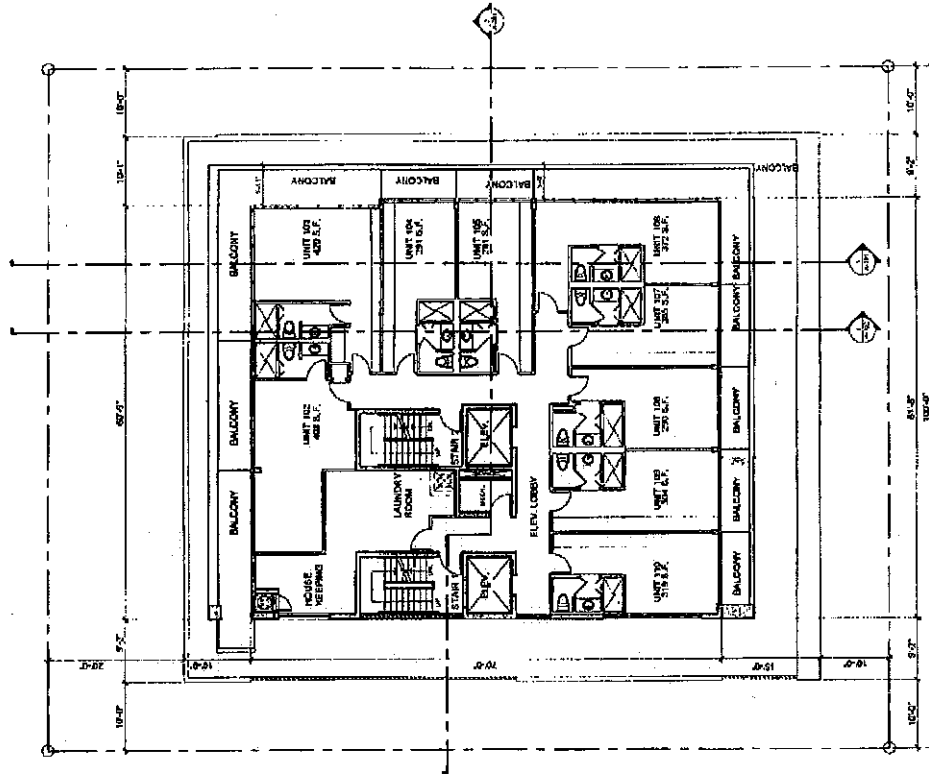
3RD FLOOR PLAN
2,091 INT. AREA



410 S. MAIN, SUITE 200
FORT LAUDERDALE, FL 33301
PH: 774-5000
WWW.BEHLINSON.COM
PROJECT: VINTR HOTEL FORT LAUDERDALE
DATE: 12/22/10

VINTR HOTEL FORT LAUDERDALE
2751 S. UNIVERSITY AVENUE
FORT LAUDERDALE, FL 33301

DATE	12/22/10
BY	WJL
CHECKED	WJL
PROJECT	VINTR HOTEL FORT LAUDERDALE
SHEET NO.	104
TOTAL SHEETS	104

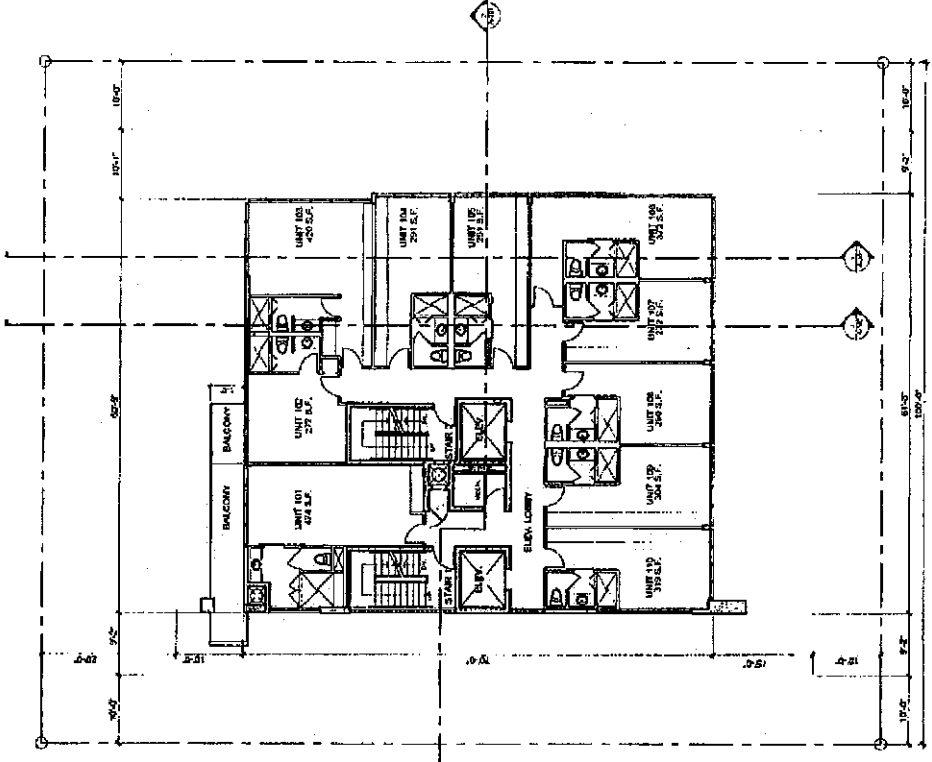


4TH FLOOR PLAN (TYPICAL PLAN)
9 UNITS / FLR - 4,299 S.F. INT. AREA

WJL
12/22/10

VINTRO HOTEL FORT LAUDERDALE
2525 S.W. 11TH AVENUE
FORT LAUDERDALE, FL 33304

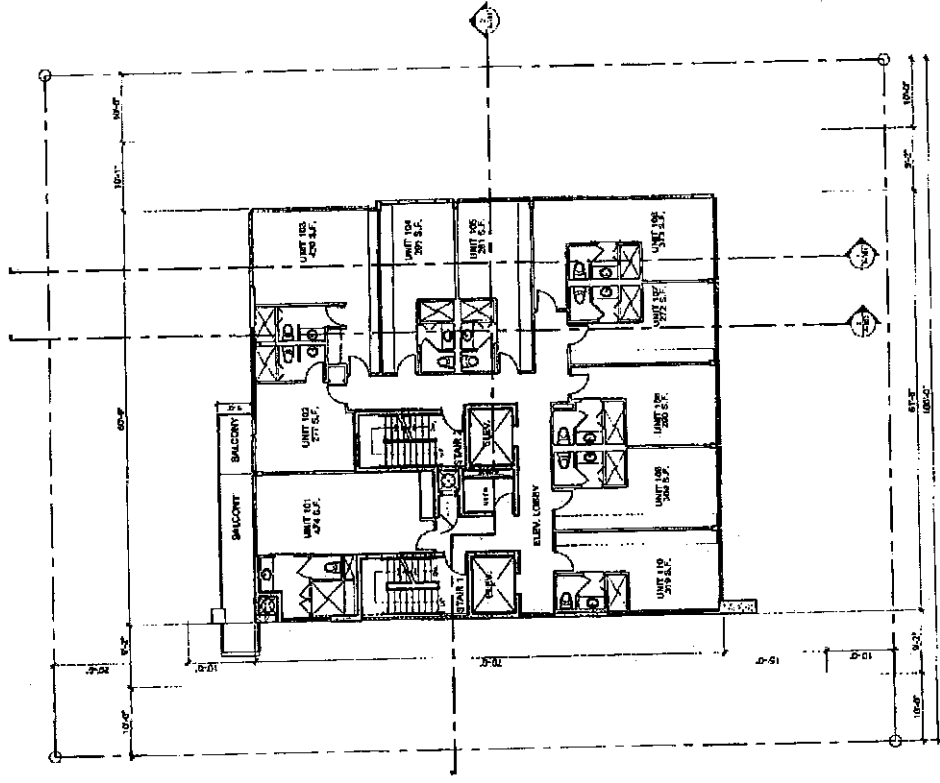
DATE:	12.15.08
BY:	MM
CHECKED BY:	MM
SCALE:	AS SHOWN
PROJECT NO.:	080302
SHEET NO.:	105
TITLE:	5TH FLOOR PLAN
DATE PLOTTED:	12.15.08
PLotted by:	MM
Scale:	1/8"=1'-0"
Drawn by:	MM
Checked by:	MM
Reviewed by:	MM
Approved by:	MM
Project Manager:	MM
Architect:	MM
Engineer:	MM
Interior Designer:	MM
MEP Engineer:	MM
Structural Engineer:	MM
Other:	



5TH FLOOR PLAN (TYPICAL PLAN)
10 UNITS / FLR. - 4,289 S.F. INT. AREA

Page 47 of 68

NO.	DATE	DESCRIPTION
1	10/10/11	ISSUED FOR PERMIT
2	11/15/11	REVISED PER COMMENTS
3	12/15/11	REVISED PER COMMENTS
4	01/15/12	REVISED PER COMMENTS
5	02/15/12	REVISED PER COMMENTS
6	03/15/12	REVISED PER COMMENTS
7	04/15/12	REVISED PER COMMENTS
8	05/15/12	REVISED PER COMMENTS
9	06/15/12	REVISED PER COMMENTS
10	07/15/12	REVISED PER COMMENTS
11	08/15/12	REVISED PER COMMENTS
12	09/15/12	REVISED PER COMMENTS
13	10/15/12	REVISED PER COMMENTS
14	11/15/12	REVISED PER COMMENTS
15	12/15/12	REVISED PER COMMENTS
16	01/15/13	REVISED PER COMMENTS
17	02/15/13	REVISED PER COMMENTS
18	03/15/13	REVISED PER COMMENTS
19	04/15/13	REVISED PER COMMENTS
20	05/15/13	REVISED PER COMMENTS
21	06/15/13	REVISED PER COMMENTS
22	07/15/13	REVISED PER COMMENTS
23	08/15/13	REVISED PER COMMENTS
24	09/15/13	REVISED PER COMMENTS
25	10/15/13	REVISED PER COMMENTS
26	11/15/13	REVISED PER COMMENTS
27	12/15/13	REVISED PER COMMENTS
28	01/15/14	REVISED PER COMMENTS
29	02/15/14	REVISED PER COMMENTS
30	03/15/14	REVISED PER COMMENTS
31	04/15/14	REVISED PER COMMENTS
32	05/15/14	REVISED PER COMMENTS
33	06/15/14	REVISED PER COMMENTS
34	07/15/14	REVISED PER COMMENTS
35	08/15/14	REVISED PER COMMENTS
36	09/15/14	REVISED PER COMMENTS
37	10/15/14	REVISED PER COMMENTS
38	11/15/14	REVISED PER COMMENTS
39	12/15/14	REVISED PER COMMENTS
40	01/15/15	REVISED PER COMMENTS
41	02/15/15	REVISED PER COMMENTS
42	03/15/15	REVISED PER COMMENTS
43	04/15/15	REVISED PER COMMENTS
44	05/15/15	REVISED PER COMMENTS
45	06/15/15	REVISED PER COMMENTS
46	07/15/15	REVISED PER COMMENTS
47	08/15/15	REVISED PER COMMENTS
48	09/15/15	REVISED PER COMMENTS
49	10/15/15	REVISED PER COMMENTS
50	11/15/15	REVISED PER COMMENTS
51	12/15/15	REVISED PER COMMENTS
52	01/15/16	REVISED PER COMMENTS
53	02/15/16	REVISED PER COMMENTS
54	03/15/16	REVISED PER COMMENTS
55	04/15/16	REVISED PER COMMENTS
56	05/15/16	REVISED PER COMMENTS
57	06/15/16	REVISED PER COMMENTS
58	07/15/16	REVISED PER COMMENTS
59	08/15/16	REVISED PER COMMENTS
60	09/15/16	REVISED PER COMMENTS
61	10/15/16	REVISED PER COMMENTS
62	11/15/16	REVISED PER COMMENTS
63	12/15/16	REVISED PER COMMENTS
64	01/15/17	REVISED PER COMMENTS
65	02/15/17	REVISED PER COMMENTS
66	03/15/17	REVISED PER COMMENTS
67	04/15/17	REVISED PER COMMENTS
68	05/15/17	REVISED PER COMMENTS
69	06/15/17	REVISED PER COMMENTS
70	07/15/17	REVISED PER COMMENTS
71	08/15/17	REVISED PER COMMENTS
72	09/15/17	REVISED PER COMMENTS
73	10/15/17	REVISED PER COMMENTS
74	11/15/17	REVISED PER COMMENTS
75	12/15/17	REVISED PER COMMENTS
76	01/15/18	REVISED PER COMMENTS
77	02/15/18	REVISED PER COMMENTS
78	03/15/18	REVISED PER COMMENTS
79	04/15/18	REVISED PER COMMENTS
80	05/15/18	REVISED PER COMMENTS
81	06/15/18	REVISED PER COMMENTS
82	07/15/18	REVISED PER COMMENTS
83	08/15/18	REVISED PER COMMENTS
84	09/15/18	REVISED PER COMMENTS
85	10/15/18	REVISED PER COMMENTS
86	11/15/18	REVISED PER COMMENTS
87	12/15/18	REVISED PER COMMENTS
88	01/15/19	REVISED PER COMMENTS
89	02/15/19	REVISED PER COMMENTS
90	03/15/19	REVISED PER COMMENTS
91	04/15/19	REVISED PER COMMENTS
92	05/15/19	REVISED PER COMMENTS
93	06/15/19	REVISED PER COMMENTS
94	07/15/19	REVISED PER COMMENTS
95	08/15/19	REVISED PER COMMENTS
96	09/15/19	REVISED PER COMMENTS
97	10/15/19	REVISED PER COMMENTS
98	11/15/19	REVISED PER COMMENTS
99	12/15/19	REVISED PER COMMENTS
100	01/15/20	REVISED PER COMMENTS

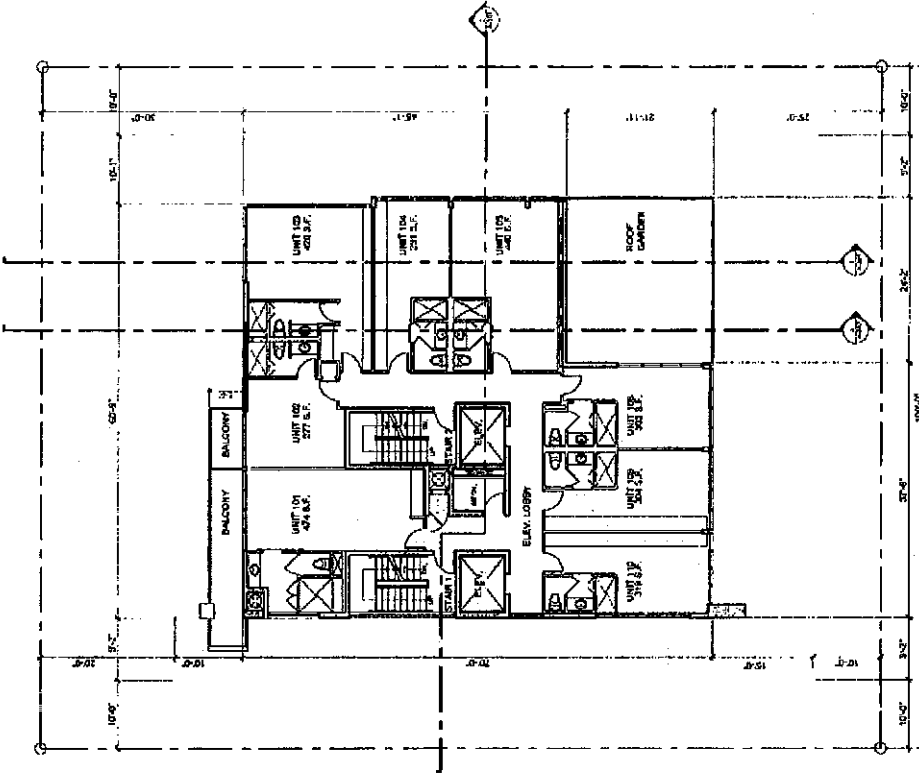


6TH FLOOR PLAN (TYPICAL PLAN)
10 UNITS / FLR. - 4,250 S.F. INT. AREA

VINTRO HOTEL FORT LAUDERDALE

DATE	DESCRIPTION
08/11/11	7TH FLOOR PLAN

SCALE	1/8" = 1'-0"
PROJECT NO.	11000 W. 11th St.
SHEET NO.	107
TOTAL SHEETS	107

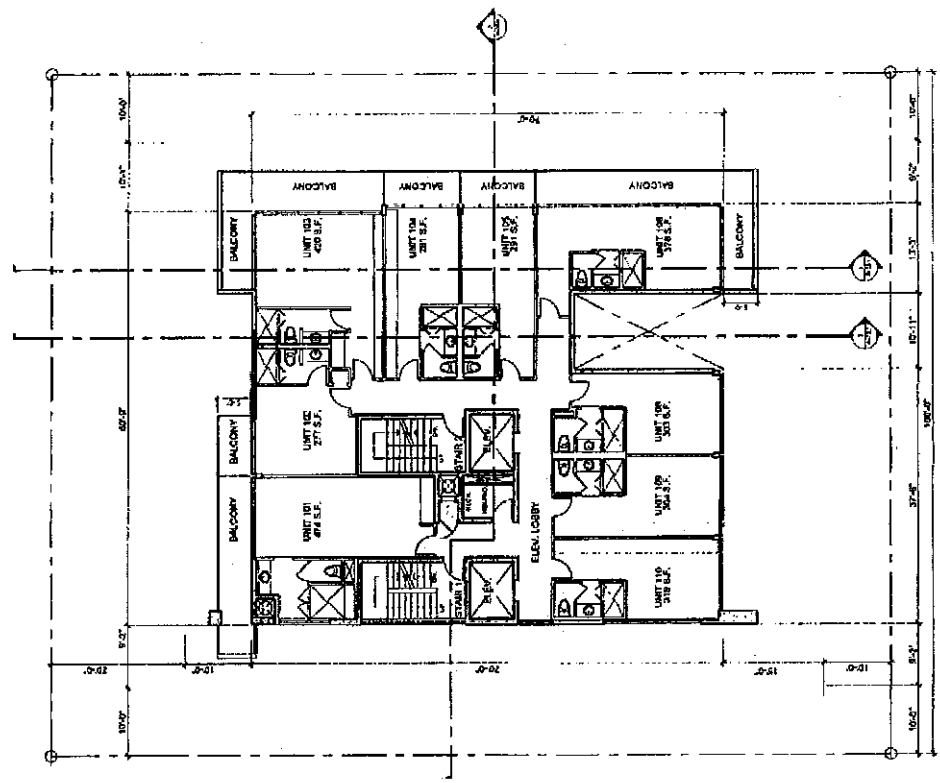


7TH FLOOR PLAN
 8 UNITS / FLR. - 3,789 S.F. INT. AREA

ALL RIGHTS RESERVED
NO PART OF THIS DOCUMENT
MAY BE REPRODUCED OR
TRANSMITTED IN ANY FORM
OR BY ANY MEANS, ELECTRONIC
OR MECHANICAL, INCLUDING
PHOTOCOPYING, RECORDING,
OR BY ANY INFORMATION
RETRIEVAL SYSTEM
WITHOUT THE WRITTEN
PERMISSION OF ASHLANDSON
ARCHITECTS

VINTRO HOTEL FORT LAUDERDALE
2020 W. WASHINGTON BLVD
FORT LAUDERDALE, FL 33304

DATE:	10/11/2017
BY:	ASHLANDSON ARCHITECTS
PROJECT:	VINTRO HOTEL
NO.:	108
REV.:	1
DATE:	10/11/2017
BY:	ASHLANDSON ARCHITECTS
PROJECT:	VINTRO HOTEL
NO.:	108
REV.:	1
DATE:	10/11/2017
BY:	ASHLANDSON ARCHITECTS
PROJECT:	VINTRO HOTEL
NO.:	108
REV.:	1

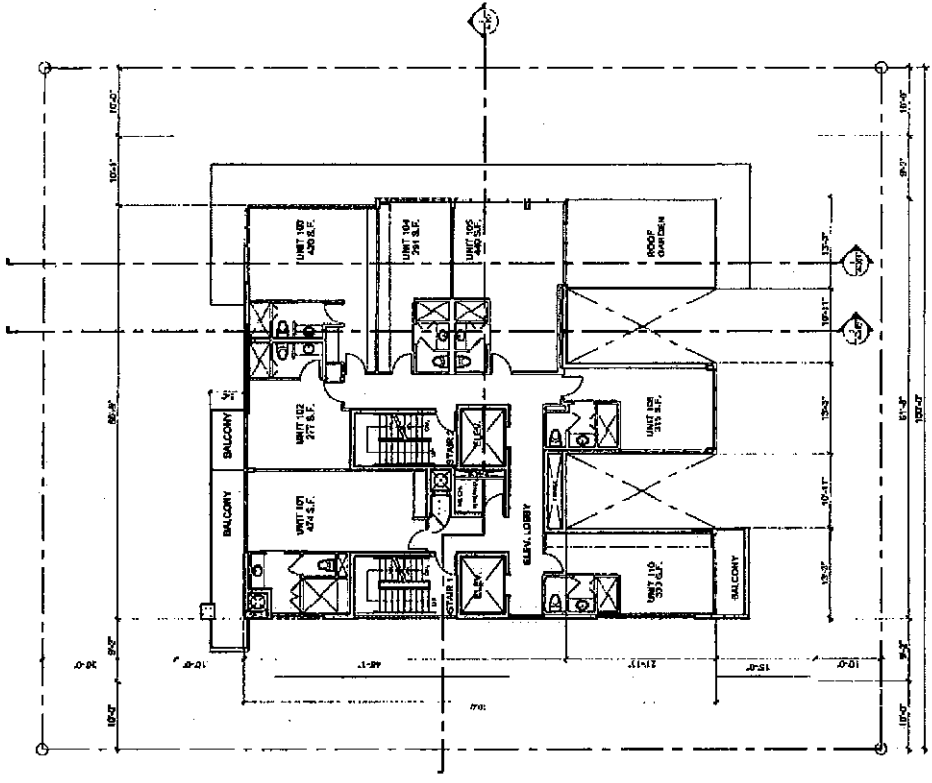


8TH FLOOR PLAN
9 UNITS / FLR - 4,059 S.F. INT. AREA

DESIGNED BY
ARCHITECT
1000 MARKET ST
SAN FRANCISCO, CA 94102
TEL: 415.774.1000
WWW.3MARCHITECT.COM

VINTRO HOTEL FORT LAUDERDALE

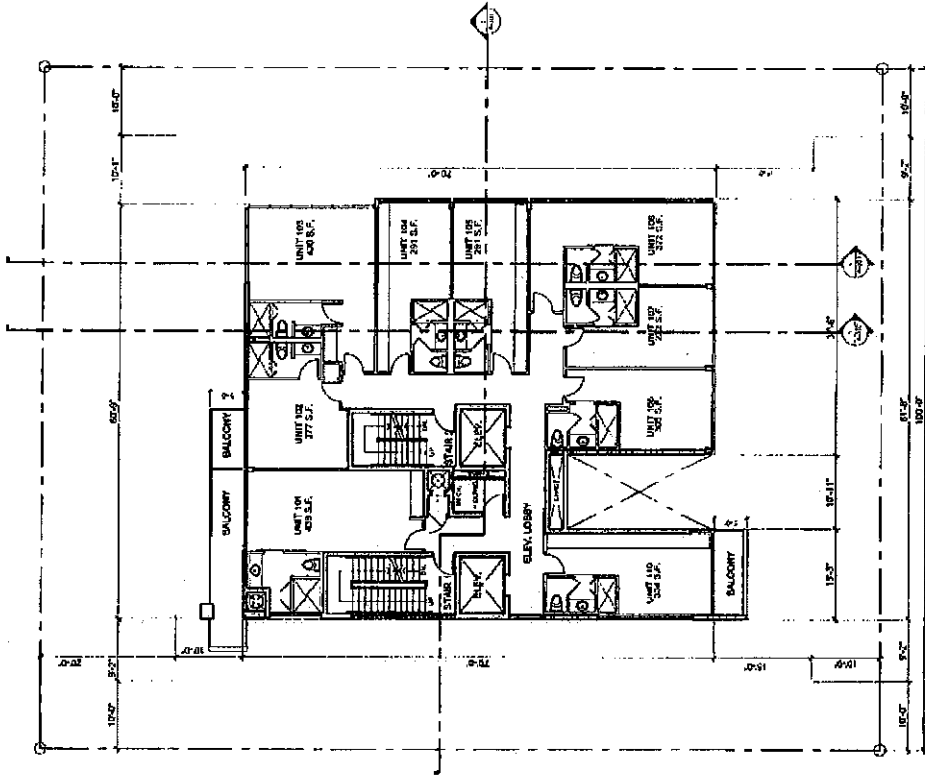
NO.	DATE	REVISION
1	08/09/08	FINAL
2	09/10/08	REVISED PER COMMENTS
3	10/01/08	REVISED PER COMMENTS
4	10/15/08	REVISED PER COMMENTS
5	10/20/08	REVISED PER COMMENTS
6	11/05/08	REVISED PER COMMENTS
7	11/10/08	REVISED PER COMMENTS
8	11/15/08	REVISED PER COMMENTS
9	11/20/08	REVISED PER COMMENTS
10	11/25/08	REVISED PER COMMENTS
11	12/01/08	REVISED PER COMMENTS
12	12/05/08	REVISED PER COMMENTS
13	12/10/08	REVISED PER COMMENTS
14	12/15/08	REVISED PER COMMENTS
15	12/20/08	REVISED PER COMMENTS
16	12/25/08	REVISED PER COMMENTS
17	01/05/09	REVISED PER COMMENTS
18	01/10/09	REVISED PER COMMENTS
19	01/15/09	REVISED PER COMMENTS
20	01/20/09	REVISED PER COMMENTS
21	01/25/09	REVISED PER COMMENTS
22	02/01/09	REVISED PER COMMENTS
23	02/05/09	REVISED PER COMMENTS
24	02/10/09	REVISED PER COMMENTS
25	02/15/09	REVISED PER COMMENTS
26	02/20/09	REVISED PER COMMENTS
27	02/25/09	REVISED PER COMMENTS
28	03/01/09	REVISED PER COMMENTS
29	03/05/09	REVISED PER COMMENTS
30	03/10/09	REVISED PER COMMENTS
31	03/15/09	REVISED PER COMMENTS
32	03/20/09	REVISED PER COMMENTS
33	03/25/09	REVISED PER COMMENTS
34	04/01/09	REVISED PER COMMENTS
35	04/05/09	REVISED PER COMMENTS
36	04/10/09	REVISED PER COMMENTS
37	04/15/09	REVISED PER COMMENTS
38	04/20/09	REVISED PER COMMENTS
39	04/25/09	REVISED PER COMMENTS
40	05/01/09	REVISED PER COMMENTS
41	05/05/09	REVISED PER COMMENTS
42	05/10/09	REVISED PER COMMENTS
43	05/15/09	REVISED PER COMMENTS
44	05/20/09	REVISED PER COMMENTS
45	05/25/09	REVISED PER COMMENTS
46	06/01/09	REVISED PER COMMENTS
47	06/05/09	REVISED PER COMMENTS
48	06/10/09	REVISED PER COMMENTS
49	06/15/09	REVISED PER COMMENTS
50	06/20/09	REVISED PER COMMENTS
51	06/25/09	REVISED PER COMMENTS
52	07/01/09	REVISED PER COMMENTS
53	07/05/09	REVISED PER COMMENTS
54	07/10/09	REVISED PER COMMENTS
55	07/15/09	REVISED PER COMMENTS
56	07/20/09	REVISED PER COMMENTS
57	07/25/09	REVISED PER COMMENTS
58	08/01/09	REVISED PER COMMENTS
59	08/05/09	REVISED PER COMMENTS
60	08/10/09	REVISED PER COMMENTS
61	08/15/09	REVISED PER COMMENTS
62	08/20/09	REVISED PER COMMENTS
63	08/25/09	REVISED PER COMMENTS
64	09/01/09	REVISED PER COMMENTS
65	09/05/09	REVISED PER COMMENTS
66	09/10/09	REVISED PER COMMENTS
67	09/15/09	REVISED PER COMMENTS
68	09/20/09	REVISED PER COMMENTS
69	09/25/09	REVISED PER COMMENTS
70	10/01/09	REVISED PER COMMENTS
71	10/05/09	REVISED PER COMMENTS
72	10/10/09	REVISED PER COMMENTS
73	10/15/09	REVISED PER COMMENTS
74	10/20/09	REVISED PER COMMENTS
75	10/25/09	REVISED PER COMMENTS
76	11/01/09	REVISED PER COMMENTS
77	11/05/09	REVISED PER COMMENTS
78	11/10/09	REVISED PER COMMENTS
79	11/15/09	REVISED PER COMMENTS
80	11/20/09	REVISED PER COMMENTS
81	11/25/09	REVISED PER COMMENTS
82	12/01/09	REVISED PER COMMENTS
83	12/05/09	REVISED PER COMMENTS
84	12/10/09	REVISED PER COMMENTS
85	12/15/09	REVISED PER COMMENTS
86	12/20/09	REVISED PER COMMENTS
87	12/25/09	REVISED PER COMMENTS
88	01/01/10	REVISED PER COMMENTS
89	01/05/10	REVISED PER COMMENTS
90	01/10/10	REVISED PER COMMENTS
91	01/15/10	REVISED PER COMMENTS
92	01/20/10	REVISED PER COMMENTS
93	01/25/10	REVISED PER COMMENTS
94	02/01/10	REVISED PER COMMENTS
95	02/05/10	REVISED PER COMMENTS
96	02/10/10	REVISED PER COMMENTS
97	02/15/10	REVISED PER COMMENTS
98	02/20/10	REVISED PER COMMENTS
99	02/25/10	REVISED PER COMMENTS
100	03/01/10	REVISED PER COMMENTS



10TH FLOOR PLAN
7 UNITS / FLR.- 3,529 S.F. INT. AREA

VINTRO HOTEL FORT LAUDERDALE

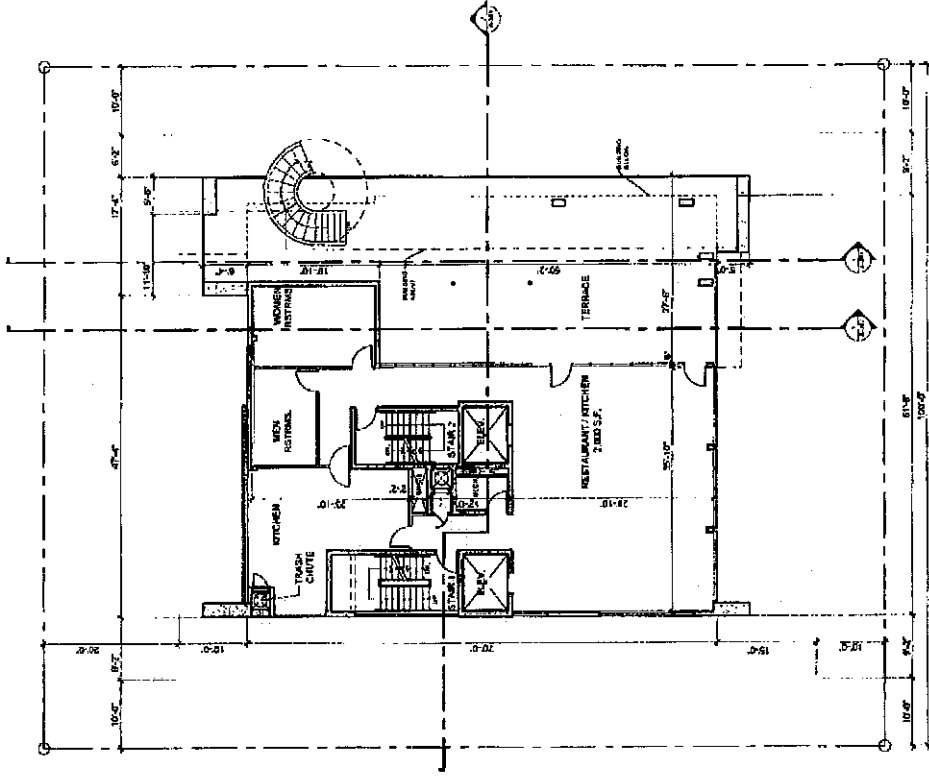
DATE	11/11/08
DWG. TITLE	11TH FLOOR PLAN
SCALE	1/8" = 1'-0"
PROJECT NO.	1111
DATE	11/11/08
SHEET NO.	111
Page 53 of 68	



11TH FLOOR PLAN
 9 UNITS / FLR - 4,059 S.F. INT. AREA

DATE	12/12/12
BY	MM
CHECKED BY	MM
SCALE	AS SHOWN
PROJECT NO.	112
DATE	12/12/12

DATE	12/12/12
BY	MM
CHECKED BY	MM
SCALE	AS SHOWN
PROJECT NO.	112
DATE	12/12/12

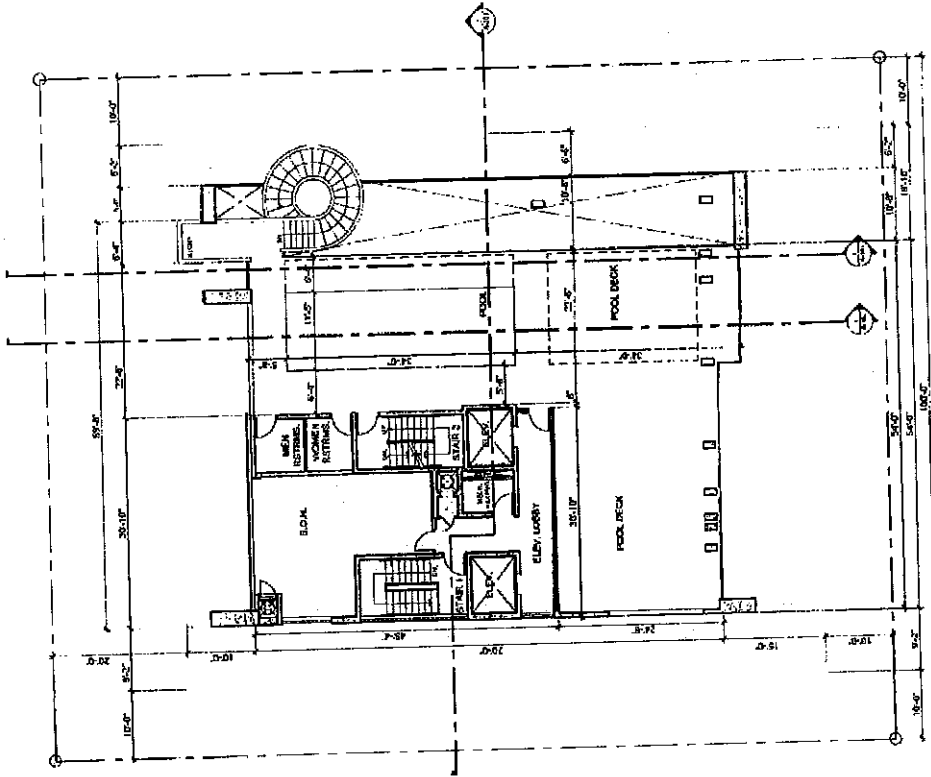


12TH FLOOR PLAN
RESTAURANT, KITCHEN AND YOGA - 2,844 S.F. INT. AREA

1000 W. WASHINGTON ST.
CHICAGO, ILL. 60607
TEL: 312.467.1111
FAX: 312.467.1112
WWW.BEHLSON.COM

VINTRO HOTEL FORT LAUDERDALE

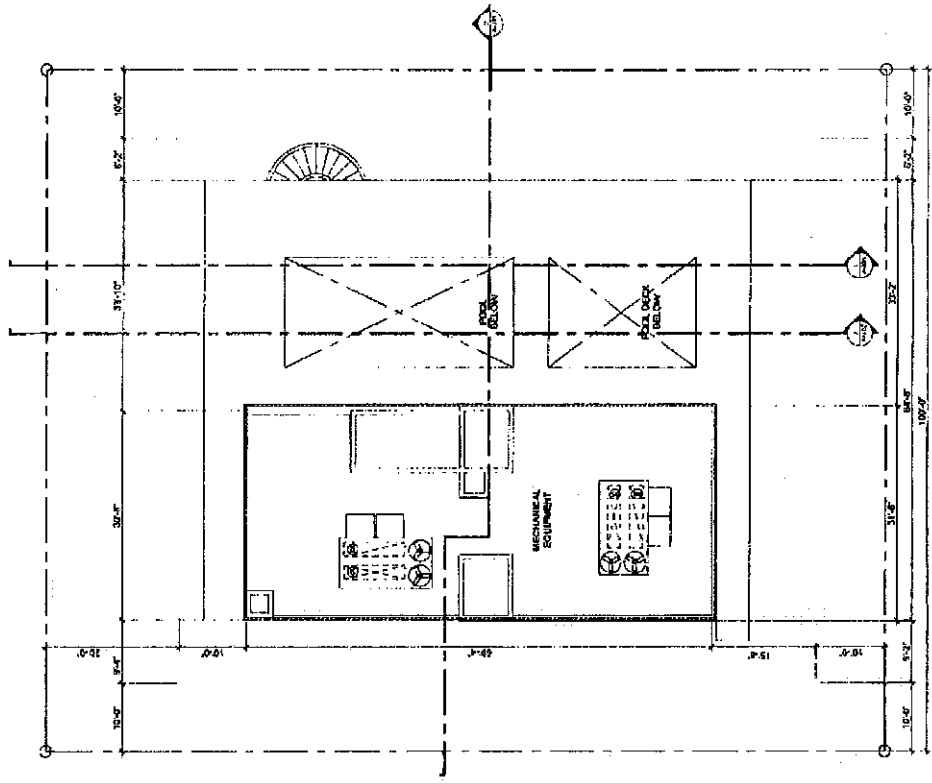
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
SHEET NO.	113
TOTAL SHEETS	113
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
SHEET NO.	113
TOTAL SHEETS	113
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
SHEET NO.	113
TOTAL SHEETS	113
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
SHEET NO.	113
TOTAL SHEETS	113
DATE	10/13/09
BY	10/13/09
PROJECT NO.	100000000
SHEET NO.	113
TOTAL SHEETS	113



13TH FLOOR PLAN
POOL AND POOLDECK - 1,468 S.F. INT. AREA

NO.	DATE	BY	REVISION

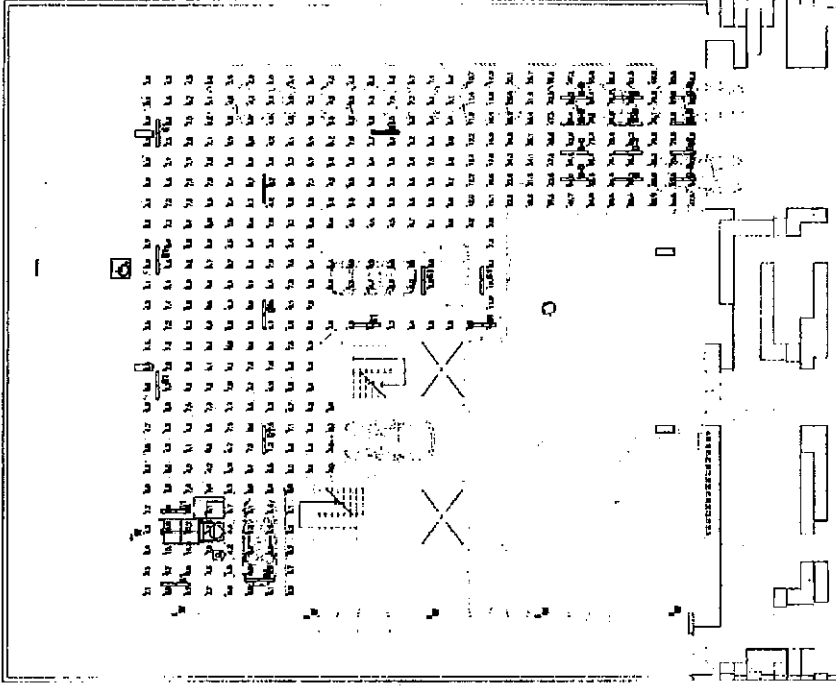
DATE	12/11/12
PROJECT NO.	12-1112
CLIENT	VINTRO HOTEL FORT LAUDERDALE
ARCHITECT	ABELL INSON ARCHITECTS
SCALE	AS SHOWN
DATE	12/11/12



ROOF PLAN

DATE	11/15/11
SCALE	1/8" = 1'-0"
PROJECT NO.	1116
DATE	11/15/11
PROJECT NO.	1116

DATE	11/15/11
SCALE	1/8" = 1'-0"
PROJECT NO.	1116
DATE	11/15/11
PROJECT NO.	1116



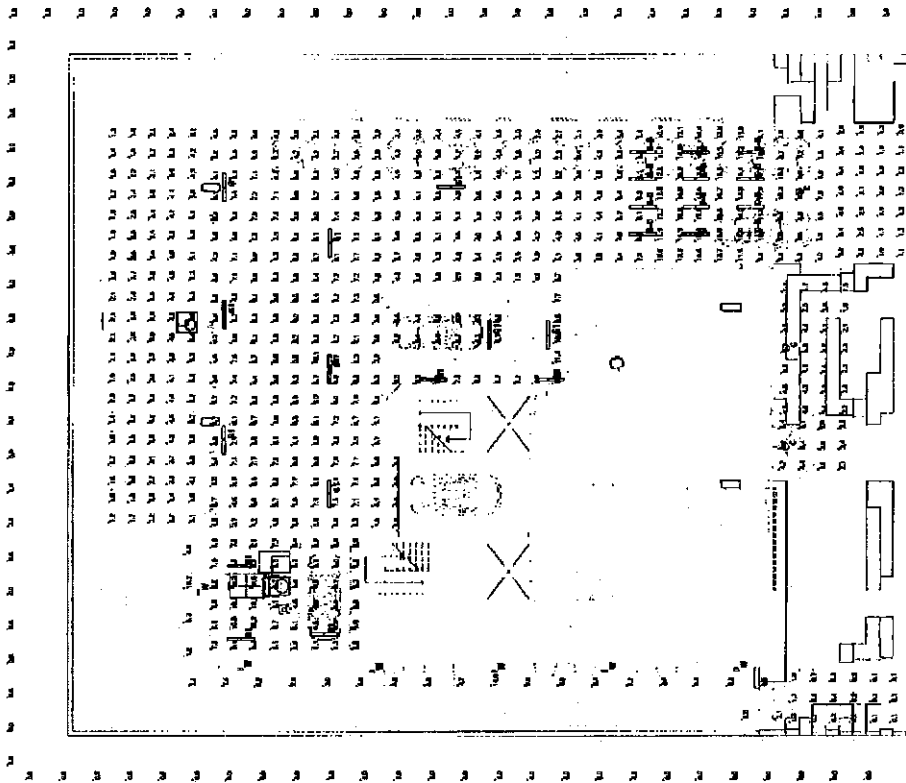
3029 ALHAMBRA STREET

GROUND FLOOR PHOTOMETRIC PLAN
 DAY OPERATION

Room	Area	Perimeter	Volume	Area	Perimeter	Volume
101	1,000	100	10,000	1,000	100	10,000
102	1,000	100	10,000	1,000	100	10,000
103	1,000	100	10,000	1,000	100	10,000
104	1,000	100	10,000	1,000	100	10,000
105	1,000	100	10,000	1,000	100	10,000
106	1,000	100	10,000	1,000	100	10,000
107	1,000	100	10,000	1,000	100	10,000
108	1,000	100	10,000	1,000	100	10,000
109	1,000	100	10,000	1,000	100	10,000
110	1,000	100	10,000	1,000	100	10,000
111	1,000	100	10,000	1,000	100	10,000
112	1,000	100	10,000	1,000	100	10,000
113	1,000	100	10,000	1,000	100	10,000
114	1,000	100	10,000	1,000	100	10,000
115	1,000	100	10,000	1,000	100	10,000
116	1,000	100	10,000	1,000	100	10,000
117	1,000	100	10,000	1,000	100	10,000
118	1,000	100	10,000	1,000	100	10,000
119	1,000	100	10,000	1,000	100	10,000
120	1,000	100	10,000	1,000	100	10,000
121	1,000	100	10,000	1,000	100	10,000
122	1,000	100	10,000	1,000	100	10,000
123	1,000	100	10,000	1,000	100	10,000
124	1,000	100	10,000	1,000	100	10,000
125	1,000	100	10,000	1,000	100	10,000
126	1,000	100	10,000	1,000	100	10,000
127	1,000	100	10,000	1,000	100	10,000
128	1,000	100	10,000	1,000	100	10,000
129	1,000	100	10,000	1,000	100	10,000
130	1,000	100	10,000	1,000	100	10,000
131	1,000	100	10,000	1,000	100	10,000
132	1,000	100	10,000	1,000	100	10,000
133	1,000	100	10,000	1,000	100	10,000
134	1,000	100	10,000	1,000	100	10,000
135	1,000	100	10,000	1,000	100	10,000
136	1,000	100	10,000	1,000	100	10,000
137	1,000	100	10,000	1,000	100	10,000
138	1,000	100	10,000	1,000	100	10,000
139	1,000	100	10,000	1,000	100	10,000
140	1,000	100	10,000	1,000	100	10,000
141	1,000	100	10,000	1,000	100	10,000
142	1,000	100	10,000	1,000	100	10,000
143	1,000	100	10,000	1,000	100	10,000
144	1,000	100	10,000	1,000	100	10,000
145	1,000	100	10,000	1,000	100	10,000
146	1,000	100	10,000	1,000	100	10,000
147	1,000	100	10,000	1,000	100	10,000
148	1,000	100	10,000	1,000	100	10,000
149	1,000	100	10,000	1,000	100	10,000
150	1,000	100	10,000	1,000	100	10,000

Room	Area	Perimeter	Volume	Area	Perimeter	Volume
101	1,000	100	10,000	1,000	100	10,000
102	1,000	100	10,000	1,000	100	10,000
103	1,000	100	10,000	1,000	100	10,000
104	1,000	100	10,000	1,000	100	10,000
105	1,000	100	10,000	1,000	100	10,000
106	1,000	100	10,000	1,000	100	10,000
107	1,000	100	10,000	1,000	100	10,000
108	1,000	100	10,000	1,000	100	10,000
109	1,000	100	10,000	1,000	100	10,000
110	1,000	100	10,000	1,000	100	10,000
111	1,000	100	10,000	1,000	100	10,000
112	1,000	100	10,000	1,000	100	10,000
113	1,000	100	10,000	1,000	100	10,000
114	1,000	100	10,000	1,000	100	10,000
115	1,000	100	10,000	1,000	100	10,000
116	1,000	100	10,000	1,000	100	10,000
117	1,000	100	10,000	1,000	100	10,000
118	1,000	100	10,000	1,000	100	10,000
119	1,000	100	10,000	1,000	100	10,000
120	1,000	100	10,000	1,000	100	10,000
121	1,000	100	10,000	1,000	100	10,000
122	1,000	100	10,000	1,000	100	10,000
123	1,000	100	10,000	1,000	100	10,000
124	1,000	100	10,000	1,000	100	10,000
125	1,000	100	10,000	1,000	100	10,000
126	1,000	100	10,000	1,000	100	10,000
127	1,000	100	10,000	1,000	100	10,000
128	1,000	100	10,000	1,000	100	10,000
129	1,000	100	10,000	1,000	100	10,000
130	1,000	100	10,000	1,000	100	10,000
131	1,000	100	10,000	1,000	100	10,000
132	1,000	100	10,000	1,000	100	10,000
133	1,000	100	10,000	1,000	100	10,000
134	1,000	100	10,000	1,000	100	10,000
135	1,000	100	10,000	1,000	100	10,000
136	1,000	100	10,000	1,000	100	10,000
137	1,000	100	10,000	1,000	100	10,000
138	1,000	100	10,000	1,000	100	10,000
139	1,000	100	10,000	1,000	100	10,000
140	1,000	100	10,000	1,000	100	10,000
141	1,000	100	10,000	1,000	100	10,000
142	1,000	100	10,000	1,000	100	10,000
143	1,000	100	10,000	1,000	100	10,000
144	1,000	100	10,000	1,000	100	10,000
145	1,000	100	10,000	1,000	100	10,000
146	1,000	100	10,000	1,000	100	10,000
147	1,000	100	10,000	1,000	100	10,000
148	1,000	100	10,000	1,000	100	10,000
149	1,000	100	10,000	1,000	100	10,000
150	1,000	100	10,000	1,000	100	10,000





3029 ALHAMBRA STREET

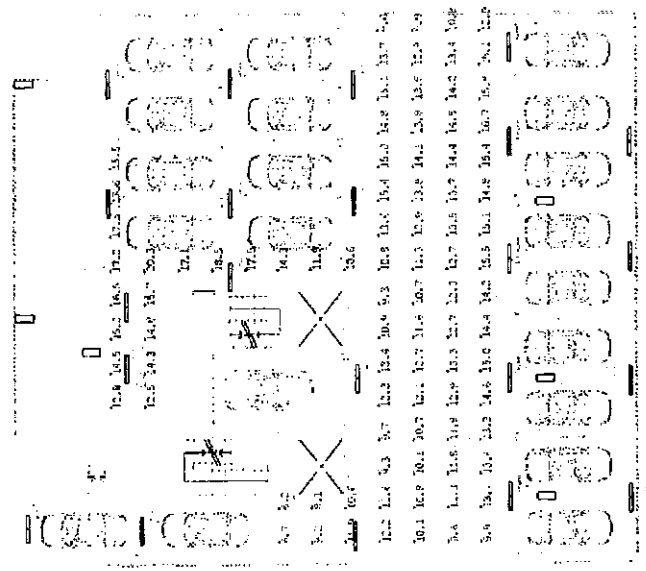
GROUND FLOOR PHOTOMETRIC PLAN
NIGHT OPERATION

Room No.	Room Name	Area (sq. ft.)	Height (ft.)	Volume (cu. ft.)	Room Type
1	REAR OFFICE	100	10	1000	OFFICE
2	REAR OFFICE	100	10	1000	OFFICE
3	REAR OFFICE	100	10	1000	OFFICE
4	REAR OFFICE	100	10	1000	OFFICE
5	REAR OFFICE	100	10	1000	OFFICE
6	REAR OFFICE	100	10	1000	OFFICE
7	REAR OFFICE	100	10	1000	OFFICE
8	REAR OFFICE	100	10	1000	OFFICE
9	REAR OFFICE	100	10	1000	OFFICE
10	REAR OFFICE	100	10	1000	OFFICE
11	REAR OFFICE	100	10	1000	OFFICE
12	REAR OFFICE	100	10	1000	OFFICE
13	REAR OFFICE	100	10	1000	OFFICE
14	REAR OFFICE	100	10	1000	OFFICE
15	REAR OFFICE	100	10	1000	OFFICE
16	REAR OFFICE	100	10	1000	OFFICE
17	REAR OFFICE	100	10	1000	OFFICE
18	REAR OFFICE	100	10	1000	OFFICE
19	REAR OFFICE	100	10	1000	OFFICE
20	REAR OFFICE	100	10	1000	OFFICE
21	REAR OFFICE	100	10	1000	OFFICE
22	REAR OFFICE	100	10	1000	OFFICE
23	REAR OFFICE	100	10	1000	OFFICE
24	REAR OFFICE	100	10	1000	OFFICE
25	REAR OFFICE	100	10	1000	OFFICE
26	REAR OFFICE	100	10	1000	OFFICE
27	REAR OFFICE	100	10	1000	OFFICE
28	REAR OFFICE	100	10	1000	OFFICE
29	REAR OFFICE	100	10	1000	OFFICE
30	REAR OFFICE	100	10	1000	OFFICE

Room No.	Room Name	Area (sq. ft.)	Height (ft.)	Volume (cu. ft.)	Room Type
31	REAR OFFICE	100	10	1000	OFFICE
32	REAR OFFICE	100	10	1000	OFFICE
33	REAR OFFICE	100	10	1000	OFFICE
34	REAR OFFICE	100	10	1000	OFFICE
35	REAR OFFICE	100	10	1000	OFFICE
36	REAR OFFICE	100	10	1000	OFFICE
37	REAR OFFICE	100	10	1000	OFFICE
38	REAR OFFICE	100	10	1000	OFFICE
39	REAR OFFICE	100	10	1000	OFFICE
40	REAR OFFICE	100	10	1000	OFFICE
41	REAR OFFICE	100	10	1000	OFFICE
42	REAR OFFICE	100	10	1000	OFFICE
43	REAR OFFICE	100	10	1000	OFFICE
44	REAR OFFICE	100	10	1000	OFFICE
45	REAR OFFICE	100	10	1000	OFFICE
46	REAR OFFICE	100	10	1000	OFFICE
47	REAR OFFICE	100	10	1000	OFFICE
48	REAR OFFICE	100	10	1000	OFFICE
49	REAR OFFICE	100	10	1000	OFFICE
50	REAR OFFICE	100	10	1000	OFFICE

UNIVERSITY MICROFILMS
SERIALS ACQUISITION
300 N ZEEB RD
ANN ARBOR MI 48106
TEL 734 769 5170
WWW.UMI.COM

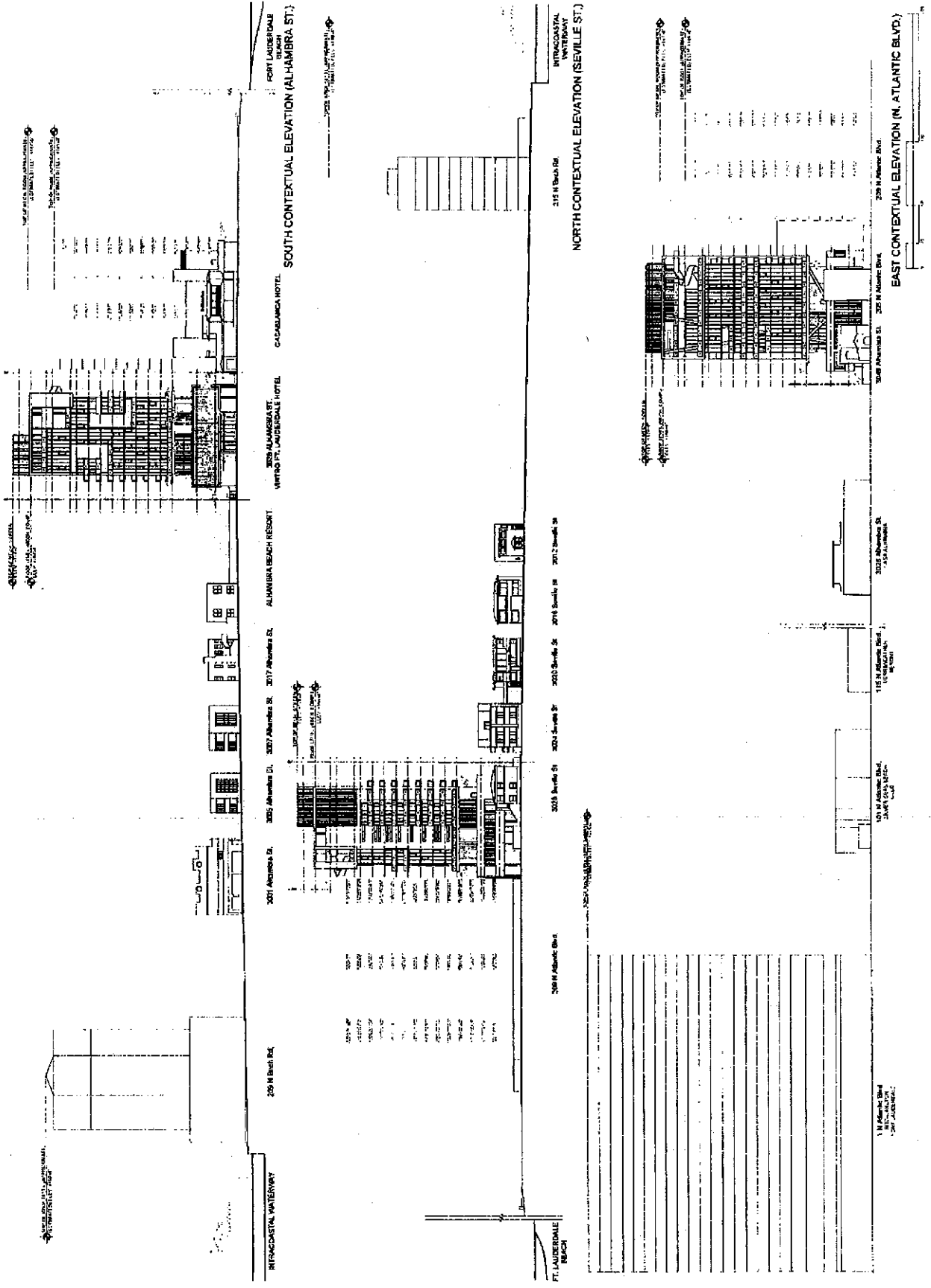
DATE	12/10/10
SCALE	1/8" = 1'-0"
PROJECT NO.	17112
DATE	12/10/10
DRAWN BY	BERNARDSON
PROJECT NO.	17112
DATE	12/10/10



2ND FLOOR PHOTOMETRIC PLAN

Symbol	Qty	Label	Description	Level/Altitude	UD	CU	lum	ball	hgt	hgt	hgt	hgt	hgt	hgt	hgt	hgt	hgt	hgt	hgt	hgt
	22	SCD	Photometric Sensor	2ND FLOOR	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'	14.5'

Category	Area	Per	Per/ft	Per/ft
101-120	14,317	202	14.0	1.27
101-130	12,028	167	14.0	1.27



SOUTH CONTEXTUAL ELEVATION (ALHAMBRA ST.)

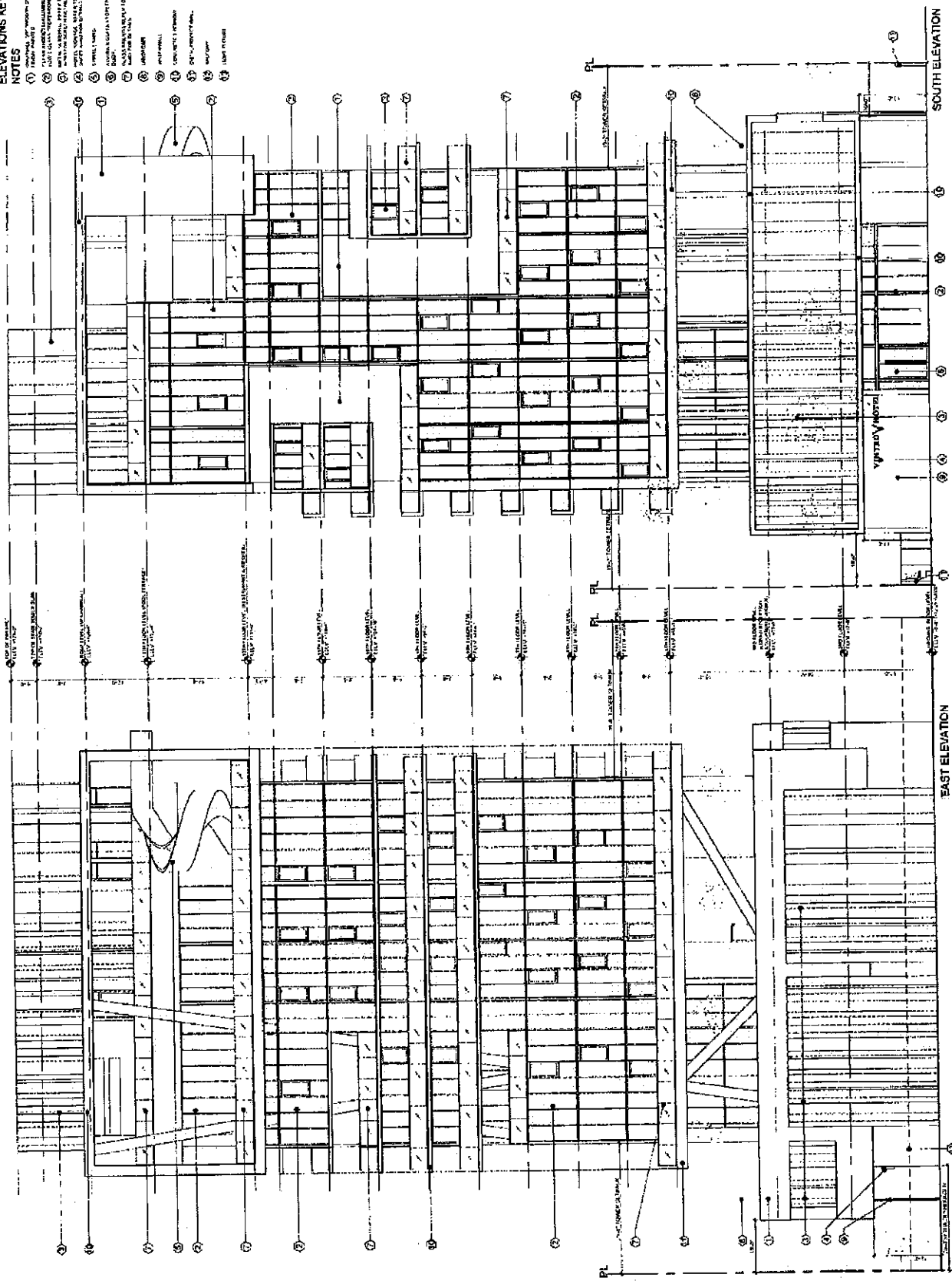
NORTH CONTEXTUAL ELEVATION (SEVILLE ST.)

EAST CONTEXTUAL ELEVATION (N. ATLANTIC BLVD.)

NO.	DESCRIPTION	DATE
1	FOUNDATION	12/04/17
2	CONCRETE	12/04/17
3	STEEL	12/04/17
4	BRICK	12/04/17
5	GLASS	12/04/17
6	WOOD	12/04/17
7	PLASTER	12/04/17
8	PAINT	12/04/17
9	MECHANICAL	12/04/17
10	ELECTRICAL	12/04/17
11	PLUMBING	12/04/17
12	LANDSCAPE	12/04/17
13	INTERIORS	12/04/17
14	EXTERIORS	12/04/17
15	FINISHES	12/04/17
16	DETAILS	12/04/17
17	SECTION	12/04/17
18	ELEVATION	12/04/17
19	PLAN	12/04/17
20	GENERAL NOTES	12/04/17

ELEVATIONS KEY

- NOTES
1. FINISHES TO BE SHOWN ON THIS DRAWING
 2. FINISHES TO BE SHOWN ON THIS DRAWING
 3. FINISHES TO BE SHOWN ON THIS DRAWING
 4. FINISHES TO BE SHOWN ON THIS DRAWING
 5. FINISHES TO BE SHOWN ON THIS DRAWING
 6. FINISHES TO BE SHOWN ON THIS DRAWING
 7. FINISHES TO BE SHOWN ON THIS DRAWING
 8. FINISHES TO BE SHOWN ON THIS DRAWING
 9. FINISHES TO BE SHOWN ON THIS DRAWING
 10. FINISHES TO BE SHOWN ON THIS DRAWING
 11. FINISHES TO BE SHOWN ON THIS DRAWING
 12. FINISHES TO BE SHOWN ON THIS DRAWING
 13. FINISHES TO BE SHOWN ON THIS DRAWING
 14. FINISHES TO BE SHOWN ON THIS DRAWING
 15. FINISHES TO BE SHOWN ON THIS DRAWING
 16. FINISHES TO BE SHOWN ON THIS DRAWING
 17. FINISHES TO BE SHOWN ON THIS DRAWING
 18. FINISHES TO BE SHOWN ON THIS DRAWING
 19. FINISHES TO BE SHOWN ON THIS DRAWING
 20. FINISHES TO BE SHOWN ON THIS DRAWING



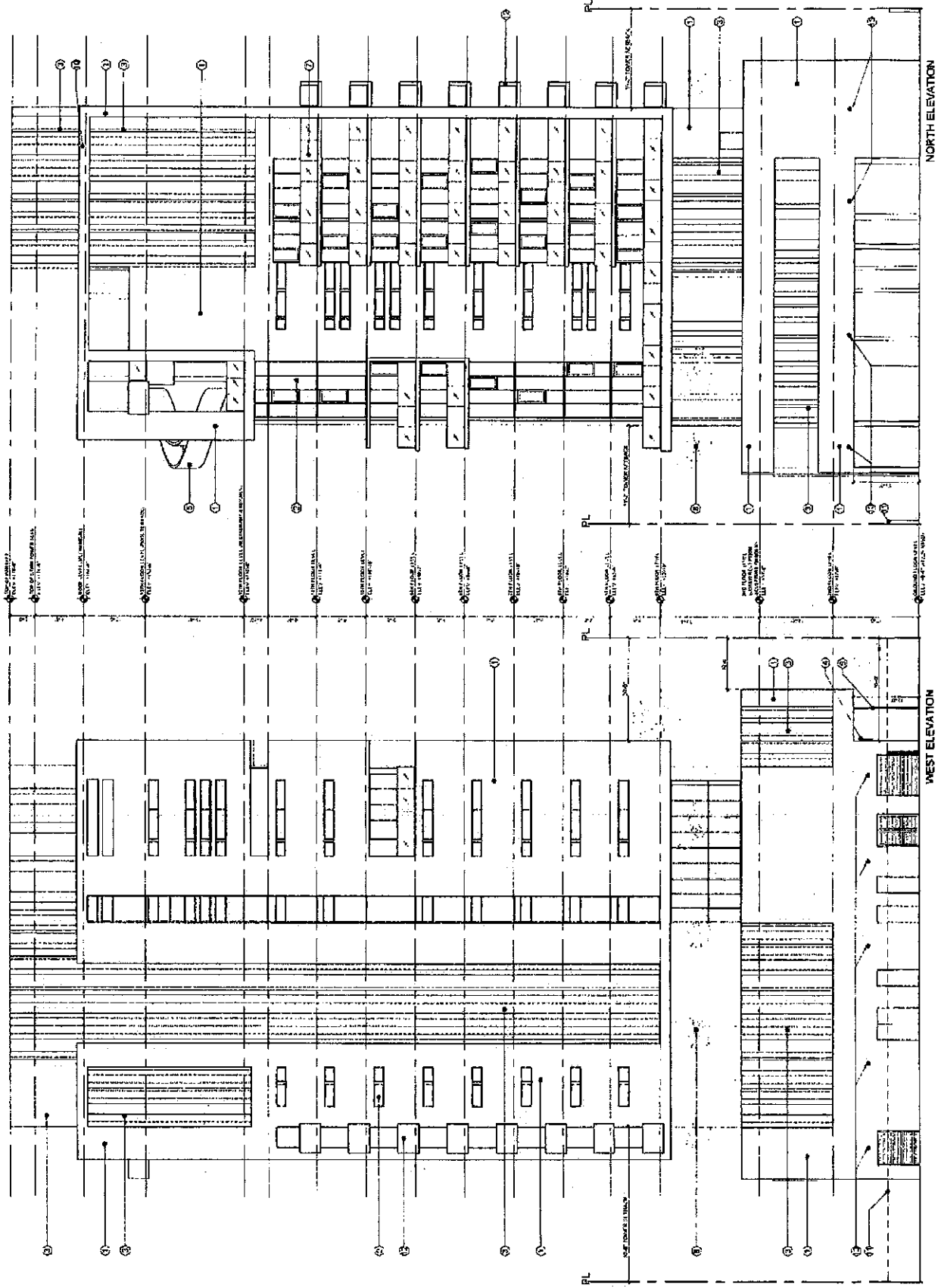
SOUTH ELEVATION

EAST ELEVATION

PROJECT NO. 14-001
DATE: 12.18.13
SCALE: AS SHOWN
DRAWN BY: JRM
CHECKED BY: [Signature]

NO.	DATE	REVISION
1	12.18.13	ISSUE FOR PERMITS
2	01.15.14	ISSUE FOR CONSTRUCTION

PROJECT NO. 14-001
DATE: 12.18.13
SCALE: AS SHOWN
DRAWN BY: JRM
CHECKED BY: [Signature]

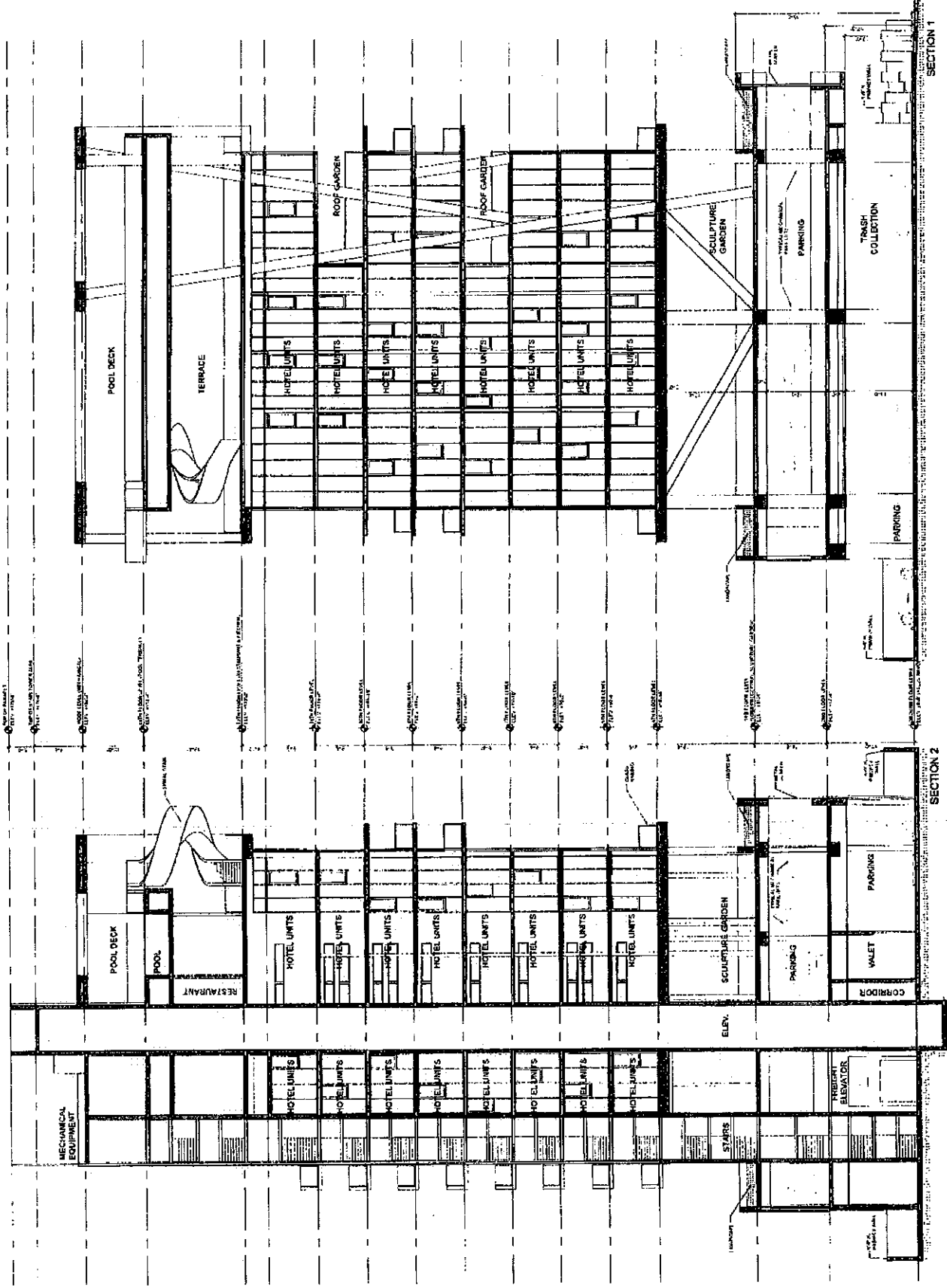


NORTH ELEVATION

WEST ELEVATION

VINTRO HOTEL FORT LAUDERDALE

DATE: 11/11/09	REVISED: 11/11/09
PROJECT: VINTRO HOTEL FORT LAUDERDALE	SHEET: 13-001-301
SCALE: AS SHOWN	DATE: 11/11/09
DESIGNER: [Faint]	DRAWN: [Faint]
CHECKED: [Faint]	APP. BY: [Faint]
DATE: 11/11/09	SCALE: AS SHOWN



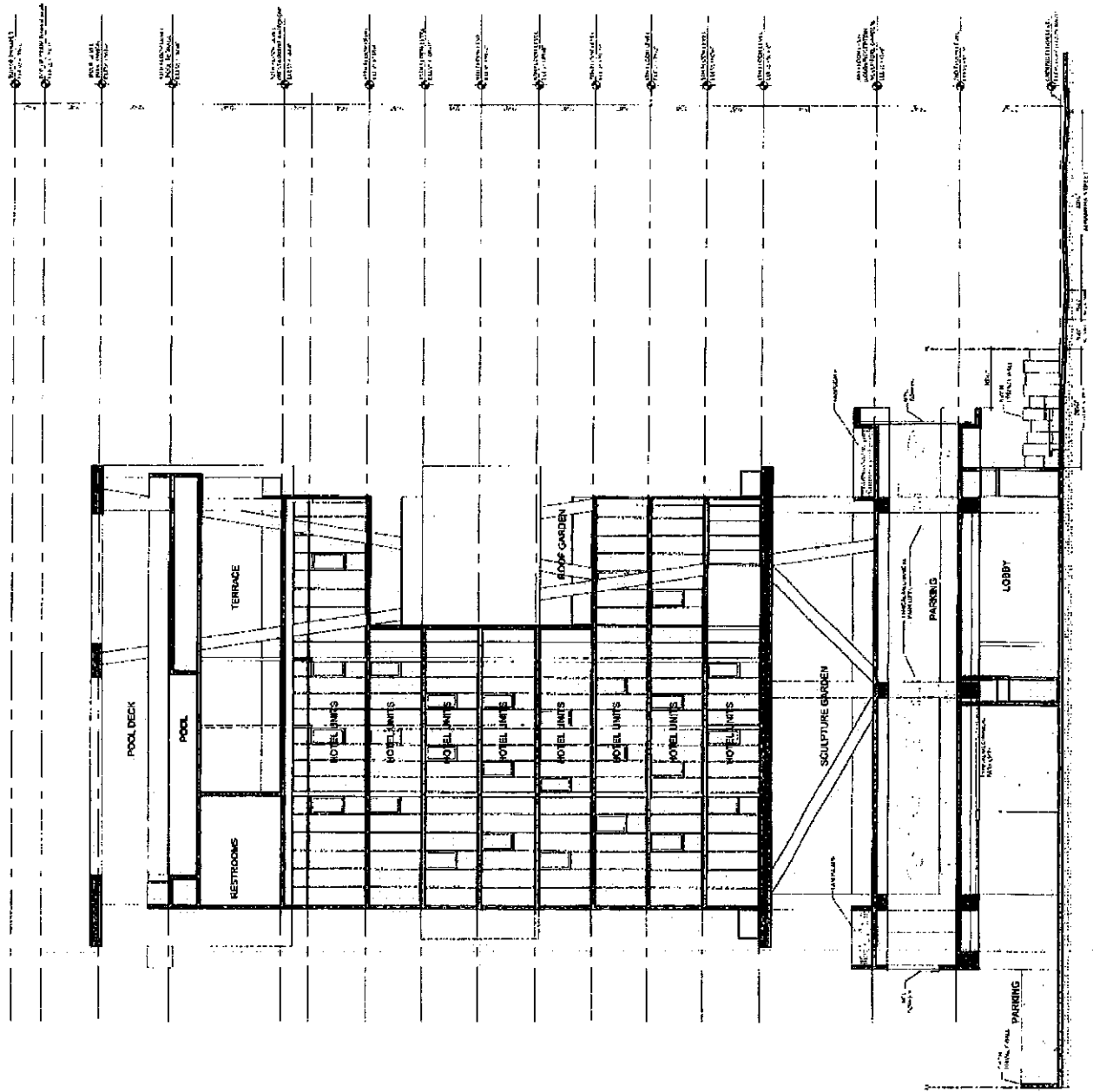
SECTION 1

SECTION 2

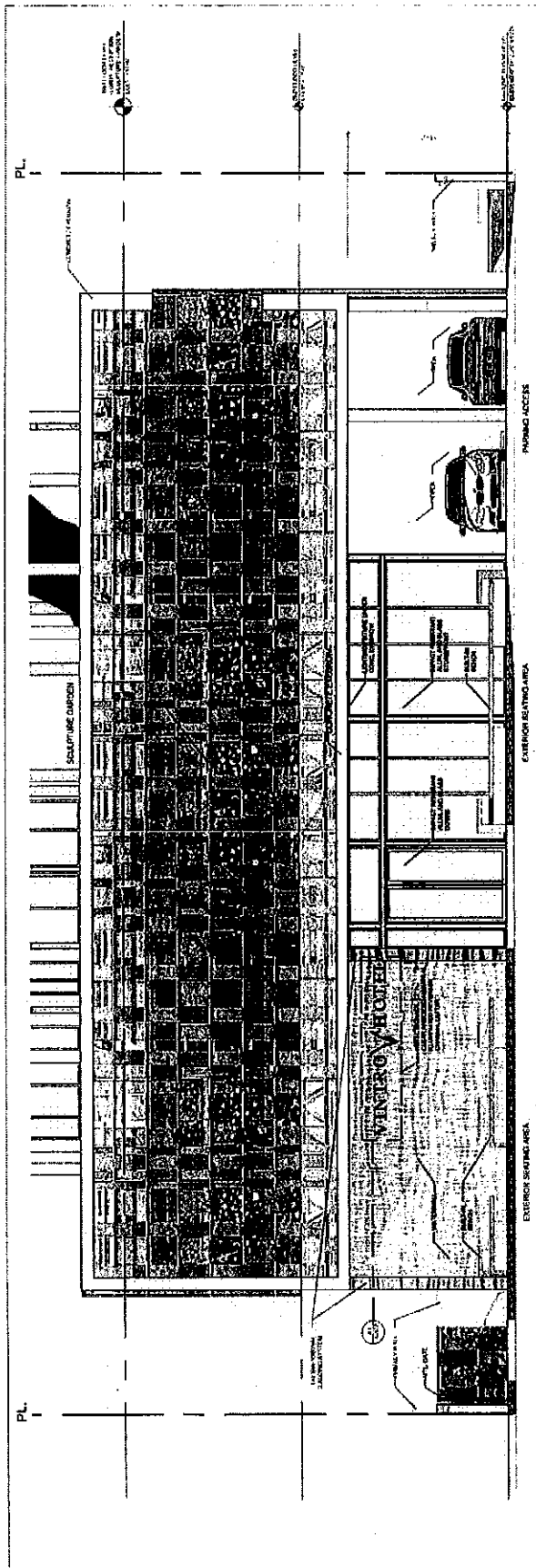
PROFESSIONAL ARCHITECT
1111 PARKER STREET
SUITE 200
LAUDERDALE, FL 33304
TEL: 305-967-1111
WWW.BEHLSONARCHITECTS.COM

VINTRO HOTEL FORT LAUDERDALE
1111 PARKER STREET
LAUDERDALE, FL 33304

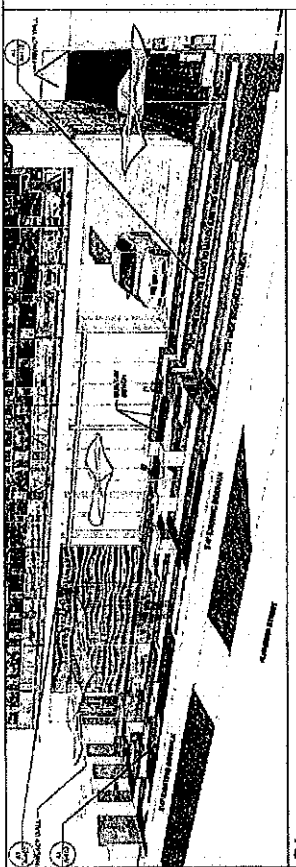
NO.	DATE	REVISION
1	11/15/11	ISSUE FOR PERMITS
2	12/15/11	REVISED PER PERMITS
3	01/10/12	REVISED PER PERMITS
4	02/01/12	REVISED PER PERMITS
5	02/15/12	REVISED PER PERMITS
6	03/01/12	REVISED PER PERMITS
7	03/15/12	REVISED PER PERMITS
8	04/01/12	REVISED PER PERMITS
9	04/15/12	REVISED PER PERMITS
10	05/01/12	REVISED PER PERMITS
11	05/15/12	REVISED PER PERMITS
12	06/01/12	REVISED PER PERMITS
13	06/15/12	REVISED PER PERMITS
14	07/01/12	REVISED PER PERMITS
15	07/15/12	REVISED PER PERMITS
16	08/01/12	REVISED PER PERMITS
17	08/15/12	REVISED PER PERMITS
18	09/01/12	REVISED PER PERMITS
19	09/15/12	REVISED PER PERMITS
20	10/01/12	REVISED PER PERMITS
21	10/15/12	REVISED PER PERMITS
22	11/01/12	REVISED PER PERMITS
23	11/15/12	REVISED PER PERMITS
24	12/01/12	REVISED PER PERMITS
25	12/15/12	REVISED PER PERMITS
26	01/01/13	REVISED PER PERMITS
27	01/15/13	REVISED PER PERMITS
28	02/01/13	REVISED PER PERMITS
29	02/15/13	REVISED PER PERMITS
30	03/01/13	REVISED PER PERMITS
31	03/15/13	REVISED PER PERMITS
32	04/01/13	REVISED PER PERMITS
33	04/15/13	REVISED PER PERMITS
34	05/01/13	REVISED PER PERMITS
35	05/15/13	REVISED PER PERMITS
36	06/01/13	REVISED PER PERMITS
37	06/15/13	REVISED PER PERMITS
38	07/01/13	REVISED PER PERMITS
39	07/15/13	REVISED PER PERMITS
40	08/01/13	REVISED PER PERMITS
41	08/15/13	REVISED PER PERMITS
42	09/01/13	REVISED PER PERMITS
43	09/15/13	REVISED PER PERMITS
44	10/01/13	REVISED PER PERMITS
45	10/15/13	REVISED PER PERMITS
46	11/01/13	REVISED PER PERMITS
47	11/15/13	REVISED PER PERMITS
48	12/01/13	REVISED PER PERMITS
49	12/15/13	REVISED PER PERMITS
50	01/01/14	REVISED PER PERMITS
51	01/15/14	REVISED PER PERMITS
52	02/01/14	REVISED PER PERMITS
53	02/15/14	REVISED PER PERMITS
54	03/01/14	REVISED PER PERMITS
55	03/15/14	REVISED PER PERMITS
56	04/01/14	REVISED PER PERMITS
57	04/15/14	REVISED PER PERMITS
58	05/01/14	REVISED PER PERMITS
59	05/15/14	REVISED PER PERMITS
60	06/01/14	REVISED PER PERMITS
61	06/15/14	REVISED PER PERMITS
62	07/01/14	REVISED PER PERMITS
63	07/15/14	REVISED PER PERMITS
64	08/01/14	REVISED PER PERMITS
65	08/15/14	REVISED PER PERMITS
66	09/01/14	REVISED PER PERMITS
67	09/15/14	REVISED PER PERMITS
68	10/01/14	REVISED PER PERMITS
69	10/15/14	REVISED PER PERMITS
70	11/01/14	REVISED PER PERMITS
71	11/15/14	REVISED PER PERMITS
72	12/01/14	REVISED PER PERMITS
73	12/15/14	REVISED PER PERMITS
74	01/01/15	REVISED PER PERMITS
75	01/15/15	REVISED PER PERMITS
76	02/01/15	REVISED PER PERMITS
77	02/15/15	REVISED PER PERMITS
78	03/01/15	REVISED PER PERMITS
79	03/15/15	REVISED PER PERMITS
80	04/01/15	REVISED PER PERMITS
81	04/15/15	REVISED PER PERMITS
82	05/01/15	REVISED PER PERMITS
83	05/15/15	REVISED PER PERMITS
84	06/01/15	REVISED PER PERMITS
85	06/15/15	REVISED PER PERMITS
86	07/01/15	REVISED PER PERMITS
87	07/15/15	REVISED PER PERMITS
88	08/01/15	REVISED PER PERMITS
89	08/15/15	REVISED PER PERMITS
90	09/01/15	REVISED PER PERMITS
91	09/15/15	REVISED PER PERMITS
92	10/01/15	REVISED PER PERMITS
93	10/15/15	REVISED PER PERMITS
94	11/01/15	REVISED PER PERMITS
95	11/15/15	REVISED PER PERMITS
96	12/01/15	REVISED PER PERMITS
97	12/15/15	REVISED PER PERMITS
98	01/01/16	REVISED PER PERMITS
99	01/15/16	REVISED PER PERMITS
100	02/01/16	REVISED PER PERMITS
101	02/15/16	REVISED PER PERMITS
102	03/01/16	REVISED PER PERMITS
103	03/15/16	REVISED PER PERMITS
104	04/01/16	REVISED PER PERMITS
105	04/15/16	REVISED PER PERMITS
106	05/01/16	REVISED PER PERMITS
107	05/15/16	REVISED PER PERMITS
108	06/01/16	REVISED PER PERMITS
109	06/15/16	REVISED PER PERMITS
110	07/01/16	REVISED PER PERMITS
111	07/15/16	REVISED PER PERMITS
112	08/01/16	REVISED PER PERMITS
113	08/15/16	REVISED PER PERMITS
114	09/01/16	REVISED PER PERMITS
115	09/15/16	REVISED PER PERMITS
116	10/01/16	REVISED PER PERMITS
117	10/15/16	REVISED PER PERMITS
118	11/01/16	REVISED PER PERMITS
119	11/15/16	REVISED PER PERMITS
120	12/01/16	REVISED PER PERMITS
121	12/15/16	REVISED PER PERMITS
122	01/01/17	REVISED PER PERMITS
123	01/15/17	REVISED PER PERMITS
124	02/01/17	REVISED PER PERMITS
125	02/15/17	REVISED PER PERMITS
126	03/01/17	REVISED PER PERMITS
127	03/15/17	REVISED PER PERMITS
128	04/01/17	REVISED PER PERMITS
129	04/15/17	REVISED PER PERMITS
130	05/01/17	REVISED PER PERMITS
131	05/15/17	REVISED PER PERMITS
132	06/01/17	REVISED PER PERMITS
133	06/15/17	REVISED PER PERMITS
134	07/01/17	REVISED PER PERMITS
135	07/15/17	REVISED PER PERMITS
136	08/01/17	REVISED PER PERMITS
137	08/15/17	REVISED PER PERMITS
138	09/01/17	REVISED PER PERMITS
139	09/15/17	REVISED PER PERMITS
140	10/01/17	REVISED PER PERMITS
141	10/15/17	REVISED PER PERMITS
142	11/01/17	REVISED PER PERMITS
143	11/15/17	REVISED PER PERMITS
144	12/01/17	REVISED PER PERMITS
145	12/15/17	REVISED PER PERMITS
146	01/01/18	REVISED PER PERMITS
147	01/15/18	REVISED PER PERMITS
148	02/01/18	REVISED PER PERMITS
149	02/15/18	REVISED PER PERMITS
150	03/01/18	REVISED PER PERMITS
151	03/15/18	REVISED PER PERMITS
152	04/01/18	REVISED PER PERMITS
153	04/15/18	REVISED PER PERMITS
154	05/01/18	REVISED PER PERMITS
155	05/15/18	REVISED PER PERMITS
156	06/01/18	REVISED PER PERMITS
157	06/15/18	REVISED PER PERMITS
158	07/01/18	REVISED PER PERMITS
159	07/15/18	REVISED PER PERMITS
160	08/01/18	REVISED PER PERMITS
161	08/15/18	REVISED PER PERMITS
162	09/01/18	REVISED PER PERMITS
163	09/15/18	REVISED PER PERMITS
164	10/01/18	REVISED PER PERMITS
165	10/15/18	REVISED PER PERMITS
166	11/01/18	REVISED PER PERMITS
167	11/15/18	REVISED PER PERMITS
168	12/01/18	REVISED PER PERMITS
169	12/15/18	REVISED PER PERMITS
170	01/01/19	REVISED PER PERMITS
171	01/15/19	REVISED PER PERMITS
172	02/01/19	REVISED PER PERMITS
173	02/15/19	REVISED PER PERMITS
174	03/01/19	REVISED PER PERMITS
175	03/15/19	REVISED PER PERMITS
176	04/01/19	REVISED PER PERMITS
177	04/15/19	REVISED PER PERMITS
178	05/01/19	REVISED PER PERMITS
179	05/15/19	REVISED PER PERMITS
180	06/01/19	REVISED PER PERMITS
181	06/15/19	REVISED PER PERMITS
182	07/01/19	REVISED PER PERMITS
183	07/15/19	REVISED PER PERMITS
184	08/01/19	REVISED PER PERMITS
185	08/15/19	REVISED PER PERMITS
186	09/01/19	REVISED PER PERMITS
187	09/15/19	REVISED PER PERMITS
188	10/01/19	REVISED PER PERMITS
189	10/15/19	REVISED PER PERMITS
190	11/01/19	REVISED PER PERMITS
191	11/15/19	REVISED PER PERMITS
192	12/01/19	REVISED PER PERMITS
193	12/15/19	REVISED PER PERMITS
194	01/01/20	REVISED PER PERMITS
195	01/15/20	REVISED PER PERMITS
196	02/01/20	REVISED PER PERMITS
197	02/15/20	REVISED PER PERMITS
198	03/01/20	REVISED PER PERMITS
199	03/15/20	REVISED PER PERMITS
200	04/01/20	REVISED PER PERMITS



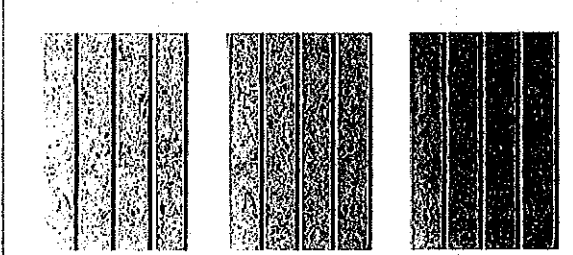
DATE	DESCRIPTION
11/14/07	ISSUED FOR PERMITS
11/14/07	ISSUED FOR CONSTRUCTION
11/14/07	ISSUED FOR ARCHITECTURAL RECORD
11/14/07	ISSUED FOR INTERIOR FINISHES
11/14/07	ISSUED FOR MECHANICAL
11/14/07	ISSUED FOR ELECTRICAL
11/14/07	ISSUED FOR PLUMBING
11/14/07	ISSUED FOR STRUCTURAL
11/14/07	ISSUED FOR LANDSCAPE ARCHITECTURE
11/14/07	ISSUED FOR SIGNAGE
11/14/07	ISSUED FOR SPECIALTIES
11/14/07	ISSUED FOR OTHER



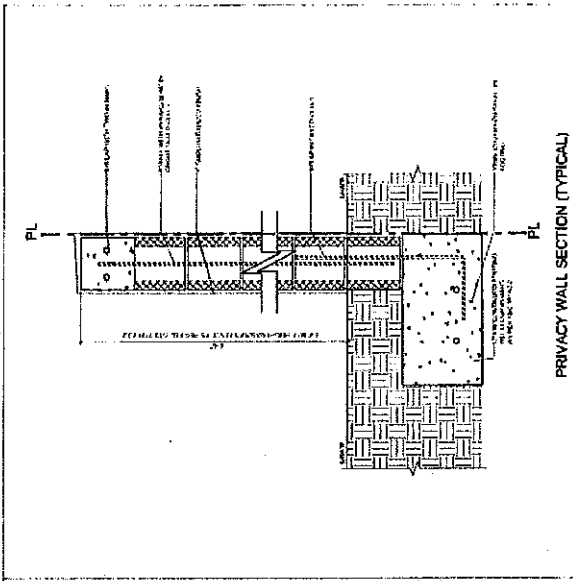
C1 GROUND ELEVATIONS (SCULPTURE GARDEN FRONT OF BUILDING)
 SCALE: 1/8"=1'-0"



B1 ENTRANCE DETAIL
 SCALE: 1/4"=1'-0"



A4 MULTIPLE COLOR BUSHHELL
 SCALE: N/A



A5 PRIVACY WALL SECTION
 SCALE: 1/2"=1'-0"

VINTRO HOTEL

A1 HOTEL SIGNAGE ELEVATION DETAIL
 SCALE: 1/4"=1'-0"

A5 PRIVACY WALL SECTION
 SCALE: 1/2"=1'-0"

A4 MULTIPLE COLOR BUSHHELL
 SCALE: N/A

A5 PRIVACY WALL SECTION
 SCALE: 1/2"=1'-0"

REQUEST:

Site Plan Level IV; Development of Significant Impact

Case Number	70R12	
Applicant	Vintro Fort Lauderdale LLC.	
General Location	3029 Alhambra Street	
Property Size	12,500 SF / .287 acres	
Zoning	A-1-A Beachfront Area (ABA)	
Existing Use	Single Family Residence	
Future Land Use Designation	Central Regional Activity Center	
Applicable ULDR Sections	47-12 Central Beach Districts 47-25.2 Adequacy Requirements 47-25.3 Neighborhood Compatibility Requirements	
	Required	Proposed
Lot Density	N/A	N/A
Lot Size	N/A	12,500 SF
Lot Width	N/A	100'
Building Height	200' max	164'-4"
Structure Length	200' max	95'
Floor Area Ratio	4.0	4.2
Landscape Area	N/A	2,385 SF
Parking	53	48
	Required	Proposed
Setbacks/Yards		
Front (S)	20'	20'
Side (E)	10-feet or half the height of the building (whichever is greater) 82' 2"	10'
Side (W)	10-feet or half the height of the building (whichever is greater) 82' 2"	10'
Rear (N)	20-feet or half the height of the building (whichever is greater) 82' 2"	20'
Notification Requirements	Sign Notice 15 days prior to meeting	
Action Required	Approve, Approve with Conditions, or Deny	
Project Planner	Thomas Lodge, Planner II	

PROJECT DESCRIPTION:

The applicant proposes a hotel project consisting of sixty-nine (69) hotel units, a 500 square-foot bar/lounge and a 2,000 square-foot restaurant located along Alhambra Street, between Seabreeze Boulevard and N. Birch Road. The development consists of a thirteen-story (164' 4") structure, which includes two levels of parking on the first and second floors and a reception area, restaurant, pool and hotel units on the remaining floors above.

PRIOR REVIEWS:

The Development Review Committee reviewed the proposal on October 9, 2012. All comments have been addressed.

REVIEW CRITERIA:

As per ULDR Section 47-12.2, the A-1-A Beachfront Area District (ABA) encourages high quality destination resort uses. Hotel developments up to two hundred (200) feet in height are permitted, provided criteria outlined for ABA District, Central Beach Development Design Criteria, Neighborhood Compatibility and Adequacy requirements, as defined further below are met. The applicant has provided responses to the review criteria in the plans sets.

Pursuant to ULDR Section 47-12.5.B.1.c, the side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback

requirements be less than an amount equal to one-half the height of the building, when this is greater than the side and rear yard minimums. Half the height of the building is 82' 2" for the side and rear yard requirements with proposed setbacks of 10 feet on the sides and 20 feet in the rear being requested as part of the allowance under a Development of Significant Impact.

The applicant is also requesting a 5% increase in the permitted floor area ratio from 4.0 to 4.2. Pursuant to ULDR Section 47-12.5.B.6, in the event the developer of a parcel of land in the ABA district desires to deviate from the maximum requirements of this district, for height or FAR, the developer may submit the design of the proposed development for rating according to the following design compatibility and community scale:

- i. Distinctive design that reflects positively on the overall character of the City: one (1) point;
- ii. Architectural character that reflects a particular sensitivity to the history and culture of South Florida: one (1) point;
- iii. Color and composition that reflects the natural colors and composition of South Florida: one (1) point;
- iv. Architectural design that represents a deviation from "sameness": one (1) point;
- v. Building orientation that relieves the monotony of building massing and scale along A-1-A: one (1) point;
- vi. Accessible pedestrian spaces that are integrated into public pedestrian spaces and corridors along A-1-A: one (1) to (3) points depending on the area of pedestrian area according to the following:
 - a) Up to five thousand (5,000) square feet of pedestrian area: one (1) point; and
 - b) Greater than five thousand (5,000) square feet of pedestrian area: one-tenth (0.1) point for each additional two thousand (2,000) square feet of pedestrian area above five thousand (5,000) square feet up to a maximum of two (2) points;
- vii. Distinctive public facilities that contribute to the destination resort character of the central beach area including plazas, courtyards and parks: one-tenth (0.1) point for each one thousand (1,000) square feet of distinctive public facilities up to a maximum of two (2) points;
- viii. Lot aggregation; one-tenth (0.1) point for each one thousand (1,000) square feet of land area proposed for development above twenty-five thousand (25,000) square feet up to a maximum of two (2) points; and
- ix. Consolidation of previously parcelized land; five-tenths (0.5) point for each five thousand (5,000) square feet of land that is assembled into the parcel of land proposed for development up to a maximum of two (2) points.

For a 5% increase in the required floor area ratio, the proposed development must have a rating of at least five (5) points on the design compatibility and community character scale. The applicant has provided a response to points: i, ii, iii, iv and v for a total of five (5) points met.

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

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.
2. It shall then be determined whether the architectural design of the proposed development is compatible with the design guidelines provided in Sec. 47-25.3. The design guidelines provided in Sec. 47-25.3 are intended to provide a framework for design review of proposed developments and outline the design elements which have been determined to be compatible with the revitalization plan.
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.
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.

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.

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. The draft Central Beach Master Plan is intended to take the place of previous plans for the Central Beach area and the applicant took certain efforts to accommodate the intent of the Master Plan guidelines as well as the architectural design criteria of the code. The proposed design of the project has a 29' shoulder pedestal and incorporates Miami Modern "MiMo" architectural style elements such as cantilevers, spiral stair motifs, glass walls and decorative screening that was first introduced in South Florida in the 1940s. The project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections throughout. At least one form of moderation is used every (3) stories. The ground level includes an open plaza and seating, with landscaping, water feature and shading devices to help create an active, vibrant and comfortable pedestrian environment at the street level.

Adequacy and Neighborhood Compatibility:

The neighborhood compatibility criteria of ULDR Sec 47-25.3 include performance standards requiring all 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 to adjacent neighborhoods. 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 properties to the north, south, east and west are all zoned A-1-A Beachfront Area (ABA) zoning district. Overall, the buildings surrounding the site range from two to sixteen stories. Directly to the northeast of the project site is a sixteen-story multi-family building and the other buildings on the block between Seville Street and Alhambra Street are two, three and four-stories. Across Alhambra Street to the south is a three-story multifamily building and a surface parking lot. The proposed project is similar to the mass and scale of structures in the surrounding vicinity.

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, attached with the site plan and submittal material, to assist the Board in determining if the proposal meets these criteria. A context plan and perspective renderings depicting the height, mass, scale, shadow, materials and details, etc. of the proposed development as it relates to surrounding properties have also been provided with the site plan submittal.

Parking and Circulation:

As per ULDR Sec. 47-20, Parking Requirements, a total of 53 parking spaces are required for the proposed uses, based on recently approved hotel and bar parking rates adopted for the Central Beach area, as follows:

(69) hotel units @ 0.67 spaces per room	=	46.2
Bar/Lounge @ 1 space per 76 SF	=	6.6
TOTAL:		(52.8) 53 parking spaces required

The 48-space garage, located on the first and second floors, exceeds the hotel room-parking requirement by 1 space. The 6-space parking requirement for the lobby bar will be met by augmenting the 1 on-site bar parking space with 5 off-site spaces secured via the City's pay-in-lieu program as per ULDR Sec. 47-12.7, in which, at the time of issuance of the Certificate of Occupancy, the applicant will pay a one-time parking facility fee per parking space required but not provided on-site. The funds are anticipated to help fund future parking improvements, such as in the city lot diagonally across Alhambra Street from the hotel site, where additional metered parking spaces could be added to the area's current public parking supply.

The project incorporates new parking technologies that include hydraulic lifts allowing two vehicles to occupy the same parking space on all but 6 of the garage's 48 parking spaces. A car (freight) elevator

provides access to the 38 second-floor parking spaces. The applicant will execute a valet parking agreement for 100% of the project's parking.

According to the trip generation study performed by Hughes Hughes Inc., The project is projected, based on standard trip rates, to generate 37 trips during the morning peak hour, and 41 trips during the afternoon peak hour, with another 166 trips occurring during the other 22 hours of an average weekday. The applicant anticipates that these volumes will be lower, based the project's clientele and location within the Beach Activity Center. If the project is approved, 685 trips will remain (including all pending projects) in the Central Beach Regional Activity Center.

Based on the traffic study provided, the roadway network providing access to the project site has adequate capacity to accommodate the estimated traffic. To help ensure that traffic associated with the restaurant is kept to a minimum, the applicant proposes to put transportation demand management (TDM) programs in place, which would include incentives to encourage patrons to bike to the site, and employees to bike, ride the bus or carpool to work, with a heavy emphasis on reducing employee trips. The applicant's Trip Generation Study is attached as **Exhibit 1**.

Comprehensive Plan Consistency:

The proposed development is consistent with the City's Comprehensive Plan in that the hotel use proposed is permitted in the Central Regional Activity Center land use category.

STAFF FINDINGS:

Staff recommends the Board approve this request, subject to conditions herein and consistent with:

- ULDR Section 47-12, Central Beach Districts
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

CONDITIONS:

1. The applicant shall pay the one-time parking facility fee for the 5 off-site parking spaces secured via the City's pay-in-lieu program as per ULDR Sec. 47-12.7 at the time of issuance of Certificate of Occupancy.
2. The applicant shall execute a valet parking agreement for 100% of the project's parking.
3. The applicant shall adopt and incorporate transportation demand management (TDM) programs in place, satisfactory to the approval of the City's Transportation and Mobility Department and Engineering Division.
4. The final streetscape design, including on-street parking along Alhambra Street shall be finalized prior to placement of item on the City Commission agenda.

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 review, the Planning and Zoning Board shall recommend approval or approval with conditions to the City Commission necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use.

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 recommend denial to the City Commission.

**PLANNING AND ZONING BOARD
CITY OF FORT LAUDERDALE
CITY HALL COMMISSION CHAMBERS – 1ST FLOOR
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA
WEDNESDAY, MARCH 20, 2013 – 6:30 P.M.**

Cumulative

Board Members	Attendance	June 2012-May 2013	
		Present	Absent
Patrick McTigue, Chair	P	9	1
Leo Hansen, Vice Chair	P	9	1
Brad Cohen	P	7	0
Stephanie Desir-Jean	A	8	2
Michael Ferber	P	8	2
James McCulla	P	9	1
Michelle Tuggle	P	10	0
Tom Welch	A	8	2
Peter Witschen (arr. 7:12)	P	8	2

It was noted that a quorum was present at the meeting.

Staff

Ella Parker, Urban Design and Planning Manager
D'Wayne Spence, Assistant City Attorney
Anthony Fajardo, Urban Design and Development
David Harrow, Urban Design and Development
Tom Lodge, Urban Design and Development
Yvonne Redding, Urban Design and Development
Tom White, Public Works
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

Index

	<u>Case Number</u>	<u>Applicant</u>
1.	21R13**	Ninth Street Investments, LLC
2.	40R13*	Broward Center for the Performing Arts
3.	1Z13** *	City of Fort Lauderdale / Townsend Park
4.	70R12**	Vintro Fort Lauderdale, LLC / Vintro Hotel
5.	76R12**	Archdiocese of Miami / St. Jerome's Catholic Church and School
6.	Communication to the City Commission	

is subject to Site Plan Level 3 permitting. Staff recommends approval of the request.

Disclosures were made by the Board members.

There being no questions from the Board at this time, Chair McTigue opened the public hearing. As there were no members of the public wishing to speak on this item, Chair McTigue closed the public hearing and brought the discussion back to the Board.

Motion made by Ms. Tuggle, seconded by Mr. Ferber, to approve. In a roll call vote, the motion passed 6-0.

4. <u>Vintro Fort Lauderdale LLC. / Vintro Hotel</u>	Thomas Lodge	70R12
Request: **	Site Plan Review / 69 unit hotel in the ABA zoning district	
Legal Description:	Lots 16 and 17 of Block 6, of LAUDER DEL MAR, according to the plat thereof as recorded in Plat Book 7, Page 30, of the Public Records of Broward County, Florida.	
General Location:	3029 Alhambra Street	
District:	2	

Disclosures were made, and any members of the public wishing to speak on this item were sworn in.

Scott Backman, representing the Applicant, showed a PowerPoint presentation to the Board. He explained that the Vintro Hotel is a boutique hotel seeking to expand into the Fort Lauderdale Beach area as well as other locations along the eastern seaboard.

The property is located within the ABA zoning district and the Central Regional Activity Center (RAC). The maximum height permitted in ABA is 200 ft.; Mr. Backman noted that the proposed height of the project would be 164 ft. The ABA zoning district is intended to promote "high-quality resort destination uses," such as boutique and resort hotels, which Mr. Backman said are encouraged throughout the area. He noted that this zoning designation requires compliance with beach development standards as well as ABA requirements.

He continued that as a permitted use within the ABA district, the project is automatically subject to Site Plan Level 4 review. Setback regulations along the beach, and within the ABA district, are required to be half the height of the

building, unless that building is determined to be a development of significant impact. If this determination is made, it is permissible for a project to meet the minimum standards of a 20 ft. front and rear setback and 10 ft. side setbacks. The building's height of 164 ft. would be 18 ft., or 35%, lower than the maximum allowed.

The entire project requires 53 parking spaces, 47 of which are required by the hotel use itself. The Applicant is providing 48 spaces within the building, with the remaining five spaces paid for by a fee in lieu, which is allowed in the beach area. This has been agreed upon by the Applicant and Transportation and Mobility Staff.

Mr. Backman concluded that the permissible floor area ratio (FAR) for the property is 4%; however, within the ABA district, up to a maximum of a 20% bonus is allowed if certain criteria and guidelines are met. The Applicant is requesting the allowable bonus of 5%, which is allowed if five of nine architectural design standards are met. He observed that a 5% FAR is equivalent to approximately 2500 sq. ft. within the building in addition to the permitted 4%.

He showed slides of the building's elevations, explaining how the project meets the five criteria that would allow them the 5% FAR. The criteria are as follows:

1. A distinctive design that reflects positively on the overall character of the City: this includes a planned streetscape area along Alhambra Street, as well as vertical moderation, use of balconies, and open-air spaces.
2. Architecture that reflects sensitivity to the history and culture of south Florida: "Miami Modern" design has been incorporated into the project. Design elements include colors, cantilevered roofs, floating planes, concrete eyebrows, and glass walls.
3. Use of the natural colors and composition of south Florida: Mr. Backman noted the tropical colors associated with Miami Modern design.
4. Employing an architectural design that represents a deviation from sameness: this includes substantial changes in articulation, as well as an overall project that will fit into the look of the beach area while also standing out as a unique structure.
5. Building orientation that relieves the monotony of building massing and scale along A1A: Mr. Backman showed an east-west section of the building and its various components in compliance with this requirement.

Because the project is located on the beach, its design must also comply with the Central Beach Development and Permitting Approval requirements, which are listed in ULDR Chapter 47. The project must comply with the City's Revitalization Plan, which was adopted in the 1990s and affect height, articulation, and incorporation of a pedestrian streetscape. Mr. Backman noted that streetscape components include benches, a water feature, and an outdoor café. The building

has also been moved an additional 10 ft. back from the street in order to provide more public open space.

The Revitalization Plan also requires active ground floors and pedestrian areas for both hotel guests and pedestrians using the beach. Public parking is available in the area and may be increased by the City in the future. The fenestration requirement provides open areas along the frontage of the project. Trash and storage areas are entirely enclosed within the ground floor of the building.

Screening requirements are in place for the parking area and rooftop equipment, and the Applicant has worked with City Staff to ensure the project provides appropriate landscaping, street trees, and green space around the building. Only one sign is proposed for the project, which will be located at the pedestrian level behind the water feature. Mr. Backman showed slides displaying renderings of these features.

He noted that it had been initially difficult to overcome issues related to valet operations and loading facilities, as all loading and trash removal is required to occur in the building itself. After discussions with City Staff, the height of the building's first floor was increased to ensure there is sufficient room for trash removal and loading/unloading vehicles.

Mr. Backman observed that the majority of high-rise buildings in the area reach a height of 110 ft.-240 ft. He pointed out that the building's height is near the middle of this range, and showed aerial views of the existing buildings in the area. He concluded that multiple planning documents, including the Beach Revitalization Plan, the Beach Master Plan, and ABA zoning criteria, contribute to making the Fort Lauderdale beach a world-class destination resort, featuring both large resort hotels and smaller boutique hotels on the beach.

Mr. Cohen requested more detail regarding delivery and trash removal. Molly Hughes, traffic consultant for the project, advised that the hotel will use a parking system that is new to the City, and the Applicant had wished to ensure there were no conflicts with this system. Regarding the ingress and egress of trucks, she explained that the building's original elevation did not permit entrance of a full-sized truck; the garage was redesigned to accommodate a maximum truck height of "just over 13 feet." In addition, the width of each driveway lane within the garage is 10 ft.

The proposal is for inbound vehicles to continuously use the inbound lane, while trucks would enter from the west and back into the outbound lane, which they could occupy during unloading. Because the hotel plans to use valet service only, valets will be made aware of the hotel's delivery schedule, and guests will be advised that they may not exit the garage during this time unless prior arrangements have been made. If these arrangements are made, the guests'

cars will be placed on the ground floor, which will allow them to exit the garage using the inbound lane. Ms. Hughes concluded that using lanes differently is one benefit of using a valet-only parking garage.

Mr. Cohen asked if trucks would be "staging on the street" while waiting to enter the building. Ms. Hughes said the trucks would back into the driveway from the west, which she described as a single maneuver rather than a staging process.

Vice Chair Hansen asked how emergency vehicles, such as an ambulance, or a large tractor-trailer would enter the building, as backing would be difficult. Ms. Hughes replied that ambulances and other emergency vehicles would not have to be accommodated in this manner, as the entire area would be cleared in the event of an emergency.

Vice Chair Hansen offered the example of two deliveries occurring at the same time, asking what would be done in this event. Ms. Hughes said there would be sufficient room for more than one vehicle in the outbound lane. She stated that a vehicle could back into the building, using the full 20 ft. width of the two lanes, and turn into the outgoing lane. Vice Chair Hansen explained that in the absence of a turning radius, a truck would have to "pull into the other lane on Alhambra," which would block traffic during the maneuver. Ms. Hughes said this was not the conclusion reached by the Applicant or Staff.

Mr. Lodge stated that the proposal was for a 13-storey hotel consisting of 69 units, a 500 sq. ft. bar/lounge, and a 2000 sq. ft. restaurant. The building would include two levels of parking on the first and second floors, a pool, and the restaurant and hotel units. Per ULDR Section 47-12.2, the ABA district encourages high-quality destination resort uses, including hotel developments of up to 200 ft. in height, provided that criteria for the ABA district, Central Beach, neighborhood compatibility, and adequacy requirements are met. The side and rear yard setbacks have minimum requirements unless otherwise approved as a development of significant impact.

The Applicant is also requesting a 5% increase in FAR. ULDR Section 47-12.5.B.6 states that if a developer wishes to deviate from the maximum requirements of the ABA district in either height or FAR, the developer may submit the development's design for a rating according to the design and compatibility community scale. Surrounding zoning districts are either ABA or A1A Beachfront Area; buildings surrounding the site reach between two and 16 stories.

The proposed development is consistent with the City's Comprehensive Plan within the Central RAC land use category. Staff recommends approval of the project, subject to the conditions listed in the Staff Report, which are as follows:

1. The Applicant shall pay the one-time parking facility fee for the five offsite parking spaces secured via the City's pay in lieu program, as per ULDR Section 47-12.7, at the time of the issuance of a certificate of occupancy.
2. The Applicant shall execute a valet parking agreement for 100% of the project's parking.
3. The Applicant shall adopt and incorporate Transportation Demand Management Programs in place, satisfactory to the approval of the City's Transportation and Mobility Department and Engineering Division.
4. The final streetscape design, including on-street parking along Alhambra Street, shall be finalized prior to the placement of the Item on the City Commission Agenda.
5. A letter from the Broward County Historical Commission suggests that any ground-level activity on the project, including disturbances which may occur during site preparation, demolition, and construction, be monitored by a qualified professional and conform to the Florida Division of Historical Resources' cultural resource management standards.

Mr. Witschen asked how the proposed project was determined to be compatible at its location, pointing out that if buildings of its size were replicated on the same block, it would not be a positive change for the area. Ms. Parker said there are buildings of similar height within the ABA zoning district, although they are not located on the same block. The ABA district is intended to accommodate resort/destination uses.

She added that Staff has worked with the Applicant to scale down the building and bring it into compliance with the Beach Master Plan and the Redevelopment Plan, which led to the assessment that it is an appropriate use. Mr. Witschen commented that if the Application is approved, he would find it difficult to find subsequent similar developments incompatible.

Mr. McCulla requested clarification of Staff condition #3. Mr. Lodge explained that this means measures to encourage more individuals to use alternative forms of transportation. Ms. Parker said these measures are intended to relieve some of the parking demand in the area, such as bringing guests to the hotel via taxi or shuttle.

Mr. McCulla pointed out that the site is considered to be adequately parked with the addition of the five spaces paid for through the pay in lieu program. Ms. Hughes stated that the Applicant has voluntarily agreed to participate in the Transportation Demand Management Program and its established activities that are known to reduce traffic and parking demand.

She continued that the Applicant feels the hotel can take the following five voluntary steps on an ongoing basis to help reduce traffic:

1. Employees are underwritten to ride transit, as there is a bus stop near the site;
2. Employees are encouraged, with financial support, to ride bicycles if they live within a commutable distance;
3. Bar and restaurant patrons coming from elsewhere can participate in a program that will provide them with a discount on their bill if they took their bicycle rather than driving to the facility;
4. The hotel will coordinate an ongoing ride sharing/ride pairing system, so all employees will know if other employees live sufficiently close to participate in a carpool;
5. Employees will not be reimbursed for parking off-site.

Ms. Hughes concluded that while these steps do not directly address deliveries to the hotel, they will reduce the number of vehicles in the driveway. They are expected to reduce the parking demand during peak hours by 10 spaces, and to reduce traffic by 30%-40%. She added that boutique hotels also benefit from a higher percentage of guest arrival by taxi. The above conditions were voluntarily proposed by the hotel and will be mandatory.

Vice Chair Hansen asked how long it would take a valet to retrieve the farthest car from the second floor of the parking garage. He added that another concern was the stacking of cars in the event that valets must retrieve multiple cars at the same time. Ms. Hughes replied that there will be five standard parking spaces at the north end of the driveway, which will be used to remove vehicles from the travel lanes and move patrons into the lobby. At this point, valets will place the cars, one at a time, in a car elevator to take them to the second floor. This process can be completed within 131 seconds. A study at similar hotels showed an "even arrival of vehicles," even during peak hours.

Vice Chair Hansen asked how many valets will be on the premises. Ms. Hughes said there would be at least three valets at any given time.

Vice Chair Hansen referred to page A301 from the Board members' information packets, noting that a typical garbage collection truck lifts bins overhead. Ms. Hughes said a different type of collection vehicle would be sent to this location; Staff had required the Applicant to provide a letter from a vendor stating that they can service the building with its proposed design.

Ms. Tuggle asked if the Central Beach Alliance (CBA) had been involved in the process of planning the hotel. Mr. Backman replied that the Applicant had held a series of meetings with the CBA, presenting the project to the general membership on November 8, 2012 and again during the second week of March 2013. He stated that at the March meeting, the CBA had voted unanimously to oppose the project. Ms. Tuggle asked what objections the surrounding neighborhood had to the project. Mr. Backman said the community's comments

had not been acceptable to the Applicant, as they had felt a two- or three-storey building was more compatible with the surrounding area. Other concerns had included parking issues on Alhambra Street and a perception that existing buildings in the area had historical significance. He concluded that the Applicant's meetings with the community had not resulted in the two parties' finding any middle ground for agreement.

There being no further questions from the Board at this time, Chair McTigue opened the public hearing.

Steve Wernick, attorney representing the owner of the Casablanca Café, explained that his client's property lies to the east of the proposed project. He stated that his client objected to the notice posted on the property, which lists the Application as undergoing Site Plan Level 3 review when he believed it should actually state Site Plan Level 4.

He continued that for Site Plan Level 4 review, the Board is asked to determine whether the project demonstrates neighborhood compatibility with the adjacent neighborhood and preserves its character and integrity. He asserted that the 13-storey project, while permitted in the ABA zoning district, is out of scale with the contiguous properties, and the proposed Miami Modern architecture is not commonly found in the area. He stated that no evidence of neighborhood compatibility was demonstrated in either the Application or the accompanying Staff Report.

Mr. Wernick continued that his client had scheduled a meeting with Mr. Backman and the Applicant some months ago; however, this meeting was canceled because the Applicant could not attend.

He concluded that the setbacks proposed for the project represented an 88% reduction in size from the standard setbacks of half the building's height. With regard to parking and stacking, Mr. Wernick continued that no traffic study has been submitted for the project. His client was also concerned with the stacking of vehicles. He advised that the Applicant was providing only 48 of the 53 required parking spaces, and was not taking the property's restaurant into account when determining the parking requirement.

With respect to the historic nature of the area, Mr. Wernick said the State of Florida has considered the existing structure on the site as a "potential historic building." The City's Central Beach Survey, conducted in 2009, also identified the building as a potentially historic structure. The ULDR states that when a structure has been identified as having historical significance by any entity within the state, the Applicant is responsible for submitting the information to the City with the development permit application. The Applicant's submission included a statement that the property has not been identified as having historic

significance. He felt this significance should be taken into consideration by the Board, and possibly by the City's Historic Preservation Board.

Mr. McCulla requested clarification of whether or not Mr. Wernick's client had met with the Applicant. Mr. Wernick replied that his client had met with Mr. Backman, the Applicant's representative. He characterized this as "not really a meeting," as the Applicant did not attend.

Mr. McCulla asked if changing the notice signs from Site Plan Level 3 to Site Plan Level 4 would have affected Mr. Wernick's presence at the meeting or any action on his client's part. Mr. Wernick said he would still have attended the meeting in any case. Mr. McCulla pointed out that according to Code, a scrivener's error in the notice does not invalidate a hearing. He added that the client's property was more affected than others in the area by the project's designation as a project of significant impact, as this potentially entitles the property to be much closer to the Casablanca Café than it might be otherwise.

Mr. Wernick said a major reason his client opposed the project was based on operational concerns, such as stacking, loading, and the number of parking spaces; he suggested if the project was based on a larger parcel of land, these concerns might be alleviated. Mr. McCulla observed that this would have also resulted in a much larger building.

Mr. Wernick said his client has received some of the information included in the Applicant's presentation to the Board, and reiterated that no traffic study had been required for the project: any such studies had been internal. He asked if the restaurant to be located on the property was taken into consideration with regard to traffic and parking. Ms. Parker said the City's Engineering Division had determined no such study was required, and had taken the restaurant into account when making this decision.

Mr. Wernick said the on-site restaurant was not counted in the Staff Report. Vice Chair Hansen observed that the Report's parking calculation states this is not applicable because it is a small restaurant within the hotel.

Mr. Cohen requested clarification of the site's potentially historic status. Mr. Wernick explained that the building is not located in a historic district of the City and has not been officially designated as a historic structure by the National Trust; however, he noted that "there have been reports prepared based on the age and architectural significance of the building." He felt this information should have been disclosed by the Applicant. Mr. Wernick clarified that the report he had seen on this topic was dated 1988, with no subsequent historic designation, although the City has discussed this issue in recent weeks.

Ms. Tuggle requested information on the location of the restaurant. Mr. Backman said it will be located at the penthouse level and will be operated under the common ownership of the hotel and lobby bar. Ms. Tuggle asked if it would be possible for a private party to rent the restaurant for an event, such as a wedding. Mr. Backman said while this might be possible, the restaurant is only 2000 sq. ft. in total, with approximately 40 tables. Ms. Tuggle observed that there is also an outdoor terrace associated with the restaurant.

Ken Sheard, private citizen, stated that he is the property manager and a resident of the nearby Seasons condominium. He commented that the parking proposed at the ground level would be very close to the condominium's pool area, and asked if studies have been done with regard to the noise generated by garbage trucks, as he felt this would affect condominium residents. He said he did not feel the proposed plan for parking and deliveries was practical, nor was the idea that a tractor-trailer could back into the parking facility to unload. He showed a photo of traffic on Alhambra Street as seen from the Seasons, stating that cars will be backed up onto A1A. He also pointed out that both the hotel and the restaurant will have service providers making deliveries to the premises.

Mr. Cohen asked if the Applicant had made a presentation to the Seasons. Mr. Sheard said they had not.

Holly Bona, private citizen, said she resides on Seville Street at a seven-unit apartment complex adjacent to the project. She advised that the 10 ft. easement sought by the Applicant would allow the proposed building to infringe on this property. She pointed out that while the Seasons is also a high-rise building in the area, it appears to be a small building on a large lot when its setbacks to adjacent properties are taken into consideration. The subject property, however, would be a large building on a small lot due to its requested setbacks.

Ms. Bona said it was also her professional opinion as a real estate agent that the apartment complex would suffer a devaluation of approximately 20% due to the loss of privacy and sunlight and the increased noise.

Ron Mintz, private citizen, said the property was located in a heavily used pedestrian area and would be "too much" for the neighborhood due to safety concerns. He also felt some of the Applicant's proposals for the property, such as encouraging alternate forms of transportation by hotel guests, were ludicrous.

Nivea Cordova Berios, private citizen, stated that the size comparison between the project and the Seasons condominium was not accurate, as the Seasons has 23,500 sq. ft. She added that her neighbors were shocked that the project would be considered in a part of the City that already experiences heavy delivery traffic and blocked lanes. She advised that it is already difficult for area residents to

sleep due to the noise generated by delivery vehicles, and parking in the area is already a problem.

Eric Bona, private citizen, advised that he owns a property abutting the project. He asserted that other buildings in the area have setbacks that minimize their impact on neighboring properties, and are one- or two-storey buildings at the setback level; the proposed building, however, is "too big for the lot." He felt many of his tenants would move out when construction began, as they would be unwilling to tolerate the noise.

Mark Van Dom, private citizen, said he represented several residents who felt the project would decrease property value, including "the overall value of Fort Lauderdale," and would increase risk and act as a detriment to the beach. He expressed concern regarding the noise generated by the car lift. He felt that the noise, dust, and congestion associated with construction of the building, which could have a harmful effect on the health of neighboring residents.

Steve Glassman, representing the Broward Trust for Historic Preservation, distributed copies of information that was sent to Staff and the Board members. He advised that he had contacted Staff some months ago regarding the historic issues associated with the site, as projects located in proximity to historic resources must go before the Historic Preservation Board for comment and review. He felt this information should have been presented to the Board.

He continued that a single-family home, constructed in 1925, currently sits on the 100x125 ft. lot. The property was once the winter home of a former United States Senator and has historic significance. Mr. Glassman pointed out that the Historic Preservation Board has asked the City Commission to allow them to comment on and review the project, and has requested an application for historic designation for both the Casablanca Café and the Casa Alhambra.

Mr. Glassman added that while the proposed building is attractive, it was not appropriate for the site, which was too small for the building's size. He asserted that the surrounding area is very busy, with pedestrian and vehicular traffic both day and night, and could not accommodate the project as it has been proposed. While he respected the need for tourism on the beach, he did not feel the proposed project could be considered responsible development. He asserted that it was untrue that the Central Beach Alliance made no attempt to meet the Applicant halfway.

Mr. Cohen noted that the allegations of historic significance had not been made since 1988, and asked if this issue had resurfaced in response to the project. Mr. Glassman responded that in 1988, paperwork had been filed with the Florida Master Site regarding the buildings; in 2008, the City had conducted a Central Beach Resource Survey, which included the two structures. At present, it is now

up to an individual or group to file paperwork with the City seeking a historic designation for the buildings. He explained that his intent was to make the Board aware that the properties are located on historic surveys. Mr. Cohen pointed out that the property owner could have paid the necessary fee to have the buildings designated as historic properties. Mr. Glassman said he felt the appropriate City Department should have informed the Board of the historic potential of the site.

Dave Townsend, manager of the Casablanca Café, said he is often at the restaurant at night and characterized the street as dangerous. He felt the Applicant's plan to increase the sidewalk was similarly unsafe, as many cars drive too fast through the area. He added that the Café is not allowed to offer valet service, and expressed concern that valet parking at the hotel would result in a line of cars. He advised that he has not met with the Applicant thus far.

Mike Jackson, private citizen, said the project would be a positive influence on the Downtown area, as the hotel would encourage tourism. He added that the subject parcel was sufficiently large to contain the hotel, and encouraged the Board to approve the Application.

Dan Lindblade, President and CEO of the Greater Fort Lauderdale Chamber of Commerce, asserted that the project would help bring jobs into the area and further decrease Broward County's unemployment rate. He noted that there have been 38 consecutive months of growth in the tourism industry, which he attributed to the redevelopment of the beach area and the construction of attractive hotels. He stated that the Chamber will continue to work with local neighborhoods to address noise, traffic, and parking issues, and is committed to reaching a solution.

Mr. Witschen asked how many jobs would be created directly by the hotel, excluding construction jobs. Mr. Lindblade estimated that under 50 jobs would be created, most of which are in the service sector.

Gloria Heller, private citizen and resident of the Seasons condominium, stated that she was not aware of anyone who had been contacted to meet with the Applicant. She pointed out that the Applicant had not discussed plans for exhaust fans or kitchen-related equipment, and that her balcony would be roughly 20 ft. from the edge of the subject property, resulting in a loss of both privacy and property value. She added that the hotel would attract a transient clientele, and that while the Casablanca Café and Casa Alhambra did not have historic designations, they were of historic value to the City.

Abby Loughlin, private citizen, stated that the project is wrong for the site on which it is proposed, and did not feel ABA was appropriate zoning for the parcel. She noted that other properties of similar size to the proposed hotel were built on combined parcels.

Erika Klee, private citizen and resident of the Seasons, said it was not reasonable to expect delivery trucks to operate in the manner described by the Applicant. She noted that the Applicant had not addressed the impact of exhaust from vehicles in the garage on neighboring properties.

Mark Badger, private citizen, said he was in agreement with the project, as the redevelopment of the beach has discouraged spring break traffic and raised tax revenues and property values.

Charles King, private citizen, stated that while he does not reside on the beach, he is a property owner in that area. He asserted that the allegations of historic significance did not seem accurate, and advised that the beach was an economic resource that the City should use. He felt that compatibility with the zoning district was more important than compatibility with nearby buildings.

Matthew De Felice stated that while he is the chair of the Historic Preservation Board, he was not representing that entity at tonight's meeting. He explained that the City's Comprehensive Plan defines historic resources as "any property that is identified on the Florida Master Site File." The Comprehensive Plan's Historic Preservation Element also has a policy that all proposed effects on historic resources must be reported to the Historic Preservation Board for review and comment. He concluded that this is a separate process than declaring the property a historic resource.

Ray Tucker, owner of the adjacent property to the west of the subject parcel, said no one had contacted him with regard to plans for the site. He expressed concern for his business at the Alhambra Hotel during the construction phase of the project, as the subject site is in close proximity to the Alhambra's pool. He added that it was not realistic to expect hotel guests to make appointments to remove their cars from a garage. He noted that his property, which is the same size as the subject parcel, has a two-storey, 10-unit building on it, and advised that he could easily develop his property in the same manner as the Applicant if the Application is approved.

Vice Chair Hansen suggested that Mr. Tucker and the individuals speaking in opposition to the project come together to seek rezoning of the area if they felt it was incompatible with the surrounding neighborhood.

Mr. Ferber asked Mr. Tucker if the parking located on his property required cars to back out into the public right-of-way. Mr. Tucker confirmed this.

Fred Carlson, representing the Beach Breezes Association, requested more information on the pay in lieu program as it related to additional parking spaces. Ms. Parker explained that the Applicant would pay into a fund for the

development of future parking spaces. Mr. Carlson asserted that this and other arrangements the Applicant proposed to mitigate the need for parking were "bizarre." He noted that the Applicant's plan to increase the frontage of the proposed building would result in further narrowing the traffic lanes on Alhambra Street, which could affect deliveries to the Casablanca Café.

Mr. Cohen asked how the Beach Breezes Association had voted on the project. Mr. Carlson replied that no vote had been taken.

The Board took a brief recess from 8:51 p.m. to 9:00 p.m.

Karen Turner, member of the Central Beach Alliance's Board of Directors, stated that she would like to give her speaking time to CBA President John Weaver. Elizabeth King, private citizen, said she would like to do this as well. Attorney Spence advised that any additional time provided to speakers was at the discretion of the Board, as representatives of organizations were already provided with five minutes rather than three. It was determined that the Board would make this decision at the end of the speaker's allotted five minutes.

John Weaver, President of the Central Beach Alliance, advised that while the CBA has given its approval to several existing developments on the beach, the membership had voted 193-0 against the Application. He observed that the issues are whether or not the proposed hotel is a project of significant impact, and if so, whether it is compatible with the neighborhood.

Mr. Weaver stated that while the project's impact appeared to be significant, he did not feel the impact would be positive. He pointed out that placing a tall building next to an existing residential development would affect the residences' property value, and added that the lot is not sufficiently large to contain enough parking for the hotel. He did not feel that having delivery trucks unload in the valet parking area was reasonable. He concluded that the CBA had sought to reach a compromise with the Applicant, but had been rebuffed.

Mr. Witschen asked Mr. Weaver to explain why, according to Code, the project was not compatible with the surrounding neighborhood. Mr. Weaver replied that "neighborhood compatibility" was a subjective term. He cited the example of a similar project to which the CBA had objected, as it was very close to a residential building; that project had ultimately been denied at the City Commission level. Mr. Witschen asked how the Application could be changed to make the project compatible with the surrounding neighborhood. Mr. Weaver said its height would need to be significantly lowered due to the size and location of the lot.

George Kousoulas, representing Vintro Hotels, stated he would like to clarify some of the assertions made by adjacent property owners. He stated that the

development team had met in October 2012 with the owner of a hotel to the west of the subject property; they had also met with the owner of a hotel to the north of the Casablanca Café to discuss the size of the project and the Applicant's plans for it. The project's attorney had met with representatives of the Casablanca Café, who had raised specific concerns regarding loading and electrical issues.

Mr. Kousoulas concluded that he had met twice with the CBA, including an open house that invited several members of the community as well as City officials.

Robert Poprawski, owner of the Ocean Holiday Motel, advised that he had met with the Applicant to discuss parking issues, as well as the shadow studies performed by the Applicant's team. He pointed out that his own building would be shadowed by the Vintro throughout much of the afternoon, as would other nearby buildings. He did not feel the Applicant's parking plans could accommodate hotel guests or additional traffic generated by the on-site restaurant.

Jim Novak, President of the Alhambra, said it was not reasonable to suggest hotel guests might travel by bicycle from the airport to the hotel. He did not feel there would be many potential guests who would take the bus from the airport as well. He concluded that it was not common sense to expect the Applicant's plans for traffic and parking to be effective, and noted that car elevators would create a great deal of noise.

Mr. McCulla clarified that the Applicant had not suggested guests would take bicycles or buses from the airport to the hotel: the assertion had been that restaurant and bar customers might use these travel options.

As there were no other members of the public wishing to speak on this Item, Chair McTigue closed the public hearing and brought the discussion back to the Board.

Mr. Backman commented that there may have been some confusion with regard to the Application, or a lack of opportunity for the Board to understand the substantial analysis performed by the Applicant regarding all the issues raised by the Board and the public. He stated that with the exception of the proposed increase in FAR, the hotel is fully permissible in the ABA zoning district and meets the requirements and standards dictated by that district. With regard to neighborhood compatibility, he advised that there are multiple high-rise buildings within the immediate vicinity of the project.

Mr. Witschen remarked that the project appeared to be "a big box on a small site;" he was also concerned regarding the building's ability to be serviced by vendors, and did not feel the plans for its ground level contributed to the pedestrian experience on the beach, as it did not offer amenities. He concluded

that the requested FAR of 5% did not seem achievable according to the ULDR criteria for design capability listed in Section 6B.

Mr. McCulla observed that with the possible exception of the FAR ratio, he felt the Applicant has met all the necessary criteria for zoning, as well as the criteria for their requested variances. He felt the proposed plans for parking and deliveries were innovative, while the objections to the project referred to existing problems faced by other businesses.

Ms. Parker reiterated the five criteria for a FAR variance, which included distinctive design, architectural character, color and composition, architectural deviation from sameness, and building orientation that relieves monotony from massing and scale. She pointed out that the building's floor plate is roughly 3500 sq. ft., as compared to a potential maximum of 16,000 sq. ft.

Mr. Witschen said he did not agree with the criteria referring to architectural character or distinctive design, as he did not see the design as reflective of the Miami Modern style. He felt the criteria were subjective, and added that if he felt the criteria for a FAR variance were met, he could vote in favor of the project despite his other concerns.

Vice Chair Hansen stated that the most objectionable proposal was access to the site, including parking and loading. He pointed out that the width of the driveway was 18.8 ft., which was substantially less than the minimum standard of 24 ft. He agreed with the assertions that the project was too large for its site, and did not believe the valet parking plan would work.

Mr. Ferber remarked that while he would like to see the Fort Lauderdale beach restored to an earlier built environment, this was not the purview of the Board: instead they were tasked with determining the facts and applying existing law. He did not feel his or other individuals' personal bias could be applied to the Application.

Mr. Cohen said while the building's design was innovative, he had several concerns about the Application, including the FAR. He advised that his interpretation of Code was similar to Mr. Witschen's with regard to this ratio.

Mr. McCulla asked at what point Staff had felt the Application met all necessary criteria. Ms. Parker replied that Staff had gone through several versions of the plans with the Applicant to reach an acceptable conclusion. Mr. McCulla said he felt the difference of opinion regarding the FAR was based on personal opinion, and he felt it would be an injustice to the Applicant to deny the project on this basis.

Motion made by Mr. Witschen, seconded by Mr. Cohen, to deny the project. In a roll call vote, the **motion** passed 4-3 (Mr. Ferber, Mr. McCulla, and Ms. Tuggle dissenting).

Ms. Tuggle requested clarification of the **motion**. Attorney Spence explained that while the City Commission is the ultimate arbiter of the Application, the Board would recommend that the City Commission deny the project.

6. Communication to the City Commission

Mr. Witschen stated that the Board might suggest the City Commission reconsider the appropriateness of ABA zoning for the subject location of the beach, or perhaps revisit what is appropriate for certain parcel sizes. He explained that this could save future applicants time and money before their projects come before the Board. Vice Chair Hansen pointed out that applications submit site plans at the Development Review Committee (DRC) level. Mr. Witschen withdrew his recommendation for a communication to the Commission.

7. For the Good of the City

None.



Chair



Prototype

There being no further business to come before the Board at this time, the meeting was adjourned at 9:45 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: 
Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Central Beach Development
Permitting and Approval Design Criteria

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the Central Beach Development Permitting and Approval Design Criteria requirements set forth in Section 47-12.6.A. of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. *The Project is compatible with the character of the overall plan of development contemplated by the revitalization plan for the Central Beach Area.*

The Project is compatible with the goals and design criteria established by the July 1990 *Fort Lauderdale Beach Revitalization Design Guidelines* ("Revitalization Plan"). The Project meets the goals of the Revitalization Plan by improving the overall physical environment and appearance of the Central Beach Area, complimenting other projects in the area and supporting the overall image of Fort Lauderdale Beach as a tropical resort destination. The Project enhances the public realm by upgrading and improving Alhambra Street in accordance with the most recent Community Redevelopment Agency ("CRA") right-of-way improvement plans. In addition, the Project is compatible with the scale and design of other projects located in the Central Beach Area while providing historical architectural interest through the use of Miami Modern ("MiMo") design elements such as cantilevers, spiral stair motifs, glass walls and decorative screening that were introduced in south Florida in the 1940s. The combination of the use of MiMo architectural elements and the chic, boutique nature of the Project strengthen the Fort Lauderdale Central Beach Area's standing as a world-class resort destination.

In addition to meeting the goals of the Revitalization Plan the Project complies with the design objectives as follows:

1. *Bulk Controls.*

- a. *Density.* No residential development is proposed. Therefore, this criteria is not applicable.
- b. *Floor Area Ratio.* The proposed floor area ratio is 4.0, which is consistent and compatible with adjacent development and the ULDR.
- c. *Maximum Height.* The building height proposed is consistent and compatible with surrounding development and the requirements of the ULDC. The maximum building height permitted by the regulations of the ULDC is two hundred feet (200'). The proposed building height is approximately one hundred sixty-four feet and four inches (+/- 164'-4").

2. *Massing Guidelines.*

- a. *Overall Height.* The overall height of the Project varies. The first two (2) story pedestal containing the parking garage has a maximum height of approximately twenty-nine feet (+/- 29'). The tower is then setback between five feet (5') and ten feet (10') from the edge of the top of the second floor and is a maximum height of approximately one hundred sixty-four feet and four inches (+/- 164'-4").
- b. *Cornice Height.* The Project does not front on A-1-A, a "people street" or a significant corridor and as such this guideline is not applicable.
- c. *Vertical Plane Moderation.* The Project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections throughout the façade on each side of the building. At least one form of moderation is used every three (3) stories. The various moderations employed are not repetitive and provide a unique structure from all directions.
- d. *Façade Treatment.* The first thirty-five feet (35') of the exterior façade vertical plane enhances the pedestrian environment by incorporating appropriate architectural features. The south building façade includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor. An open air spiral staircase is provided from the twelfth to the

thirteenth floor on the east façade, a section of which can be seen on the north and south façades.

3. Street Level Guidelines.

- a. Active Use.* The landscaped front yard acts as an open plaza for pedestrians and hotel guests alike. It includes seating, landscaping, a water feature and shade devices to create a welcoming pedestrian environment. In addition, the ground floor includes a bar and lounge with outdoor seating where breakfast and drinks will be served thus promoting an active pedestrian environment.
 - b. Fenestration.* Approximately fifty percent (50%) percent of the first floor of the southern building façade is a mixture of transparent fenestration including doors and windows. In addition, a water feature is provided, which adds variety to the streetscape.
 - c. Arcades/Canopies.* The Property does not border directly on SR A1A northbound or Las Olas Boulevard and therefore this provision is not applicable. However, the Project incorporates a pedestrian arcade on the ground floor by cantilevering the remainder of the building over the Project's entrance.
 - d. Trash/Loading Facilities.* The trash and loading facilities for the Project will be located in the parking area, which is screened by a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. As such, no trash or loading will occur within the Alhambra Street right-of-way.
- 4. Energy Conservation.** The Project is oriented to take advantage of southeasterly breezes for summer cooling and to withstand strong northeasterly winds. In addition, the roof and exterior wall finishes are white to encourage maximum reflection and minimum transmission of heat loadings.
- 5. Building Separation.** The Project provides the required ten foot (10') setbacks on both sides of the building allowing for the passage of natural breezes.
- 6. Parking.** Parking for the Project is provided consistent with the proposed use and adjacent development. The Project is designed to provide forty-eight (48) parking spaces where forty-seven (47) parking spaces are required by the ULDR. There is one (1) access drive proposed on the south side of the Property, which provides access to the structured parking and is designed to minimize conflict between pedestrian and automotive traffic. The structured parking is located on the first two (2) floors of the Project and all circulation is internal to the garage. The parking structure is screened on all sides with decorative metal screening in addition to the landscape buffers required along the perimeter of the Property.

7. **Screening.** All trash, loading and equipment storage facilities are located within the structured parking discussed above and are thus screened from the view of adjoining public corridors. All mechanical equipment located on the roof of the Project is screened from view by a decorative parapet.
 8. **Landscape.** Landscaping proposed for the Project is designed to be consistent with the proposed use, adjacent development and the requirements of the City's ULDRs. The landscaping proposed along the south Property line includes Manila Palm and Montgomery Palm combined with various shrubs and ground cover to create a lush, tropical environment in keeping with the visual quality of the beach. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron.
 9. **Site Furnishings.** The site furnishings proposed for the Project are designed to be an integral part of the urban streetscape along the south Property line. Built-in benches are provided in the lushly landscaped plaza. In addition, shade devices are provided to create a welcoming pedestrian environment.
 10. **Signage.** The signage proposed for the Project is consistent with the proposed use, adjacent development and the City's ULDRs. One sign is proposed with a sign area of approximately fourteen (14) square feet. The proposed signage identifies the branding of the Project while maintaining integration with the building architecture. The proposed sign is located on the ground floor to the west of the Project entrance.
 11. **Lighting.** The lighting proposed for the Project is consistent with the theme of the immediate context and compatible with the lighting of adjacent parcels. The light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.
 12. **Utilities.** The utilities proposed for the Project are consistent with the proposed use, adjacent development and the City's ULDRs. Petitioner is coordinating with all local utility companies in an effort to place all overhead lines underground for the Project.
2. **The architectural design of the Project is compatible with the design guidelines provided in Section 47-25.3, Neighborhood Compatibility Requirements, of the City's ULDR as follows:**
- A. **Lighting.** The Project is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the Property are developed with primarily commercial uses including hotels, motels and restaurants. That said, there are also a number of multi-family residential

developments immediately surrounding the Property. The Alto Brisa apartment complex abuts the Property on the north, Seasons Condominiums abuts the Property on the northeast, and the Casa Alhambra apartment complex is located to the south of the Property across Alhambra Street. The design utilized ensures that these surrounding residential properties are not affected by lighting of the Project on the Property. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Phildendron. In addition, the Project is designed to include a six foot (6') high privacy wall along the north and east portions of the Property abutting the existing residential uses. The parking garage will also be screened from the view of the residential properties by metal screens. The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the Property from the south. Additionally, the light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.

B. Control of appearance. The Project is designed to protect the character of the surrounding residential area from any negative visual impact as follows:

i. Architectural features. The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The Project includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor. Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on

the fifth through eleventh stories. Color and material banding are also employed in the design of the Project. Specifically, a concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade and on a portion of the west side of the south building façade. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors. An open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades. The combination of the concrete eyebrow, balconies, roof gardens and spiral staircase create variations in building mass including projection and recession and variations in the rooflines.

- ii. *Loading facilities.* The loading facilities for the Project will be located in the parking area, which will be screened from view as described above. As such, no loading activity will occur within the Alhambra Street right-of-way.
 - iii. *Screening of rooftop mechanical equipment.* The Project is designed to screen all rooftop mechanical equipment. Specifically, the Project's design employs an additional floor of façade as a parapet to screen the required mechanical equipment. As the parapet façade will be screened with the same metal screen as the parking garage, the material screening the equipment will match the material used for the principal structure and is at a minimum six inches (6") above the top most surface of the equipment.
- C. *Setback regulations.* The Project complies with required setbacks on all sides of the Property. The setback along the south Property line is required to be twenty feet (20') for all structures with height greater than thirty-five feet (35'). The Project complies with this provision with the building setback twenty feet (20') from the south Property line and the tower setback an additional five feet (5'). The side setback requirement is ten feet (10'). The Project complies with this requirement with the building setback ten feet (10') from both the east and west Property lines. The rear setback requirement is twenty feet (20'). The Project complies with this requirement with the building setback twenty feet (20') from the north Property line.
- D. *Buffer yard requirements.* The Project is designed to screen the use from the view of the residential properties to the north, east and south as follows:
- i. *Landscape strip requirements.* A ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements.
 - ii. *Parking restrictions.* All parking provided for the Project is located within the structured parking garage that is effectively screened from the view of the surrounding properties

through the installation of lush landscaping along the Property lines combined with decorative metal screening on the garage façade.

iii. *Dumpster regulations.* The dumpster for the Project will be located on the ground floor of the structured parking garage, which, as noted above, will be screened from view through the use of metal screen and lush landscaping.

iv. *Wall requirements.* The Project provides a six foot (6') high privacy wall along the north and east Property lines abutting residential uses.

v. *Application to existing uses.* No existing uses will remain on the Property.

E. *Neighborhood compatibility and preservation.* The Project is compatible with the surrounding community. The dynamic design and functional use of the Project add to the overall character and integrity of the neighborhood. The Project scale and varying massing is compatible with surrounding structures and uses and is designed to ensure that neighboring uses are not adversely impacted. The Project will revitalize the north side of Alhambra Street and infill underutilized property with an innovative design meeting the intent and purpose of the ABA, A-1-A Beachfront Area. The architectural style of the Project is innovative and will create an architecturally expressive and unique addition to the Fort Lauderdale Beach skyline, maximizing air and light to the ocean. Overall, the Project is designed to be compatible with the existing neighborhood and provide an example for future redevelopment in the Central Beach Area.

3. *The Central Beach Development Permitting Design Criteria 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.*

This section is not applicable as the Project is consistent with the Central Beach Development Permitting Design Criteria as demonstrated herein.

4. *The Project incorporates design and architectural elements which mitigate the impacts, if any, on existing uses in the immediate vicinity of the proposed development.*

As described above, the Project includes a six foot (6') high privacy wall along the north and east Property lines abutting residential uses. In addition, a ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron. These design elements mitigate any potential impacts of the Project on the surrounding properties.

5. *Approval of the Project will facilitate development of the Central Beach Area as a world-class destination resort.*

As described above, the Project is a chic boutique hotel designed in the MiMo architectural vernacular commonly used in south Florida from the 1940s through the 1970s. Specifically, the Project features cantilevers, spiral stair motifs, glass walls and splashes of tropical color. The combination of the tropical modern architecture and the high quality lodgings that will be provided facilitate development of the Central Beach Area as a world-class resort destination.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by:

Scott E. Backman, Esq.

**Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Neighborhood Compatibility Requirements**

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the neighborhood compatibility requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. Adequacy requirements.

Adequacy requirements have been provided under separate cover.

2. Smoke, odor, emissions of particulate matter and noise.

The Project does not involve activities that will produce any smoke, odor or emissions of particulate matter and noise. The Project includes sixty-one (61) hotel units, 2,000 square feet of restaurant use, 500 square feet of bar use, and structured parking with forty-eight (48) parking spaces. The hotel and its ancillary uses (lounge and restaurant) will be operated in such a manner to ensure that any activities that may occur within the hotel will not produce unreasonable noise levels or otherwise disturb the surrounding community.

3. Design and performance standards.

a. Lighting.

The Project is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the Property are developed with primarily commercial uses including hotels, motels and restaurants. That said, there are also a number of multi-family residential developments immediately surrounding the Property. The Alto Brisa apartment complex abuts the Property on the north, Seasons Condominiums abuts the Property on the northeast, and the Casa Alhambra apartment complex is located to the south of the Property across Alhambra Street. The design utilized ensures that these surrounding residential properties are not affected by lighting of the Project on the Property. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Phildendron. In addition, the Project is designed to include a six foot (6') high privacy wall along the north and east portions of the Property abutting the existing residential uses. The parking garage will also be screened from the view of the residential properties by metal screens. The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the Property from the south. Additionally, the light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.

b. Control of appearance.

The Project is designed to protect the character of the surrounding residential area from any negative visual impact as follows:

i. Architectural features.

The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The Project includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the

roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor. Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on the fifth through eleventh stories. Color and material banding are also employed in the design of the Project. Specifically, a concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade and on a portion of the west side of the south building façade. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors. An open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades. The combination of the concrete eyebrow, balconies, roof gardens and spiral staircase create variations in building mass including projection and recession and variations in the rooflines..

ii. Loading facilities.

The loading facilities for the Project will be located in the parking area, which will be screened from view as described above. As such, no loading activity will occur within the Alhambra Street right-of-way.

iii. Screening of rooftop mechanical equipment.

The Project is designed to screen all rooftop mechanical equipment. Specifically, the Project's design employs an additional floor of façade as a parapet to screen the required mechanical equipment. As the parapet façade will be screened with the same metal screen as the parking garage, the material screening the equipment will match the material used for the principal structure and is at a minimum six inches (6") above the top most surface of the equipment.

c. Setback regulations.

The Project complies with required setbacks on all sides of the Property. The setback along the south Property line is required to be twenty feet (20') for all structures with height greater than thirty-five feet (35'). The Project complies with this provision with the building setback twenty

feet (20') from the south Property line and the tower setback an additional five feet (5'). The side setback requirement is ten feet (10'). The Project complies with this requirement with the building setback ten feet (10') from both the east and west Property lines. The rear setback requirement is twenty feet (20'). The Project complies with this requirement with the building setback twenty feet (20') from the north Property line.

d. *Buffer yard requirements.*

The Project is designed to screen the use from the view of the residential properties to the north, east and south as follows:

i. *Landscape strip requirements.*

A ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements.

ii. *Parking restrictions.*

All parking provided for the Project is located within the structured parking garage that is effectively screened from the view of the surrounding properties through the installation of lush landscaping along the Property lines combined with decorative metal screening on the garage façade.

iii. *Dumpster regulations.*

The dumpster for the Project will be located on the ground floor of the structured parking garage, which, as noted above, will be screened from view through the use of metal screen and lush landscaping.

iv. *Wall requirements.*

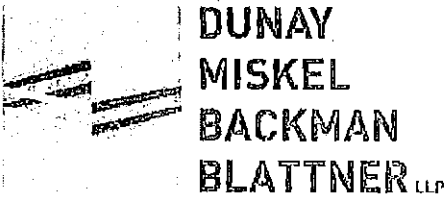
The Project provides a six foot (6') high privacy wall along the north and east Property lines abutting residential uses.

v. *Application to existing uses.*

No existing uses will remain on the Property.

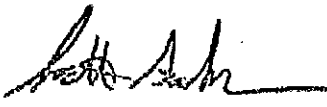
e. Neighborhood compatibility and preservation

The Project is compatible with the surrounding community. The dynamic design and functional use of the Project add to the overall character and integrity of the neighborhood. The Project scale and varying massing is compatible with surrounding structures and uses and is designed to ensure that neighboring uses are not adversely impacted. The Project will revitalize the north side of Alhambra Street and infill underutilized property with an innovative design meeting the intent and purpose of the ABA, A-1-A Beachfront Area. The architectural style of the Project is innovative and will create an architecturally expressive and unique addition to the Fort Lauderdale Beach skyline, maximizing air and light to the ocean. Overall, the Project is designed to be compatible with the existing neighborhood and provide an example for future redevelopment in the Central Beach Area.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: 
Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Adequacy Requirements

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In order to complete the Project, Petitioner is requesting approval for Site Plan Level IV. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the adequacy requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

A. Applicability.

The adequacy requirements set forth in ULDR Section 47-25.2 are applicable to the Project to evaluate the demand it will place on public services and facilities.

B. Communications network.

The Project does not interfere with the City's communication network. A search of the County and City records indicated that there are no communications facilities located adjacent to the Property.

C. Drainage facilities.

The Project will be designed to meet the required stormwater retention as required by South Florida Water Management District and Broward County – Development and Environmental Regulation Division. The Property will seek to utilize exfiltration trench and drainage wells to achieve the required water quality and retention and discharge of the runoff generated by the Project.

D. *Environmentally sensitive lands.*

The Project will be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, the Project will be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection: Broward County Ordinance No. 89-6, Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances, and Broward County Ordinance No. 84-60. Petitioner will ensure that the impacts of the Project to any environmentally sensitive lands will be mitigated in accordance with all applicable regulations. In addition to mitigating the impacts pursuant to governmental regulations Petitioner has designed the Project to relocate an existing old growth tree and incorporate it into the Project.

E. *Fire protection.*

The Project will conform with all applicable fire protection codes including access, sprinklers and hydrants. Adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards. The proposed building will be fire sprinklered. An additional fire hydrant has been proposed as well.

F. *Parks and open space.*

Park impact fees will be paid in the manner and amount determined in ULDR Section 47-38.A.

G. *Police protection.*

The Project provides improvements that are compliant with the principles of Crime Prevention through Environmental Design ("CPTED"). A combination of natural surveillance, natural access control, and territorial reinforcement has been used throughout the plans to ensure that the project will be compliant with the CPTED principles. The "See and be Seen" approach to natural surveillance is heavily utilized in the design of this Project with the ultimate design being the integration of residential living and commercial uses providing both seen and perceived surveillance. The use of territorial reinforcement is evident in the proposed pavers and landscaping. The landscaping and water feature promotes a sense of ownership of the Property thereby by increasing the perceived control of the Project.

H. *Potable water.*

Adequate potable water service is available for the needs of the Project, which will meet the requirements of the City Engineering Department as applicable. Initial research of the existing water infrastructure indicates that the existing 6" water mains will be able to handle the additional service demands created by the Project.

a. *Potable water facilities.*

The existing water treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written determination of reservation of available capacity is attached hereto as Exhibit "A".

I. *Sanitary sewer.*

The existing sewer treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written determination of reservation of available capacity is attached hereto as Exhibit "A".

J. *Schools.*

There will be no impact on the school system as there are no residential units proposed.

K. *Solid waste.*

Petitioner will obtain adequate solid waste collection facilities and service in connection with the Project development and will provide evidence to the City demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

a. *Solid waste facilities.*

Written determination confirming the adequacy of the solid waste collection service and facilities is attached hereto as Exhibit "B".

L. *Storm water.*

Storm water facilities will be designed to provide the required retention and storage of the runoff generated by the Project. The onsite treatment of stormwater will be provided with the design of exfiltration trench and drainage well.

M. *Transportation facilities.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on all transportation facilities is included with the site plan submittal package.

a. *Regional transportation network.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the regional transportation network is included with the site plan submittal package.

b. *Local streets.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the local streets is included with the site plan submittal package.

c. *Traffic impact studies.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the traffic impact is included with the site plan submittal package.

d. *Dedication of rights-of-way.*

No dedication of rights-of-way is required for the Project.

e. *Pedestrian facilities.*

Pedestrian Facilities have been provided along Alhambra Street to provide a safe and pedestrian friendly environment for those seeking access to the Project and the Beach.

f. *Primary arterial street frontage.*

The property does not abut a primary arterial street.

g. *Other roadway improvements.*

Based on the traffic analysis submitted with the site plan submittal package Petitioner does not anticipate a requirement for roadway improvements.

h. *Street trees.*

Street trees are proposed along the length of the property abutting Alhambra Street. Overhead electrical wires connecting the existing light poles preclude the use of any large growing tree or palm per FPL guidelines. The Manila Palms proposed are allowed per these guidelines and will be consistent with the design of the hotel landscape and surrounding area. The proposed street trees will be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements.

N. *Wastewater.*

No extension of the gravity wastewater mains is necessary. The Project will utilize the existing system with sanitary sewer laterals connecting to the existing system. It is therefore expected that no extension of the system is necessary. Additionally, capital expansion charges for water and sewer facilities will be paid in accordance with Resolution 85-265 should it be required.

O. *Trash management requirements.*

A trash management plan for trash in connection with nonresidential uses that provide prepackaged food or beverages for off-site consumption will be provided prior to Certificate of Occupancy.

P. *Historic and archaeological resources.*

At this time, the Property has not been identified as having archaeological or historical significance.

Q. Hurricane evacuation.

Petitioner will determine the agency with jurisdiction over hurricane evacuation and provide the required agency analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity will be maintained without impairment resulting from the Project or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Exhibit "A"

Water and Wastewater Adequacy Determination



CITY OF
FORT LAUDERDALE

Venice of America

November 28, 2012

Eric McDonald, P.E.
Bohler Engineering, Inc.
1000 Corporate Drive, Suite 250
Fort Lauderdale, Florida 33334

**Subject: WATER AND WASTEWATER CAPACITY AVAILABILITY LETTER
Vintro Hotel, DRC 70-R12, 3029 Alhambra Street, Ft. Lauderdale, Florida**

Dear Mr. McDonald:

You have submitted information indicating that the abovementioned project area would include redevelopment of the site to construct a 72 units hotel, 500 SF bar and 2,000 SF restaurant. The anticipated demand will be approximately 11,600 GPD (Average Day). We approve the proposed fire and drinking water service connections to our existing 6-inch water main and the proposed sewer connections to our existing 8-inch sewer main along Alhambra St.

The water distribution system surrounding the project is comprised of 6, 12 and 20-inch water mains which have enough capacity for the intended use. Pump Station D-31 and the gravity sewer collection system comprised of 8 and 15-inch mains have enough capacity to accommodate the projected sewer flow contribution.

The City of Fort Lauderdale owns and operates George T. Lohmeyer Regional Wastewater Treatment Plant (GTLWWTP), which provides wastewater treatment for the City of Fort Lauderdale. The GTLWWTP three-month average daily flow is 56.6 MGD. Additionally, the City owns and operates two Water Treatment Plants, namely Fiveash and Peele Dixie, and they are permitted for 70 mgd and 12 mgd treatment capacities, respectively. The wastewater and water treatment plants have enough capacity to provide service for this project.

Inquiries concerning charges for connection and consumption should be directed to the City of Fort Lauderdale as utility owner. Appropriate Permit Applications should be routed through the City's One-Stop-Shop Permitting Division, 700 NW 19th Avenue, Fort Lauderdale, Florida 33311-7834 (Denis Girisgen, P.E.).

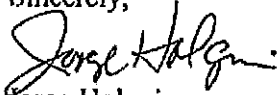
Should you have any questions or require any additional information, please contact me at (954) 828-5675 (jorgeh@fortlauderdale.gov).

PUBLIC WORKS DEPARTMENT (ENGINEERING AND ARCHITECTURAL SERVICES)
100 NORTH ANDREWS AVENUE, FORT LAUDERDALE, FLORIDA 33301
TELEPHONE (954) 828-5772
ENGINEERING FAX (954) 828-5074 • ARCHITECTURE FAX (954) 828-5070
WWW.FORTLAUDERDALE.GOV

EQUAL OPPORTUNITY EMPLOYER

Exhibit 4 PRINTED ON RECYCLED PAPER
13-0761
Page 20 of 81

Sincerely,



Jorge Holguin
Project Engineer

C: Dennis Girisgen, P.E.
File sewer connection letters

PUBLIC WORKS DEPARTMENT (ENGINEERING AND ARCHITECTURAL SERVICES)

100 NORTH ANDREWS AVENUE, FORT LAUDERDALE, FLORIDA 33301

TELEPHONE (954) 828-5772

ENGINEERING FAX (954) 828-5074 • ARCHITECTURE FAX (954) 828-5070

WWW.FORTLAUDERDALE.GOV

EQUAL OPPORTUNITY EMPLOYER

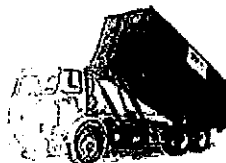
Exhibit 4

13-0761 PRINTED ON RECYCLED PAPER

Page 21 of 81

Exhibit "B"
Solid Waste Adequacy Determination

WM
WASTE MANAGEMENT
3831 NW 21st Ave
Pompano Beach, FL 33073
954-974-7500



November 13, 2012

Jose Gomes
C/O Vintro Fort Lauderdale, LLC
Vintro Hotel
3029 Alhambra Street
Fort Lauderdale FL 33304

Dear Jose,

This is to confirm the information we spoke about concerning the solid waste and recycling services required for "Vintro Hotel located at 3029 Alhambra Street Fort Lauderdale, Florida 33304

Base on the site plans we reviewed together, we suggest the following, to be serviced by a rear load truck.

1. 2yd compacted container for MSW (solid waste) to be serviced 3 times per week.
2. 2yd compacted container for Single Stream Recycling to be serviced 3 times per week.

Please free to call me if you have any questions – 954 -439-4214

Waste Management Inc. looks forward to working with you in the near future. Should you have any questions please contact Lee Chayet at 954-439-4214 at the numbers below.

Sincerely,

Lee Chayet
Territory Manager
Waste Management
954-439-4214 cell
lchayet@wm.com



Wilkinson Hi-Rise®

Via Fax: 305-551-1740

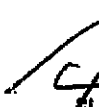
November 13, 2012

Jose L. Gomez, A1A
8101 Biscayne Blvd. Suite 309
Miami, Fl. 33138-4664

**PROJECT REF: Vintro Ft. Lauderdale, LLC Project: Vintro Hotel
3029 Alhambra St.
Ft. Lauderdale, Fl.**

The above project will include (1) Wilkinson Hi-Rise Waste/Recycling Chute Model BSE-2RUC. The BSE-2RUC Model includes a Bi-Sorter and Model 350-C5 Compactor. The Waste Recycling System will meet the capacity requirements of the building and will meet the city recycling ordinance requirements. (See drawings attached).

If you have any further questions please contact me at (954) 342-4400.


MICHAEL F. BRACKEN
PRESIDENT
WILKINSON HI-RISE
FL LIC. NO. ~~CS02710263~~
Michael F. Bracken
President

MFB/cw

Florida
3001 Greene St. (954) 342-4400 (800) 231-3888
Hollywood, FL 33020 (954) 342-4338 FAX (800) 722-2345
FL LIC# CSC1110263

New York
11 A Kimball Place (914) 664-8202
MT. Vernon, NY 10550 (914) 664-8245 FAX
(800) 860-9155


Texas **Exhibit 4**
2162 Ciudad del Rio (830) 584-1249
Del Rio, Texas 78840 (830) 584-1254 FAX
1-800-0761
Page 24 of 81



**DUNAY
MISKEL
BACKMAN
BLATTNER** LLP

Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: 

Scott E. Backman, Esq.

**Vintro Hotel
3029 Alhambra Street
Statement of Compliance with A-1-A Beachfront Area Zoning Regulations**

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the standards for the ABA zoning district set forth in Section 47-12.6.B. of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. *Setbacks.* The Project has been designed to meet the required minimum front (20'), rear (20') and side (10') yard setbacks.
2. *Height.* The proposed height of the Project is 164'4", while the permitted height in the District is 200'.
3. *Floor Area Ratio.* The proposed floor to area ratio for the Project is 4.0, which is the permitted maximum floor to area ratio within the ABA zoning district.
4. *Required Parking.* The Project complies with the parking requirements set forth in Section 47-20. Specifically, the Project provides forty-eight (48) parking spaces where forty-seven (47) parking spaces are required.
5. *Permitted Uses.* The Project is a permitted use in the ABA District. The ABA District requires hotels, such as the project, to be processed as a Site Plan Level IV Development. The Project, therefore, automatically qualifies as a development of significant impact.
6. *Design Compatibility and Community Character Scale.* The Project is designed to comply with the requirements of the ABA zoning district. As such, this section is not applicable.
7. *Minimum Distance between Buildings.* This criteria is not applicable as there is only one (1) building proposed on the Property.

8. Length and Width. The proposed length and width of the Project are substantially below the permitted 200' maximum.

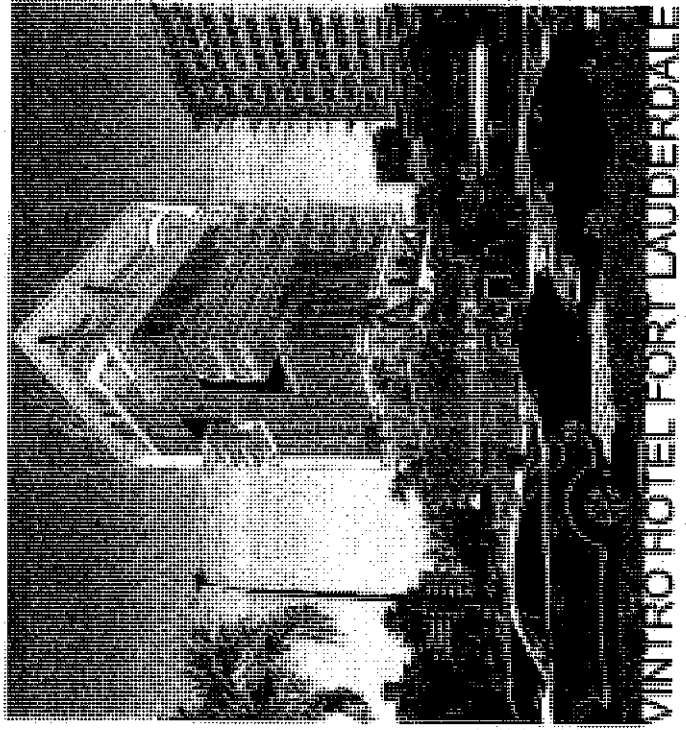
In addition to the foregoing, the Project provides several outdoor amenities for pedestrians and hotel guests. The landscaped front yard area on the ground floor acts as an open plaza to be used by pedestrians as well as hotel guests. Seating, landscape, water feature and shading devices will define the space as an urban oasis where casual breakfast and drinks will be served. The main hotel lobby is located on the third floor. To the east of the lobby is a sculpture plaza surrounded by a tropical landscaped planter that will provide an intimate quiet space for the hotel guests to experience. The space serves as a link between the tower and building's base. The pool is located at the roof level and is connected to the restaurant level below by a circular monumental stair. All lighting will be indirect recess lighting, respecting the turtle lighting guidelines as per ULDR Section 6-49. In addition, speakers will be placed in a manner that will restrict the sound within the property's envelope from disturbing the surrounding urban environment.

BELJONSON
BY: R. POWELL

VINTRO HOTEL FORT LAUDERDALE
17 LAUDERDALE, FL 33304

DATE	REASON

DATE: 11/18/2014
PROJECT: 101
DATE: 11/18/2014
DATE: 11/18/2014
DATE: 11/18/2014



PROJECT NAME: A-000
SCALE: 1/8" = 1'-0"
PAGE 27 OF 31

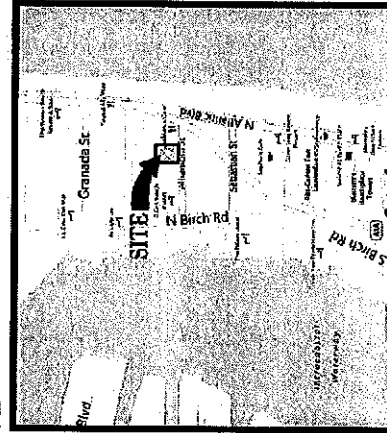
SITE PLAN DRAWINGS FOR: VINTRO HOTEL 3029 ALHAMBRA STREET

FOR
BEILINSON GOMEZ ARCHITECTS
CITY OF FORT LAUDERDALE
BROWARD COUNTY, FLORIDA
SECTION 6, TOWNSHIP 50S, RANGE R43E

VICINITY AERIAL MAP



LOCATION MAP



OWNER
BOHLER ENGINEERING, LLC
EDWARD MCDONALD P.E.
100 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33304
PH: 954.202.7070

ARCHITECT
BEILINSON GOMEZ ARCHITECTS
MICHAEL GROSSWORTH
100 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33304
PH: 954.202.7070

PREPARED BY
BOHLER ENGINEERING
PH: 954.202.7070
FX: 954.202.7070
WWW.BOHLERENGINEERING.COM



BOHLER ENGINEERING
100 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33304
PH: 954.202.7070
WWW.BOHLERENGINEERING.COM

NO.	DATE	DESCRIPTION
1	01/15/10	PRELIMINARY
2	02/15/10	REVISED
3	03/15/10	REVISED
4	04/15/10	REVISED
5	05/15/10	REVISED
6	06/15/10	REVISED
7	07/15/10	REVISED
8	08/15/10	REVISED
9	09/15/10	REVISED
10	10/15/10	REVISED
11	11/15/10	REVISED
12	12/15/10	REVISED

VINTRO HOTEL
FORT LAUDERDALE
BEILINSON GOMEZ ARCHITECTS

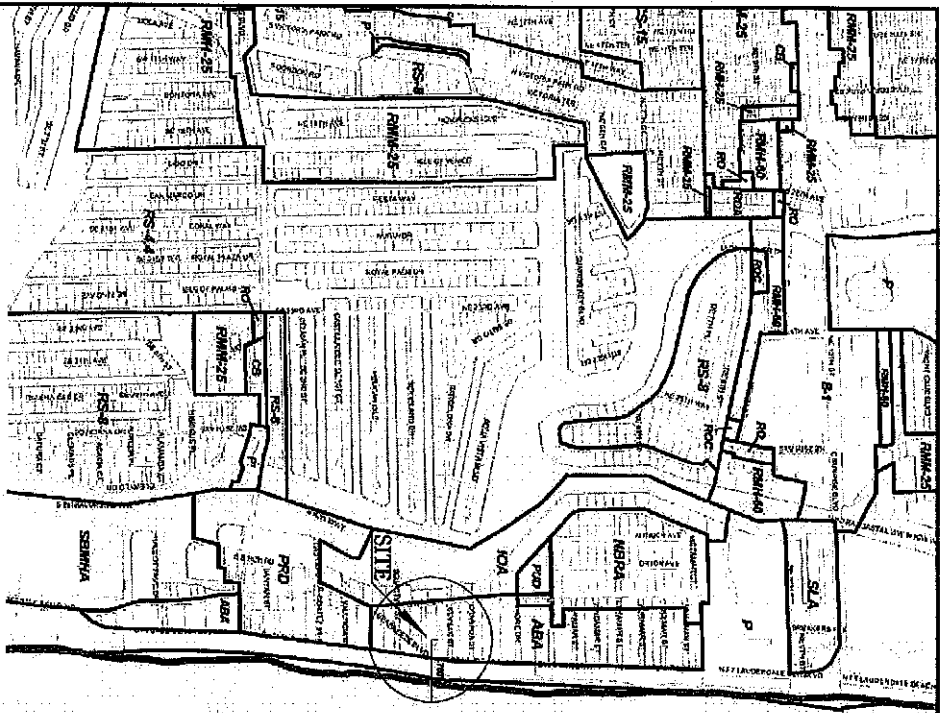
BOHLER ENGINEERING
100 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33304
PH: 954.202.7070

EDWARD MCDONALD
100 CORPORATE DRIVE, SUITE 250
FORT LAUDERDALE, FL 33304
PH: 954.202.7070

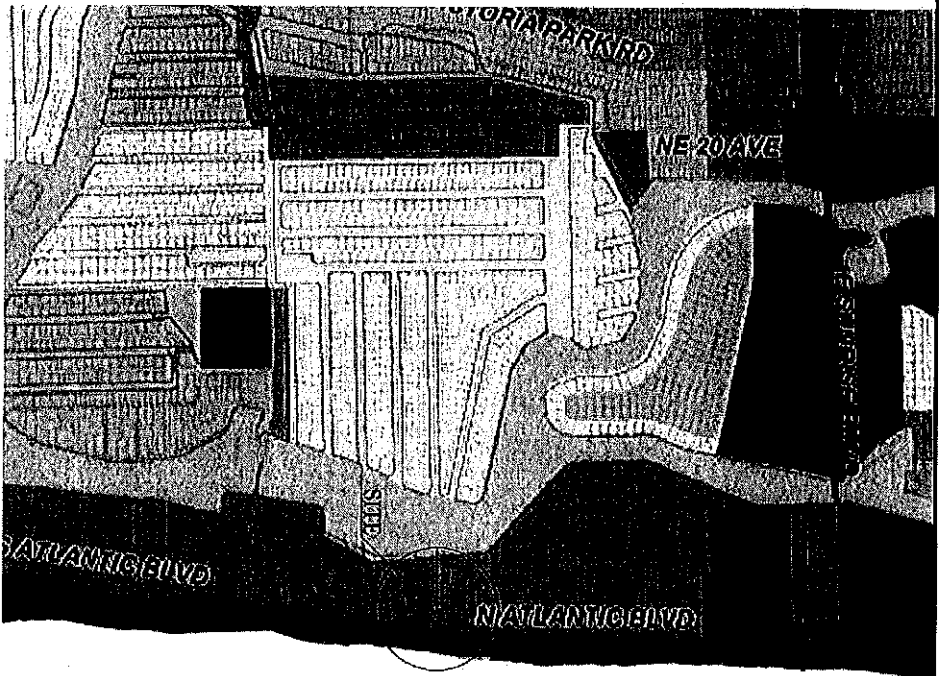
COVER
C-1

SHEET INDEX

NO.	DESCRIPTION
1	LANDSCAPE AND ZONING MAPS
2	PLAT - ALHAMBRA ST. E.M.
3	PLAT - ALHAMBRA ST. E.M.
4	PLAT - ALHAMBRA ST. E.M.
5	PLAT - ALHAMBRA ST. E.M.
6	PLAT - ALHAMBRA ST. E.M.
7	PLAT - ALHAMBRA ST. E.M.
8	PLAT - ALHAMBRA ST. E.M.
9	PLAT - ALHAMBRA ST. E.M.
10	PLAT - ALHAMBRA ST. E.M.
11	PLAT - ALHAMBRA ST. E.M.
12	PLAT - ALHAMBRA ST. E.M.
13	PLAT - ALHAMBRA ST. E.M.
14	PLAT - ALHAMBRA ST. E.M.
15	PLAT - ALHAMBRA ST. E.M.
16	PLAT - ALHAMBRA ST. E.M.
17	PLAT - ALHAMBRA ST. E.M.
18	PLAT - ALHAMBRA ST. E.M.
19	PLAT - ALHAMBRA ST. E.M.
20	PLAT - ALHAMBRA ST. E.M.
21	PLAT - ALHAMBRA ST. E.M.
22	PLAT - ALHAMBRA ST. E.M.
23	PLAT - ALHAMBRA ST. E.M.
24	PLAT - ALHAMBRA ST. E.M.
25	PLAT - ALHAMBRA ST. E.M.
26	PLAT - ALHAMBRA ST. E.M.
27	PLAT - ALHAMBRA ST. E.M.
28	PLAT - ALHAMBRA ST. E.M.
29	PLAT - ALHAMBRA ST. E.M.
30	PLAT - ALHAMBRA ST. E.M.
31	PLAT - ALHAMBRA ST. E.M.
32	PLAT - ALHAMBRA ST. E.M.
33	PLAT - ALHAMBRA ST. E.M.
34	PLAT - ALHAMBRA ST. E.M.
35	PLAT - ALHAMBRA ST. E.M.
36	PLAT - ALHAMBRA ST. E.M.
37	PLAT - ALHAMBRA ST. E.M.
38	PLAT - ALHAMBRA ST. E.M.
39	PLAT - ALHAMBRA ST. E.M.
40	PLAT - ALHAMBRA ST. E.M.
41	PLAT - ALHAMBRA ST. E.M.
42	PLAT - ALHAMBRA ST. E.M.
43	PLAT - ALHAMBRA ST. E.M.
44	PLAT - ALHAMBRA ST. E.M.
45	PLAT - ALHAMBRA ST. E.M.
46	PLAT - ALHAMBRA ST. E.M.
47	PLAT - ALHAMBRA ST. E.M.
48	PLAT - ALHAMBRA ST. E.M.
49	PLAT - ALHAMBRA ST. E.M.
50	PLAT - ALHAMBRA ST. E.M.
51	PLAT - ALHAMBRA ST. E.M.
52	PLAT - ALHAMBRA ST. E.M.
53	PLAT - ALHAMBRA ST. E.M.
54	PLAT - ALHAMBRA ST. E.M.
55	PLAT - ALHAMBRA ST. E.M.
56	PLAT - ALHAMBRA ST. E.M.
57	PLAT - ALHAMBRA ST. E.M.
58	PLAT - ALHAMBRA ST. E.M.
59	PLAT - ALHAMBRA ST. E.M.
60	PLAT - ALHAMBRA ST. E.M.
61	PLAT - ALHAMBRA ST. E.M.
62	PLAT - ALHAMBRA ST. E.M.
63	PLAT - ALHAMBRA ST. E.M.
64	PLAT - ALHAMBRA ST. E.M.
65	PLAT - ALHAMBRA ST. E.M.
66	PLAT - ALHAMBRA ST. E.M.
67	PLAT - ALHAMBRA ST. E.M.
68	PLAT - ALHAMBRA ST. E.M.
69	PLAT - ALHAMBRA ST. E.M.
70	PLAT - ALHAMBRA ST. E.M.
71	PLAT - ALHAMBRA ST. E.M.
72	PLAT - ALHAMBRA ST. E.M.
73	PLAT - ALHAMBRA ST. E.M.
74	PLAT - ALHAMBRA ST. E.M.
75	PLAT - ALHAMBRA ST. E.M.
76	PLAT - ALHAMBRA ST. E.M.
77	PLAT - ALHAMBRA ST. E.M.
78	PLAT - ALHAMBRA ST. E.M.
79	PLAT - ALHAMBRA ST. E.M.
80	PLAT - ALHAMBRA ST. E.M.
81	PLAT - ALHAMBRA ST. E.M.
82	PLAT - ALHAMBRA ST. E.M.
83	PLAT - ALHAMBRA ST. E.M.
84	PLAT - ALHAMBRA ST. E.M.
85	PLAT - ALHAMBRA ST. E.M.
86	PLAT - ALHAMBRA ST. E.M.
87	PLAT - ALHAMBRA ST. E.M.
88	PLAT - ALHAMBRA ST. E.M.
89	PLAT - ALHAMBRA ST. E.M.
90	PLAT - ALHAMBRA ST. E.M.
91	PLAT - ALHAMBRA ST. E.M.
92	PLAT - ALHAMBRA ST. E.M.
93	PLAT - ALHAMBRA ST. E.M.
94	PLAT - ALHAMBRA ST. E.M.
95	PLAT - ALHAMBRA ST. E.M.
96	PLAT - ALHAMBRA ST. E.M.
97	PLAT - ALHAMBRA ST. E.M.
98	PLAT - ALHAMBRA ST. E.M.
99	PLAT - ALHAMBRA ST. E.M.
100	PLAT - ALHAMBRA ST. E.M.



ATLANTIC OCEAN



ANTIC OCEAN



OFFICIAL CITY OF FORT LAUDERDALE ZONING MAP
AS ADOPTED JUNE 17, 1997 AND AS AMENDED
AS OF NOV. 3, 2009

Legend for the zoning map showing symbols for various zoning districts.



CITY OF FORT LAUDERDALE
OFFICIAL FUTURE LAND USE MAP
DECEMBER, 2008

Detailed legend for the future land use map, listing categories such as Commercial, Residential, and Public Use with corresponding symbols.

12/30/08
Page 2 of 41

<p>BOHLER ENGINEERING</p> <p>FOR ENGINEERS</p> <p>CORPORATE OFFICE:</p> <p>7335 W. BROWARD BLVD., SUITE 200</p> <p>FORT LAUDERDALE, FL 33309</p> <p>PHONE: 954.940.0020</p> <p>FAX: 954.940.0021</p> <p>WWW.BOHLENG.COM</p>	<p>DATE: 12/30/08</p> <p>DRAWN BY: J.E.</p> <p>CHECKED BY: J.E.</p> <p>SCALE: AS SHOWN</p> <p>SHEET NO.: 2</p>	<p>PROJECT:</p> <p>VARIOUS ZONING DISTRICTS FOR FORT LAUDERDALE</p> <p>DESIGNED BY:</p> <p>BELLISON CORREZ ARCHITECTS</p>	<p>FOR THE:</p> <p>CITY OF FORT LAUDERDALE</p> <p>COMMISSIONER OF PLANNING AND ZONING</p> <p>EDWARD M. McDONALD</p>	<p>EX-1</p> <p>ZONING & LAND USE MAP</p>
--	--	---	---	---

7-30

7-30
41905

STATE OF FLORIDA
 COUNTY OF BROWARD

The undersigned being duly sworn, depose and say that the foregoing is a true and correct copy of the map or plat as the same appears of record in Plat Book 7 at Page 30 of the public record of Broward County, Florida. IN WITNESS my hand and official seal in the City of Fort Lauderdale, FL, this 23rd day of FEBRUARY, 1984.

[Signature]
 Clerk of Court
 178 SOUTH
 FORT LAUDERDALE, FLORIDA 33301



STATE OF FLORIDA
 COUNTY OF BROWARD

I HEREBY CERTIFY that this is a true and correct copy of a map or plat as the same appears of record in Plat Book 7 at Page 30 of the public record of Broward County, Florida. IN WITNESS my hand and official seal in the City of Fort Lauderdale, FL, this 23rd day of FEBRUARY, 1984.

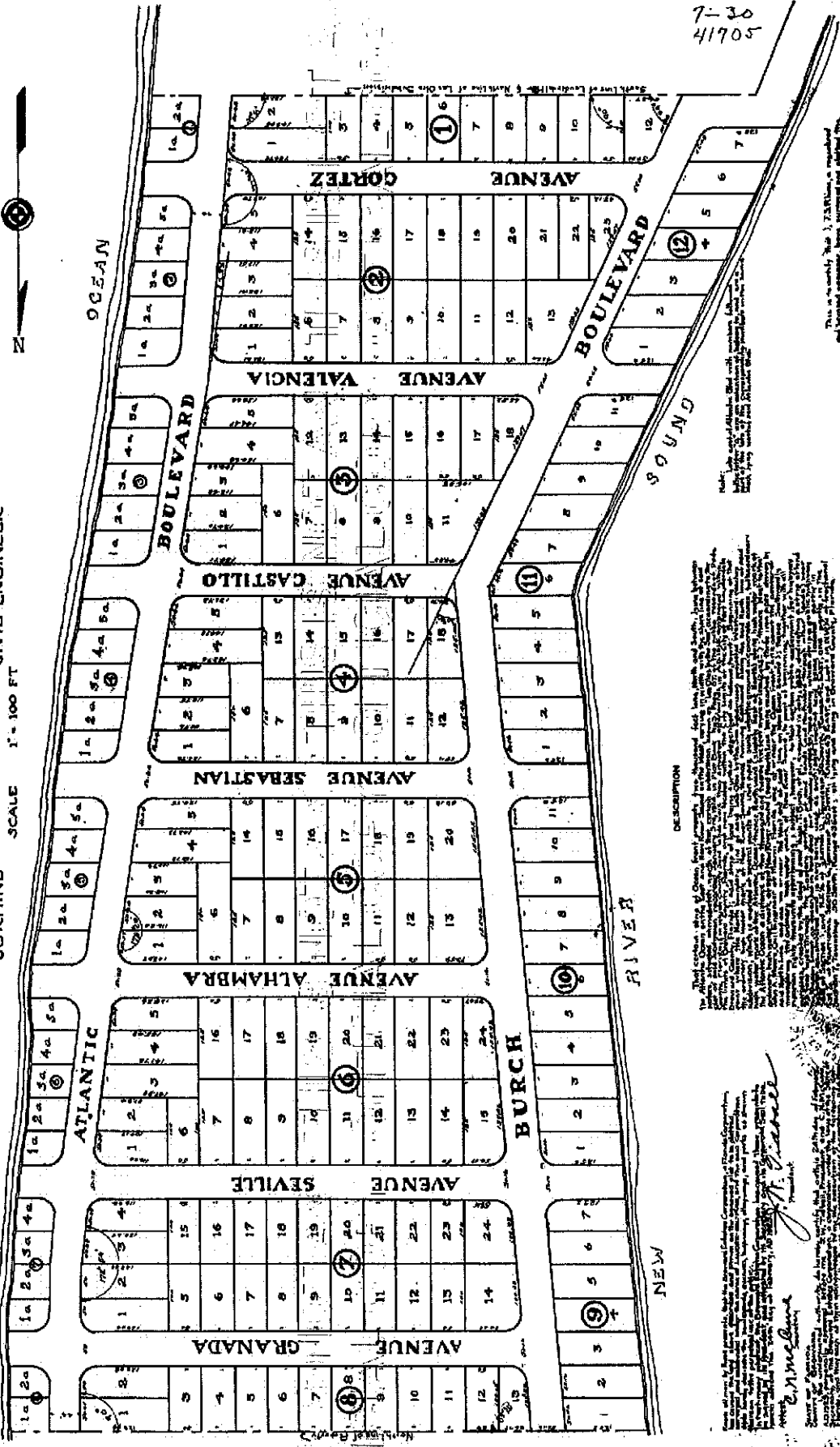
[Signature]
 A. HESTER, County Administrator

Lauderdale Manor

BROWARD ESTATES CORPORATION - OWNERS
 CIVIL ENGINEER

ATLANTIC

SCALE 1" = 100 FT



DESCRIPTION

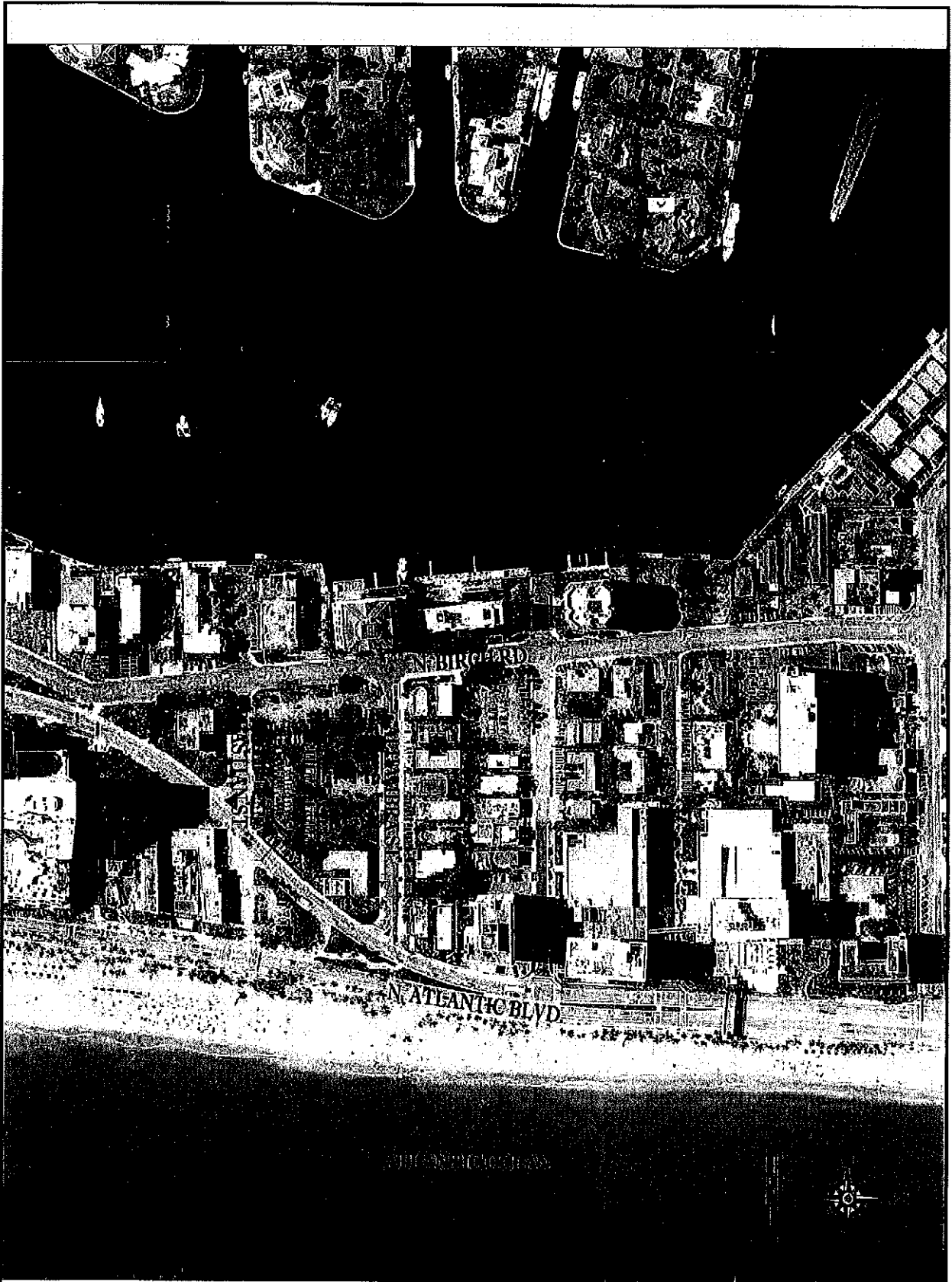
This is to certify that the above described land, with the improvements thereon, is being sold to the City of Fort Lauderdale, Florida, for the purpose of providing for the construction of a new public park and playground in the City of Fort Lauderdale, Florida. The City of Fort Lauderdale, Florida, is the owner of the above described land and improvements, and is the owner of the same for the purpose of providing for the construction of a new public park and playground in the City of Fort Lauderdale, Florida. The City of Fort Lauderdale, Florida, is the owner of the same for the purpose of providing for the construction of a new public park and playground in the City of Fort Lauderdale, Florida.

[Signature]
 Mayor
 City of Fort Lauderdale

[Signature]
 Mayor
 City of Fort Lauderdale

[Signature]
 Mayor
 City of Fort Lauderdale

[Signature]
 Mayor
 City of Fort Lauderdale



PROJECT NO. 10000
 SHEET NO. 10000
 DATE 10/20/09
 DRAWN BY ASHLEY EXHIBIT
 CHECKED BY
 APPROVED BY
C-2


EDWARD M. McDONALD
 LICENSED PROFESSIONAL ENGINEER
 STATE OF FLORIDA
 NO. 30733
 EXP. 12/31/11
 BOHLER ENGINEERING, INC.
 10000 UNIVERSITY BLVD., SUITE 200
 TAMPA, FL 33613
 TEL: 813-289-0000
 FAX: 813-289-0001
 WWW.BOHLER-ENG.COM

BOHLER ENGINEERING
 INCORPORATED
 10000 UNIVERSITY BLVD., SUITE 200
 TAMPA, FL 33613
 TEL: 813-289-0000
 FAX: 813-289-0001
 WWW.BOHLER-ENG.COM

CLIENT: VINTO HOTEL
 PROJECT: VINTO HOTEL
 LOCATION: FORT LAUDERDALE
 ARCHITECTS: BILLYNORSON GOMEZ
 ARCHITECTS
 10000 UNIVERSITY BLVD., SUITE 200
 TAMPA, FL 33613
 TEL: 813-289-0000
 FAX: 813-289-0001
 WWW.BOHLER-ENG.COM

PROJECT NO. 10000
 SHEET NO. 10000
 DATE 10/20/09
 DRAWN BY ASHLEY EXHIBIT
 CHECKED BY
 APPROVED BY

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED


BOHLER ENGINEERING
 10000 UNIVERSITY BLVD., SUITE 200
 TAMPA, FL 33613
 TEL: 813-289-0000
 FAX: 813-289-0001
 WWW.BOHLER-ENG.COM

NO.	DATE	DESCRIPTION
1	11/15/11	ISSUED FOR PERMIT
2	11/15/11	ISSUED FOR PERMIT
3	11/15/11	ISSUED FOR PERMIT
4	11/15/11	ISSUED FOR PERMIT
5	11/15/11	ISSUED FOR PERMIT
6	11/15/11	ISSUED FOR PERMIT
7	11/15/11	ISSUED FOR PERMIT
8	11/15/11	ISSUED FOR PERMIT
9	11/15/11	ISSUED FOR PERMIT
10	11/15/11	ISSUED FOR PERMIT

PROJECT: VINTRO HOTEL
 1155 N AVENUE
 DENVER, CO 80202

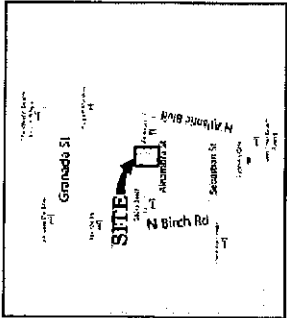
ARCHITECT: BELTRON GOMEZ ARCHITECTS
 1155 N AVENUE
 DENVER, CO 80202

CITY OF FORT LAUDERDALE
 PLANNING DEPARTMENT
 200 N. UNIVERSITY AVENUE
 FORT LAUDERDALE, FL 33301

BOHLER ENGINEERING
 4000 N. GARDEN AVENUE
 SUITE 100
 DENVER, CO 80202
 (303) 733-1100
 www.bohlereng.com

EDWARD M. McDONALD
 PROFESSIONAL ENGINEER
 LICENSE NO. 10000
 CIVIL ENGINEERING
 STATE OF FLORIDA

SITE PLAN
C-3



LOCATION MAP
 PAGE 25 OF 81

DISTRICT REQUIREMENTS & GENERAL NOTES

1. REFER TO DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT.
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:

TYPE	AREA	REQUIREMENT
TYPE 1	1155 N AVENUE	...
TYPE 2
TYPE 3
TYPE 4
TYPE 5
TYPE 6
TYPE 7
TYPE 8
TYPE 9
TYPE 10

1. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:

1. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:

1. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:

1. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:

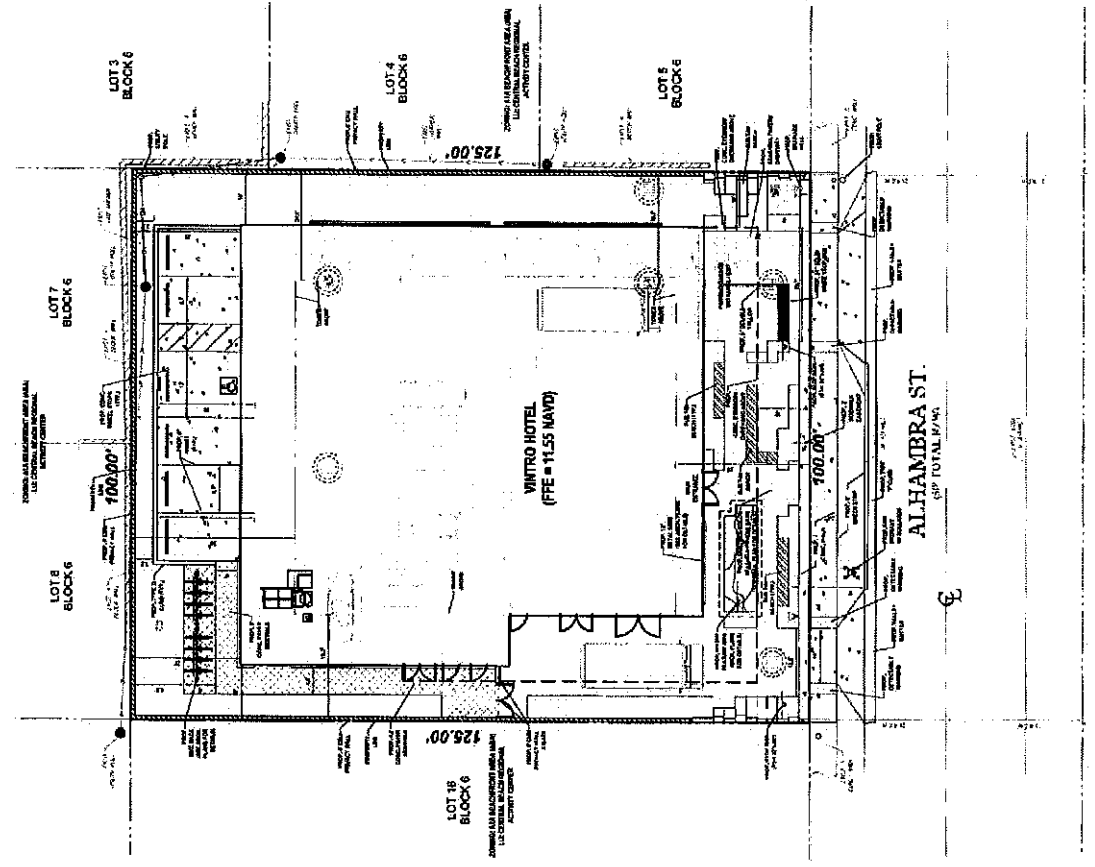
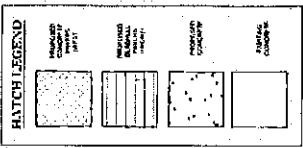
1. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
2. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:
3. THE DISTRICT REQUIREMENTS AND GENERAL NOTES FOR THE DISTRICT ARE AS FOLLOWS:



JLEGAL DESCRIPTION
 THE PROPERTY DESCRIBED IN THIS INSTRUMENT IS A PART OF THE TRACT OF LAND DESCRIBED IN THE INSTRUMENT DATED 11/15/11, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

NOTED NOTE:
 THE PROPERTY DESCRIBED IN THIS INSTRUMENT IS A PART OF THE TRACT OF LAND DESCRIBED IN THE INSTRUMENT DATED 11/15/11, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE PROPERTY DESCRIBED IN THIS INSTRUMENT IS A PART OF THE TRACT OF LAND DESCRIBED IN THE INSTRUMENT DATED 11/15/11, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:



Approved for the Town of Fort Lauderdale by
SunshineFL.com

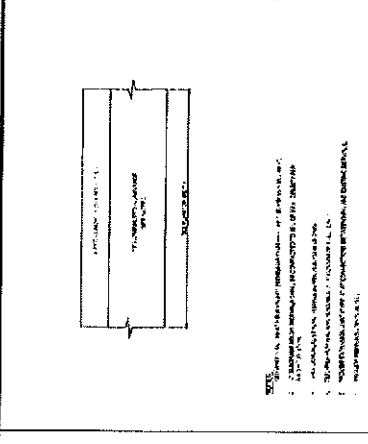
NO.	DATE	DESCRIPTION
1	01/15/10	ISSUED FOR PERMITS
2	01/15/10	ISSUED FOR PERMITS
3	01/15/10	ISSUED FOR PERMITS
4	01/15/10	ISSUED FOR PERMITS
5	01/15/10	ISSUED FOR PERMITS
6	01/15/10	ISSUED FOR PERMITS
7	01/15/10	ISSUED FOR PERMITS
8	01/15/10	ISSUED FOR PERMITS
9	01/15/10	ISSUED FOR PERMITS
10	01/15/10	ISSUED FOR PERMITS

PROJECT: VENTRO HOTEL
 PORT LAUDERDALE
 ARCHITECT: BELTRON GOMEZ ARCHITECTS

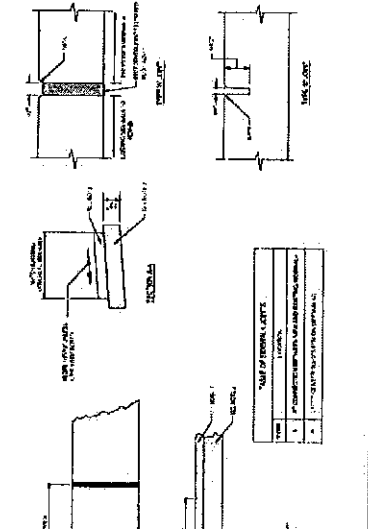
BOHLER ENGINEERING
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, COLORADO 80202
 PHONE: (303) 733-1111
 FAX: (303) 733-1112
 WWW.BOHLERENGINEERING.COM

EDWARD M. McDONALD
 PROFESSIONAL ENGINEER
 LICENSE NO. 10000
 EXPIRES 12/31/10
 CIVIL ENGINEERING

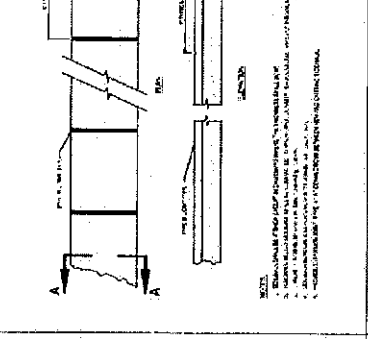
SITE DETAILS
 SHEET NUMBER: C-4



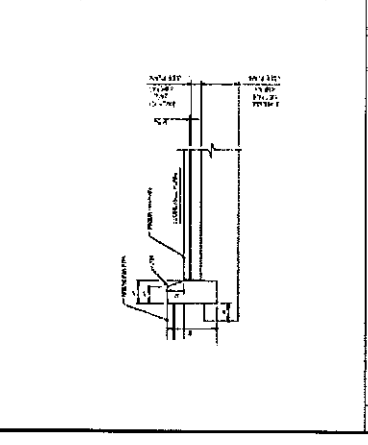
1 CONCRETE CURB (TYPE 'D') DETAIL
SCALE: 1/4" = 1'-0"



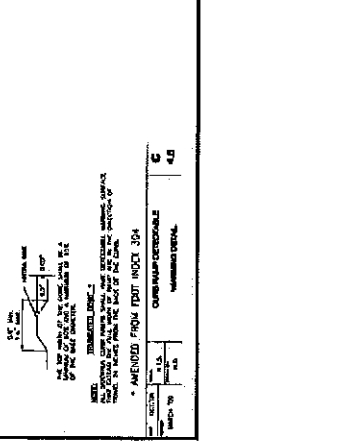
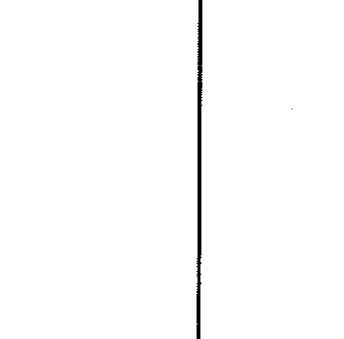
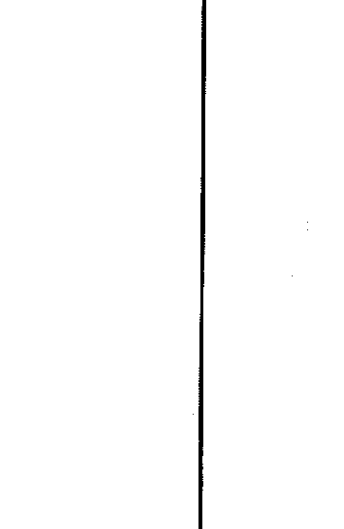
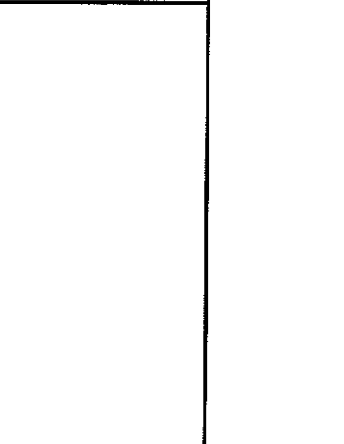
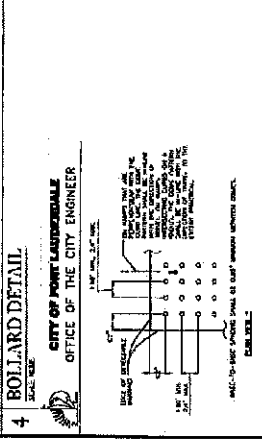
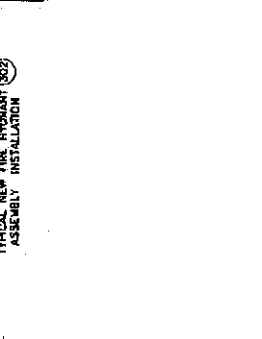
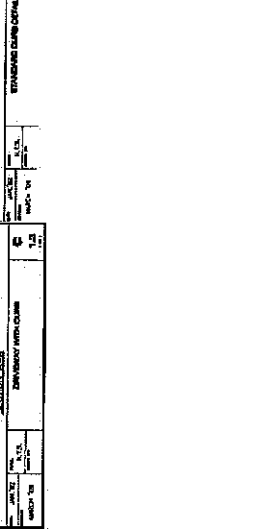
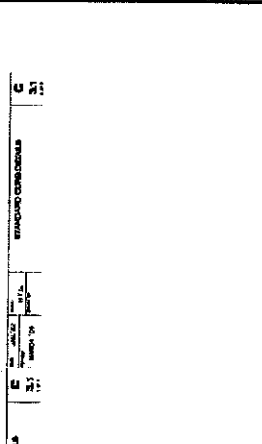
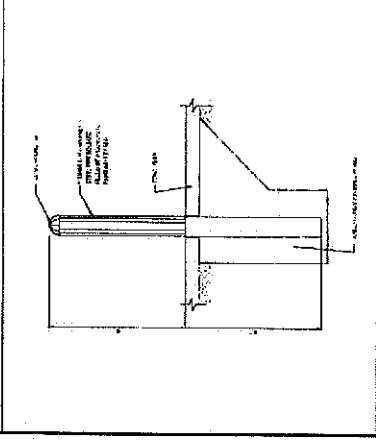
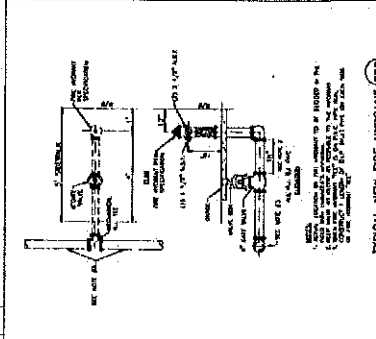
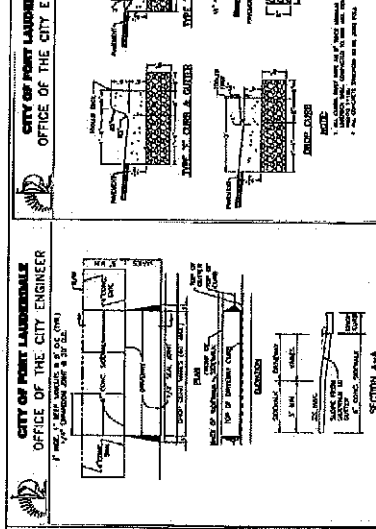
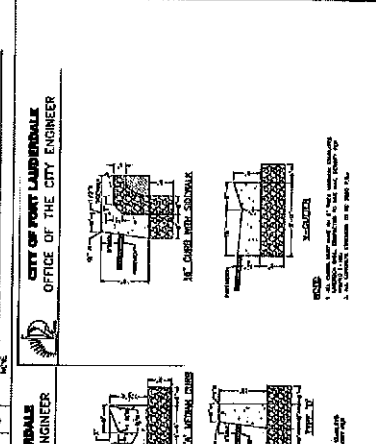
2 SIDEWALK DETAILS
SCALE: 1/4" = 1'-0"



3 TYPICAL CONCRETE SIDEWALK SECTION
SCALE: 1/4" = 1'-0"



4 BOLLARD DETAIL
SCALE: 1/4" = 1'-0"





NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	11/15/17
2	ISSUED FOR BIDDING	11/15/17
3	ISSUED FOR CONSTRUCTION	11/15/17

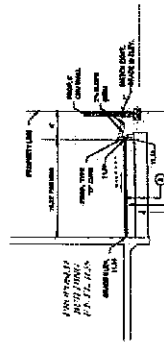
PROJECT: VINTRO HOTEL
 FORT LAUDERDALE
 BELLINSON GOMEZ ARCHITECTS

CLIENT: VINTRO HOTEL
 FORT LAUDERDALE
 BELLINSON GOMEZ ARCHITECTS

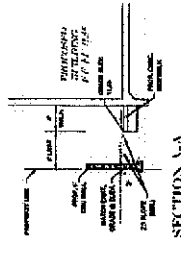
BOHLER ENGINEERING
 3700 S. UNIVERSITY AVENUE
 SUITE 100
 TAMPA, FLORIDA 33613
 (813) 833-1111
 www.bohler-engineering.com

EDWARD M. McDONALD
 PROFESSIONAL ENGINEER
 LICENSE NO. 11975
 CIVIL ENGINEERING
 STATE OF FLORIDA

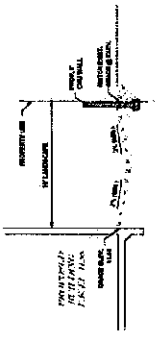
CROSS SECTIONS
 SHEET NUMBER
C-6



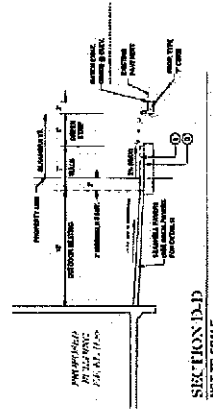
SECTION P-P
 NOT TO SCALE



SECTION A-A
 NOT TO SCALE



SECTION C-C
 NOT TO SCALE



SECTION D-D
 NOT TO SCALE

PAVEMENT LEGEND

- A. **TRUCK SURFACE (ASPHALT) AREA ONLY**
 ALL TRUCK SURFACE AREAS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, SECTION 709.01, AND SHALL BE CONSTRUCTED WITH CURBS OF 12" MINIMUM HEIGHT TO BE USED FOR PAVEMENT.
- B. **LOW SPEEDWAY (ASPHALT) AREA ONLY**
 THE TOP SURFACE COURSE MATERIAL FOR LOW SPEEDWAY SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND PROVIDE A FINISH TO BE USED FOR PAVEMENT. ALL OTHER LANE SURFACES SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND PROVIDE A FINISH TO BE USED FOR PAVEMENT.
- C. **BASE COURSE (CONCRETE) AREA ONLY**
 ALL BASE COURSE AREAS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND PROVIDE A FINISH TO BE USED FOR PAVEMENT.
- D. **CONCRETE (CONCRETE) AREA ONLY**
 ALL CONCRETE AREAS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND PROVIDE A FINISH TO BE USED FOR PAVEMENT.
- E. **CONCRETE (CONCRETE) AREA ONLY**
 ALL CONCRETE AREAS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND PROVIDE A FINISH TO BE USED FOR PAVEMENT.

ALL ELEVATIONS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988)



BOHLER ENGINEERING
 308 E. 4TH ST. SUITE 100
 DENVER, CO 80202
 PHONE: 303.733.1111
 FAX: 303.733.1112
 WWW.BOHLENERG.COM

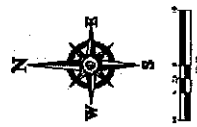
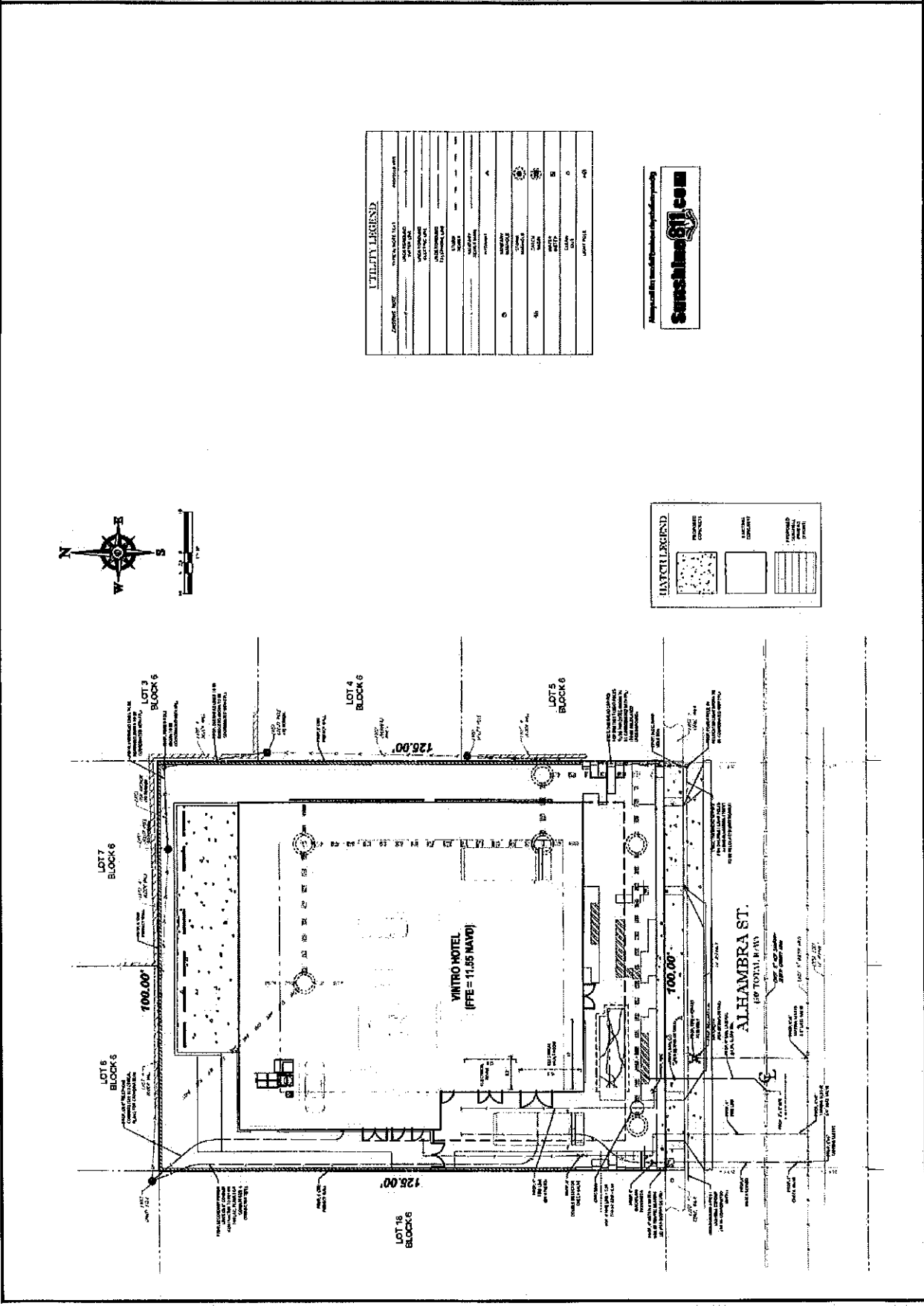
NO.	REVISION	DATE
1	ISSUE FOR PERMIT	08/15/11
2	REVISIONS	08/15/11
3	REVISED PER CITY	08/15/11
4	REVISED PER CITY	08/15/11
5	REVISED PER CITY	08/15/11
6	REVISED PER CITY	08/15/11
7	REVISED PER CITY	08/15/11
8	REVISED PER CITY	08/15/11
9	REVISED PER CITY	08/15/11
10	REVISED PER CITY	08/15/11

VINTRO HOTEL
 FORT LAUDERDALE
 BELFUSION CONEJOS
 ARCHITECTS

BOHLER ENGINEERING
 CITY OF FORT LAUDERDALE
 DEPARTMENT OF PUBLIC WORKS

EDWARD M. McDONALD
 CIVIL ENGINEER
 LICENSE NO. 10000

PRELIMINARY UTILITIES PLAN
 C-7



UTILITY LEGEND

SYMBOL	DESCRIPTION
(Symbol)	WATER MAIN
(Symbol)	SEWER MAIN
(Symbol)	GAS MAIN
(Symbol)	STORMWATER MAIN
(Symbol)	TELEPHONE MAIN
(Symbol)	CABLE MAIN
(Symbol)	POWER MAIN
(Symbol)	TELEPHONE SERVICE
(Symbol)	CABLE SERVICE
(Symbol)	POWER SERVICE
(Symbol)	WATER SERVICE
(Symbol)	SEWER SERVICE
(Symbol)	GAS SERVICE
(Symbol)	STORMWATER SERVICE



UTILITY LEGEND

SYMBOL	DESCRIPTION
(Symbol)	WATER MAIN
(Symbol)	SEWER MAIN
(Symbol)	GAS MAIN
(Symbol)	STORMWATER MAIN
(Symbol)	TELEPHONE MAIN
(Symbol)	CABLE MAIN
(Symbol)	POWER MAIN
(Symbol)	TELEPHONE SERVICE
(Symbol)	CABLE SERVICE
(Symbol)	POWER SERVICE
(Symbol)	WATER SERVICE
(Symbol)	SEWER SERVICE
(Symbol)	GAS SERVICE
(Symbol)	STORMWATER SERVICE

BOHLER ENGINEERING
 1000 W. 10th Street, Suite 100
 Fort Lauderdale, FL 33304
 Phone: (954) 571-1111
 Fax: (954) 571-1112
 Email: info@bohlereng.com
 Website: www.bohlereng.com

NO.	DATE	DESCRIPTION	BY	CHKD.
1	08/11/11	PRELIMINARY	...	...
2	08/11/11	...	...	...
3	08/11/11	...	...	...
4	08/11/11	...	...	...
5	08/11/11	...	...	...
6	08/11/11	...	...	...
7	08/11/11	...	...	...
8	08/11/11	...	...	...
9	08/11/11	...	...	...
10	08/11/11	...	...	...

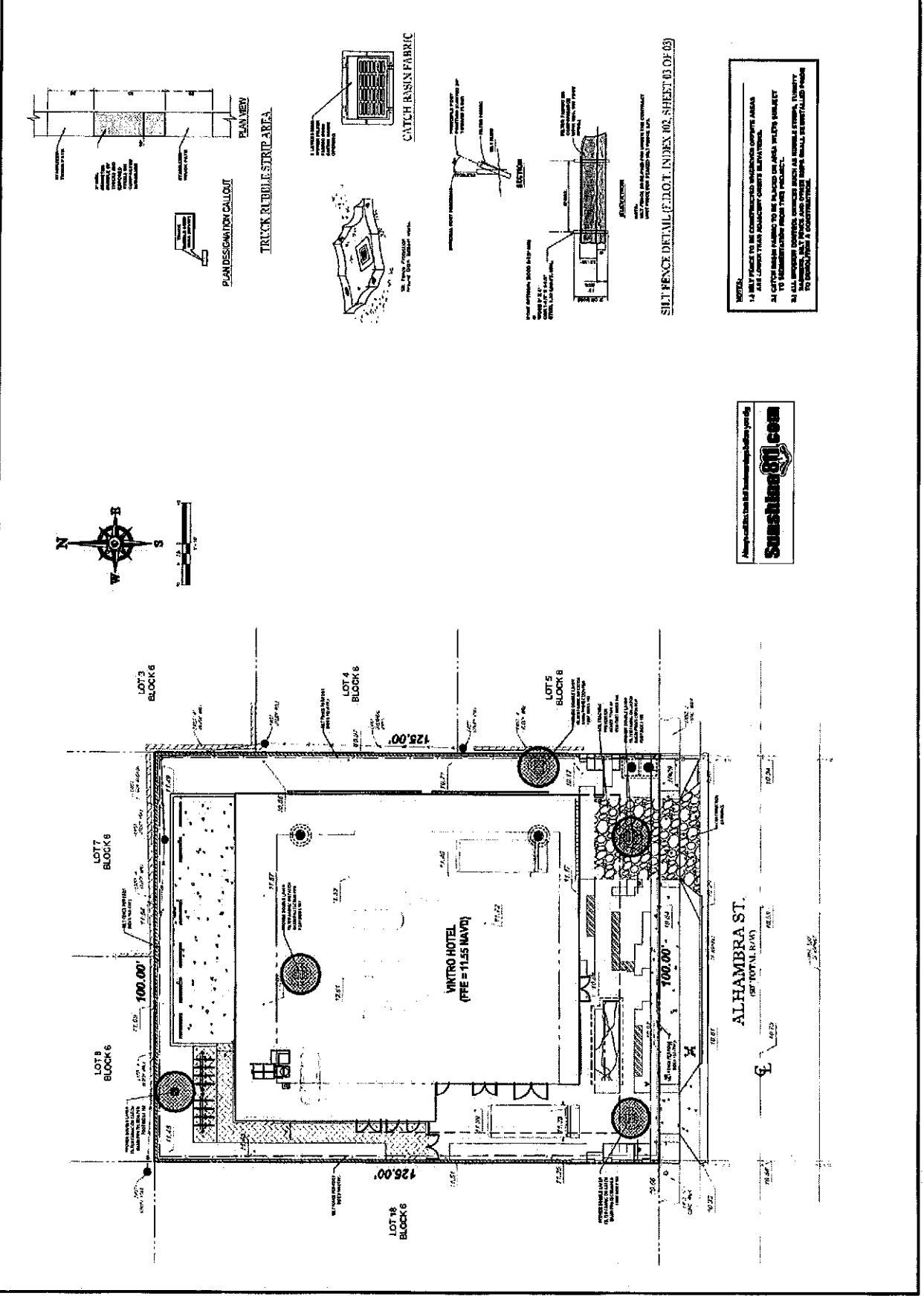
VINTRO HOTEL
 PORT LAUDERDALE
 BELTRON GOMEZ ARCHITECTS


BOHLER ENGINEERING
 CIVIL ENGINEERING
 1000 W. 10th Street, Suite 100
 Fort Lauderdale, FL 33304
 Phone: (954) 571-1111
 Fax: (954) 571-1112
 Email: info@bohlereng.com
 Website: www.bohlereng.com

BOHLER ENGINEERING
 CIVIL ENGINEERING
 1000 W. 10th Street, Suite 100
 Fort Lauderdale, FL 33304
 Phone: (954) 571-1111
 Fax: (954) 571-1112
 Email: info@bohlereng.com
 Website: www.bohlereng.com

EDWARD M. McDONALD
 CIVIL ENGINEER
 1000 W. 10th Street, Suite 100
 Fort Lauderdale, FL 33304
 Phone: (954) 571-1111
 Fax: (954) 571-1112
 Email: info@bohlereng.com
 Website: www.bohlereng.com

EROSION CONTROL PLAN
 C-8



 BOHLER ENGINEERING 18111 W. 10th Ave., Suite 100 Denver, CO 80233 Phone: (303) 751-1111 Fax: (303) 751-1112 Website: www.bohlereng.com		<table border="1"> <tr><th>NO.</th><th>DATE</th><th>BY</th><th>CHKD.</th></tr> <tr><td>1</td><td>01/15/08</td><td>JM</td><td>JK</td></tr> <tr><td>2</td><td>01/22/08</td><td>JM</td><td>JK</td></tr> <tr><td>3</td><td>01/29/08</td><td>JM</td><td>JK</td></tr> <tr><td>4</td><td>02/05/08</td><td>JM</td><td>JK</td></tr> <tr><td>5</td><td>02/12/08</td><td>JM</td><td>JK</td></tr> <tr><td>6</td><td>02/19/08</td><td>JM</td><td>JK</td></tr> <tr><td>7</td><td>02/26/08</td><td>JM</td><td>JK</td></tr> <tr><td>8</td><td>03/05/08</td><td>JM</td><td>JK</td></tr> <tr><td>9</td><td>03/12/08</td><td>JM</td><td>JK</td></tr> <tr><td>10</td><td>03/19/08</td><td>JM</td><td>JK</td></tr> <tr><td>11</td><td>03/26/08</td><td>JM</td><td>JK</td></tr> <tr><td>12</td><td>04/02/08</td><td>JM</td><td>JK</td></tr> <tr><td>13</td><td>04/09/08</td><td>JM</td><td>JK</td></tr> <tr><td>14</td><td>04/16/08</td><td>JM</td><td>JK</td></tr> <tr><td>15</td><td>04/23/08</td><td>JM</td><td>JK</td></tr> <tr><td>16</td><td>04/30/08</td><td>JM</td><td>JK</td></tr> <tr><td>17</td><td>05/07/08</td><td>JM</td><td>JK</td></tr> <tr><td>18</td><td>05/14/08</td><td>JM</td><td>JK</td></tr> <tr><td>19</td><td>05/21/08</td><td>JM</td><td>JK</td></tr> <tr><td>20</td><td>05/28/08</td><td>JM</td><td>JK</td></tr> <tr><td>21</td><td>06/04/08</td><td>JM</td><td>JK</td></tr> <tr><td>22</td><td>06/11/08</td><td>JM</td><td>JK</td></tr> <tr><td>23</td><td>06/18/08</td><td>JM</td><td>JK</td></tr> <tr><td>24</td><td>06/25/08</td><td>JM</td><td>JK</td></tr> <tr><td>25</td><td>07/02/08</td><td>JM</td><td>JK</td></tr> <tr><td>26</td><td>07/09/08</td><td>JM</td><td>JK</td></tr> <tr><td>27</td><td>07/16/08</td><td>JM</td><td>JK</td></tr> <tr><td>28</td><td>07/23/08</td><td>JM</td><td>JK</td></tr> <tr><td>29</td><td>07/30/08</td><td>JM</td><td>JK</td></tr> <tr><td>30</td><td>08/06/08</td><td>JM</td><td>JK</td></tr> <tr><td>31</td><td>08/13/08</td><td>JM</td><td>JK</td></tr> <tr><td>32</td><td>08/20/08</td><td>JM</td><td>JK</td></tr> <tr><td>33</td><td>08/27/08</td><td>JM</td><td>JK</td></tr> <tr><td>34</td><td>09/03/08</td><td>JM</td><td>JK</td></tr> <tr><td>35</td><td>09/10/08</td><td>JM</td><td>JK</td></tr> <tr><td>36</td><td>09/17/08</td><td>JM</td><td>JK</td></tr> <tr><td>37</td><td>09/24/08</td><td>JM</td><td>JK</td></tr> <tr><td>38</td><td>10/01/08</td><td>JM</td><td>JK</td></tr> <tr><td>39</td><td>10/08/08</td><td>JM</td><td>JK</td></tr> <tr><td>40</td><td>10/15/08</td><td>JM</td><td>JK</td></tr> <tr><td>41</td><td>10/22/08</td><td>JM</td><td>JK</td></tr> <tr><td>42</td><td>10/29/08</td><td>JM</td><td>JK</td></tr> <tr><td>43</td><td>11/05/08</td><td>JM</td><td>JK</td></tr> <tr><td>44</td><td>11/12/08</td><td>JM</td><td>JK</td></tr> <tr><td>45</td><td>11/19/08</td><td>JM</td><td>JK</td></tr> <tr><td>46</td><td>11/26/08</td><td>JM</td><td>JK</td></tr> <tr><td>47</td><td>12/03/08</td><td>JM</td><td>JK</td></tr> <tr><td>48</td><td>12/10/08</td><td>JM</td><td>JK</td></tr> <tr><td>49</td><td>12/17/08</td><td>JM</td><td>JK</td></tr> <tr><td>50</td><td>12/24/08</td><td>JM</td><td>JK</td></tr> </table>	NO.	DATE	BY	CHKD.	1	01/15/08	JM	JK	2	01/22/08	JM	JK	3	01/29/08	JM	JK	4	02/05/08	JM	JK	5	02/12/08	JM	JK	6	02/19/08	JM	JK	7	02/26/08	JM	JK	8	03/05/08	JM	JK	9	03/12/08	JM	JK	10	03/19/08	JM	JK	11	03/26/08	JM	JK	12	04/02/08	JM	JK	13	04/09/08	JM	JK	14	04/16/08	JM	JK	15	04/23/08	JM	JK	16	04/30/08	JM	JK	17	05/07/08	JM	JK	18	05/14/08	JM	JK	19	05/21/08	JM	JK	20	05/28/08	JM	JK	21	06/04/08	JM	JK	22	06/11/08	JM	JK	23	06/18/08	JM	JK	24	06/25/08	JM	JK	25	07/02/08	JM	JK	26	07/09/08	JM	JK	27	07/16/08	JM	JK	28	07/23/08	JM	JK	29	07/30/08	JM	JK	30	08/06/08	JM	JK	31	08/13/08	JM	JK	32	08/20/08	JM	JK	33	08/27/08	JM	JK	34	09/03/08	JM	JK	35	09/10/08	JM	JK	36	09/17/08	JM	JK	37	09/24/08	JM	JK	38	10/01/08	JM	JK	39	10/08/08	JM	JK	40	10/15/08	JM	JK	41	10/22/08	JM	JK	42	10/29/08	JM	JK	43	11/05/08	JM	JK	44	11/12/08	JM	JK	45	11/19/08	JM	JK	46	11/26/08	JM	JK	47	12/03/08	JM	JK	48	12/10/08	JM	JK	49	12/17/08	JM	JK	50	12/24/08	JM	JK	PROJECT: VINTAGE HOTEL LOCATION: PORT LAUDERDALE ARCHITECT: BELJINSKI-GOMEZ ARCHITECTS CITY OF PORT LAUDERDALE BROWARD COUNTY, FLORIDA	BOHLER ENGINEERING 18111 W. 10th Ave., Suite 100 Denver, CO 80233 Phone: (303) 751-1111 Fax: (303) 751-1112 Website: www.bohlereng.com	EDWARD M. McDONALD PROFESSIONAL ENGINEER No. 10000 State of Florida License No. 10000 City of Port Lauderdale Broward County, Florida	TRUCK MOVEMENT C-9	SHEET NO. C-9 DATE: 01/15/08 DRAWN BY: JM CHECKED BY: JK
NO.	DATE	BY	CHKD.																																																																																																																																																																																																																
1	01/15/08	JM	JK																																																																																																																																																																																																																
2	01/22/08	JM	JK																																																																																																																																																																																																																
3	01/29/08	JM	JK																																																																																																																																																																																																																
4	02/05/08	JM	JK																																																																																																																																																																																																																
5	02/12/08	JM	JK																																																																																																																																																																																																																
6	02/19/08	JM	JK																																																																																																																																																																																																																
7	02/26/08	JM	JK																																																																																																																																																																																																																
8	03/05/08	JM	JK																																																																																																																																																																																																																
9	03/12/08	JM	JK																																																																																																																																																																																																																
10	03/19/08	JM	JK																																																																																																																																																																																																																
11	03/26/08	JM	JK																																																																																																																																																																																																																
12	04/02/08	JM	JK																																																																																																																																																																																																																
13	04/09/08	JM	JK																																																																																																																																																																																																																
14	04/16/08	JM	JK																																																																																																																																																																																																																
15	04/23/08	JM	JK																																																																																																																																																																																																																
16	04/30/08	JM	JK																																																																																																																																																																																																																
17	05/07/08	JM	JK																																																																																																																																																																																																																
18	05/14/08	JM	JK																																																																																																																																																																																																																
19	05/21/08	JM	JK																																																																																																																																																																																																																
20	05/28/08	JM	JK																																																																																																																																																																																																																
21	06/04/08	JM	JK																																																																																																																																																																																																																
22	06/11/08	JM	JK																																																																																																																																																																																																																
23	06/18/08	JM	JK																																																																																																																																																																																																																
24	06/25/08	JM	JK																																																																																																																																																																																																																
25	07/02/08	JM	JK																																																																																																																																																																																																																
26	07/09/08	JM	JK																																																																																																																																																																																																																
27	07/16/08	JM	JK																																																																																																																																																																																																																
28	07/23/08	JM	JK																																																																																																																																																																																																																
29	07/30/08	JM	JK																																																																																																																																																																																																																
30	08/06/08	JM	JK																																																																																																																																																																																																																
31	08/13/08	JM	JK																																																																																																																																																																																																																
32	08/20/08	JM	JK																																																																																																																																																																																																																
33	08/27/08	JM	JK																																																																																																																																																																																																																
34	09/03/08	JM	JK																																																																																																																																																																																																																
35	09/10/08	JM	JK																																																																																																																																																																																																																
36	09/17/08	JM	JK																																																																																																																																																																																																																
37	09/24/08	JM	JK																																																																																																																																																																																																																
38	10/01/08	JM	JK																																																																																																																																																																																																																
39	10/08/08	JM	JK																																																																																																																																																																																																																
40	10/15/08	JM	JK																																																																																																																																																																																																																
41	10/22/08	JM	JK																																																																																																																																																																																																																
42	10/29/08	JM	JK																																																																																																																																																																																																																
43	11/05/08	JM	JK																																																																																																																																																																																																																
44	11/12/08	JM	JK																																																																																																																																																																																																																
45	11/19/08	JM	JK																																																																																																																																																																																																																
46	11/26/08	JM	JK																																																																																																																																																																																																																
47	12/03/08	JM	JK																																																																																																																																																																																																																
48	12/10/08	JM	JK																																																																																																																																																																																																																
49	12/17/08	JM	JK																																																																																																																																																																																																																
50	12/24/08	JM	JK																																																																																																																																																																																																																



BOHLER ENGINEERING
 1700 W. 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 (303) 733-1100
 WWW.BOHLENERG.COM

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

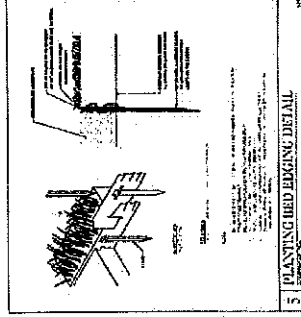
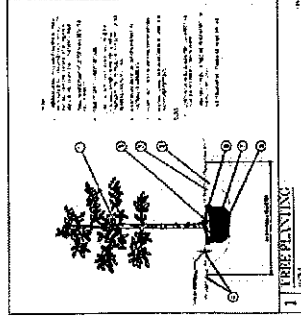
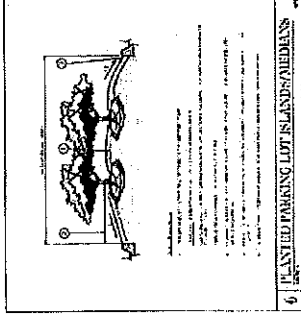
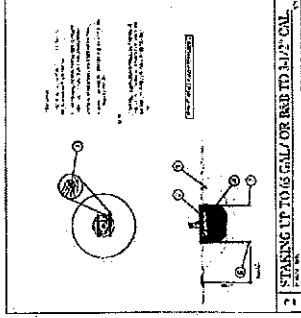
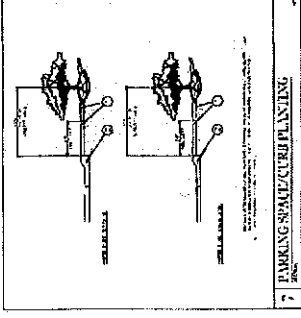
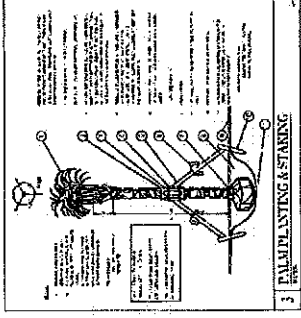
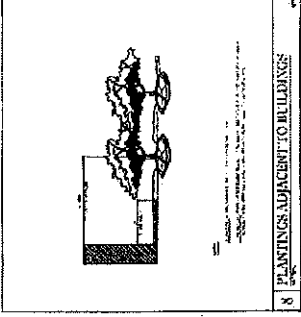
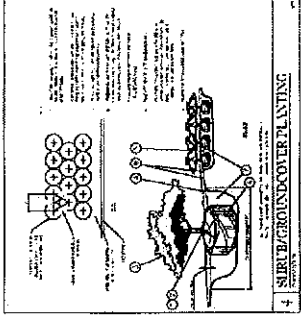
PROJECT: VINTRO HOTEL
 LOCATION: PORT LAUDERDALE
 ARCHITECT: BELINSON GOMEZ ARCHITECTS

CITY OF PORT LAUDERDALE
 1000 W. UNIVERSITY BLVD., SUITE 200
 PORT LAUDERDALE, FL 33455
 (954) 343-3333

BOHLER ENGINEERING
 1700 W. 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 (303) 733-1100
 WWW.BOHLENERG.COM

MICHAEL D. GROSSWIRTH
 1700 W. 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 (303) 733-1100
 WWW.BOHLENERG.COM

LANDSCAPE PLANTING DETAILS
LP-2



PROJECT TEAM

Table with columns for Name and Title. Includes roles like Architect, Structural Engineer, Mechanical Engineer, Electrical Engineer, etc.

MATERIAL LEGEND

Table mapping material codes (e.g., M1, M2) to material names (e.g., 1/2" Concrete, 4" Concrete).

ABBREVIATIONS

Table mapping abbreviations (e.g., A.C., A.S., A.L.) to their full names (e.g., Air Conditioning, Architectural).

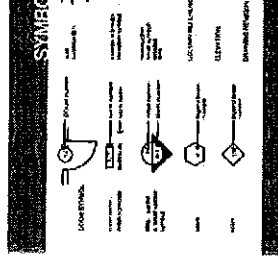
GENERAL REFERENCE DRAWINGS

Table listing reference drawings with columns for Title, Date, and Description.

APPLICABLE CODES

Table listing applicable codes and standards such as International Building Code, etc.

SYMBOL LEGEND



PROJECT INFORMATION

SCOPE OF WORK: REPAIR AND MAINTENANCE OF EXISTING HOTEL BUILDING...

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF THE PROPERTY SUBJECT OF THESE PLANS...

ZONING SUMMARY

Table with zoning information including zoning district, allowed uses, and height restrictions.

GENERAL NOTES

GENERAL NOTES: 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES...

SAFETY AND SECURITY NOTES

SAFETY AND SECURITY NOTES: 1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES...

GENERAL NOTES

GENERAL NOTES: 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES...

Table with columns for Date, Description, and Status.

Table with columns for Title, Date, and Description.

Table with columns for Title, Date, and Description.

Table with columns for Title, Date, and Description.

Table with columns for Title, Date, and Description.

DELL JANSON ARCHITECTS

1000 WEST 10TH AVENUE
SUITE 100
DENVER, COLORADO 80202
PHONE: 333-1111
FAX: 333-1112

VINTRO HOTEL FORT LAUDERDALE

78 LINDER SQUARE, SUITE 200
FORT LAUDERDALE, FL 33304

DATE	REVISION

ACTUAL CONDITIONS
DATE OF PICTURES

SCALE

PROJECT NO.

DATE

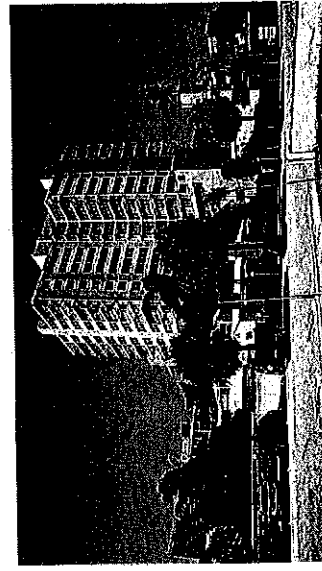
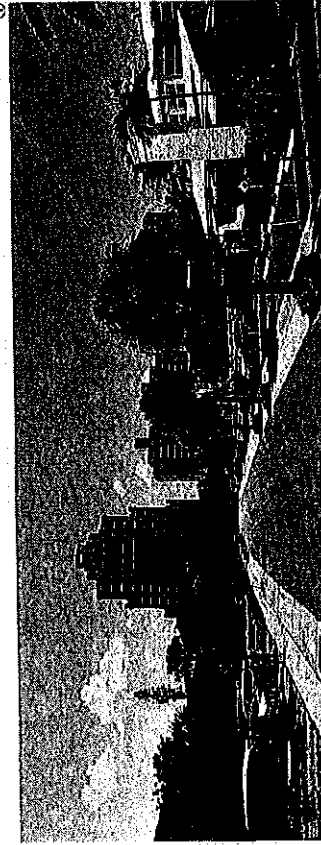
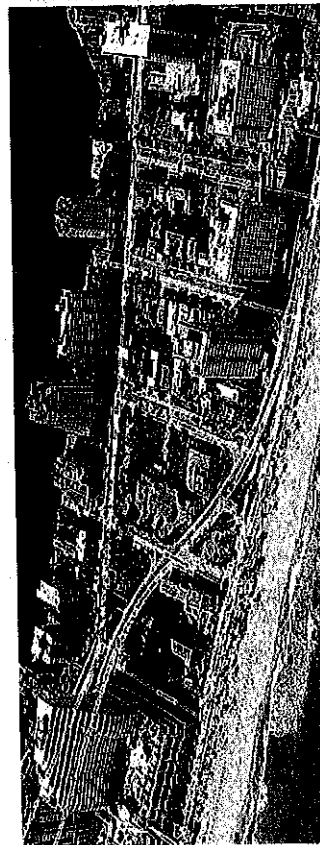
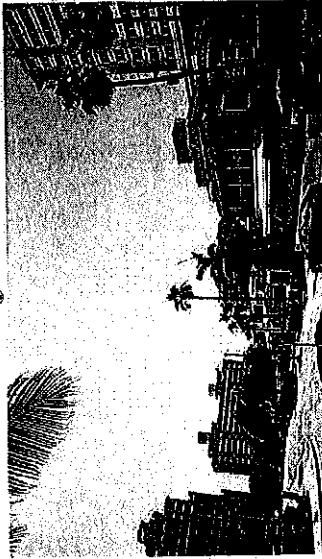
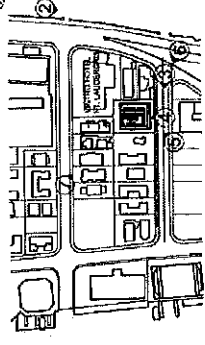
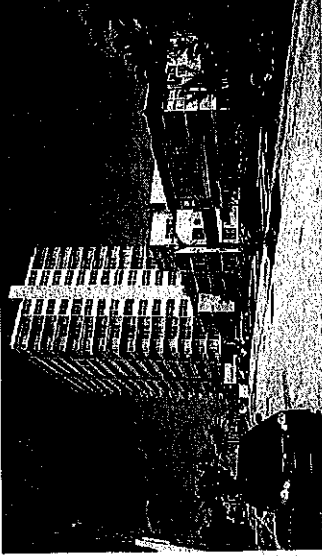
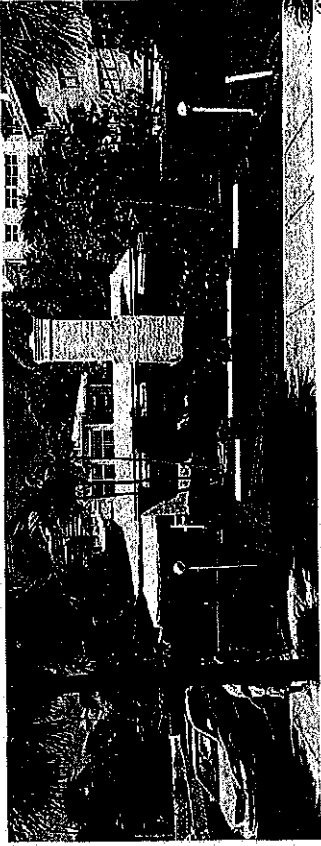
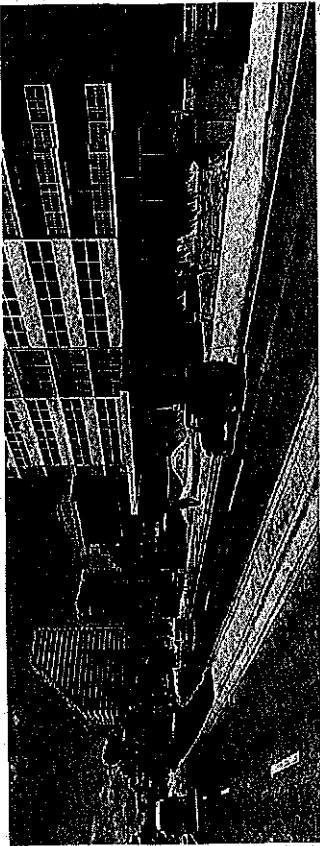
SHEET NUMBER

PROJECT NO.

DATE

A-002

Page 45 of 81

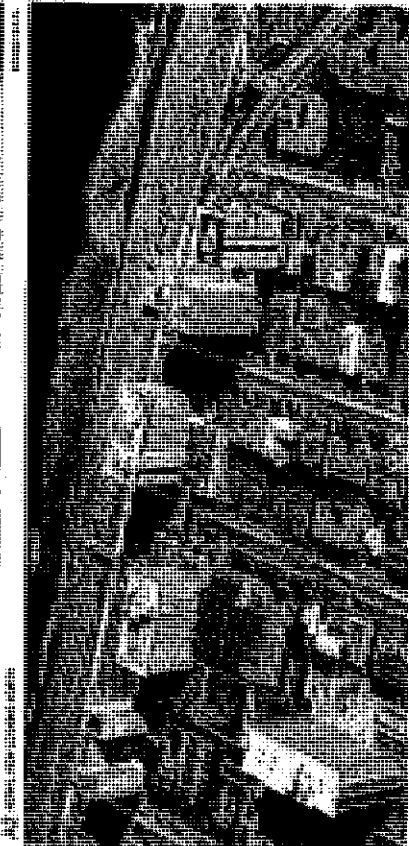
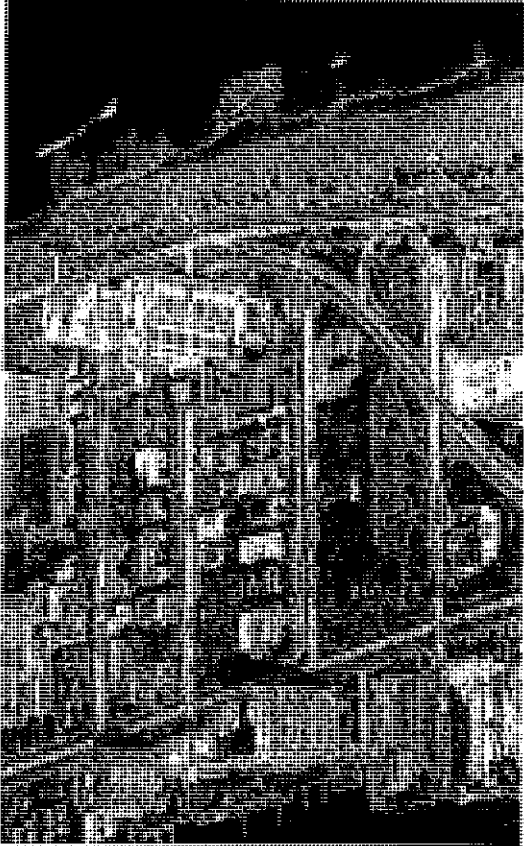


SEAL INKSON
 ARCHITECTS
 1000 W. 10th St.
 Fort Lauderdale, FL 33304
 TEL: 754-440-1111
 FAX: 754-440-1112

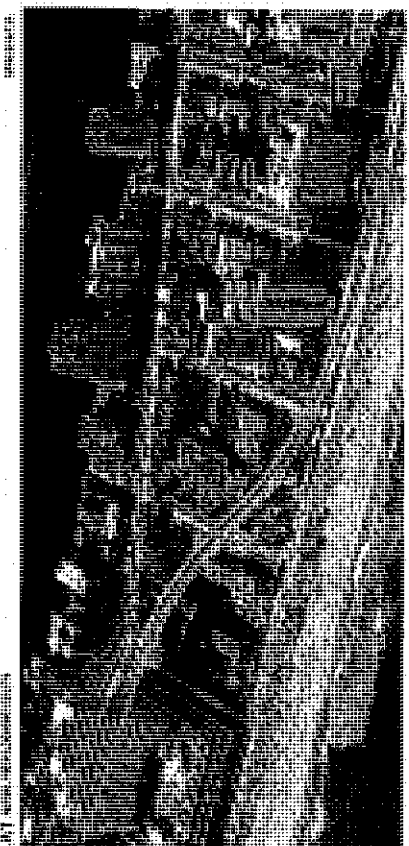
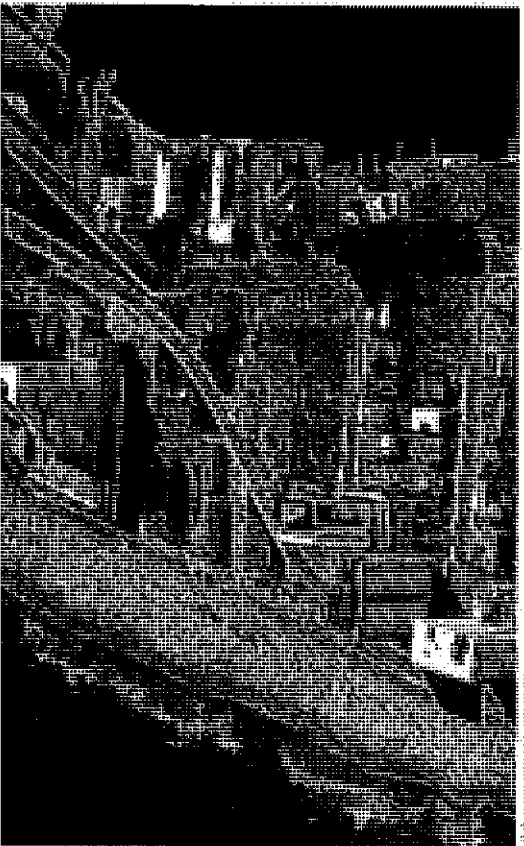
VINTRO HOTEL FORT LAUDERDALE

11111
 11111
 11111

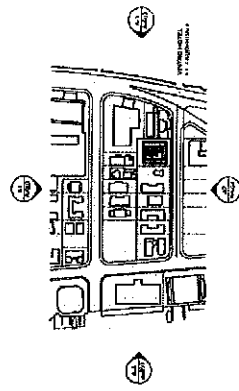
DATE	PROJECT
DRAWN BY	SITE NUMBER
PROJECT NO.	#72
DATE	SCALE
SHEET NUMBER	SCALE



A4 AERIAL VIEW LOOKING EAST



A3 AERIAL VIEW LOOKING WEST



A5 LOCATION MAP KEY PLAN

SCALE: 1"=100'

SCALE: N.T.S.

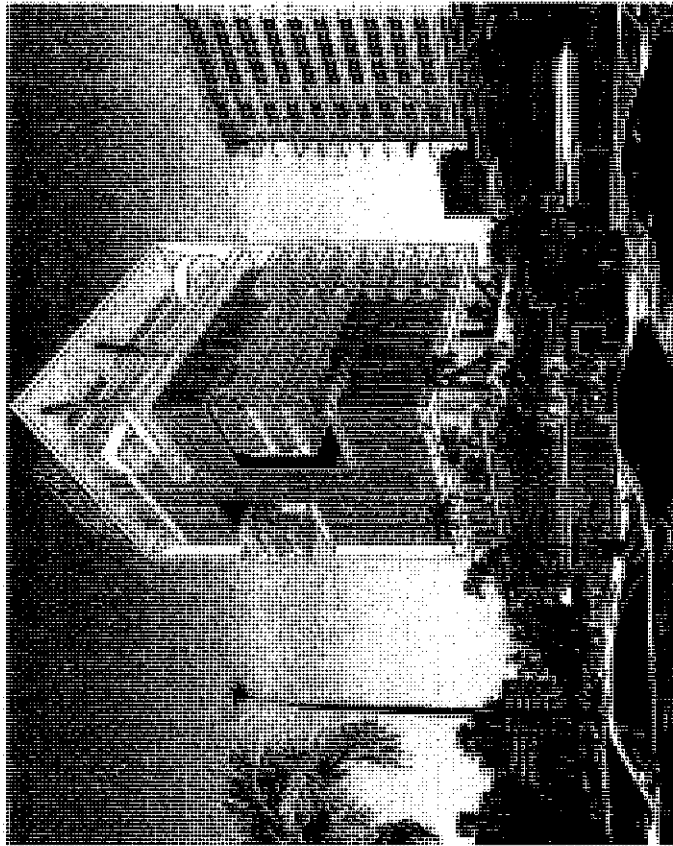
Page 40 of 81

BELLIANSON
 ARCHITECTS
 1000 W. 10TH AVENUE
 SUITE 1000
 DENVER, CO 80202
 TEL: 303.733.1234
 FAX: 303.733.1235
 WWW.BELLIANSON.COM

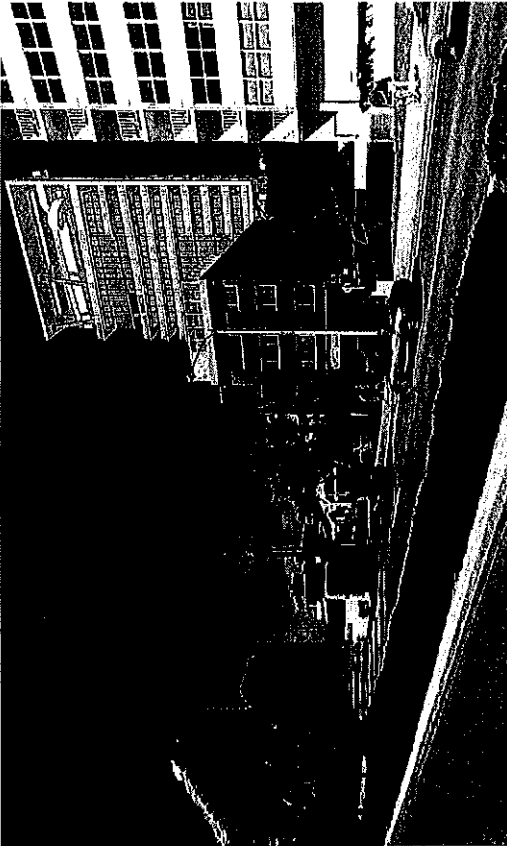
VINTRO HOTEL FORT LAUDERDALE

DATE	REVISION
PROJECT TITLE	VINTRO HOTEL FORT LAUDERDALE
SCALE	AS SHOWN
PROJECT NO.	100000000
DATE	10/10/00
SHEET NUMBER	004
TOTAL SHEETS	004

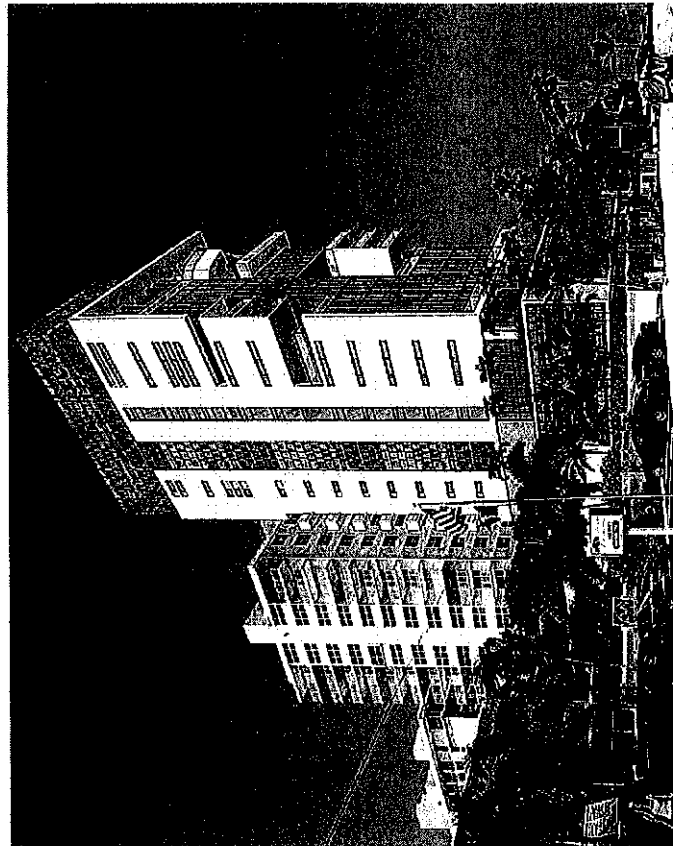
SHEET NUMBER 004
 TOTAL SHEETS 004
 Page 47 of 81



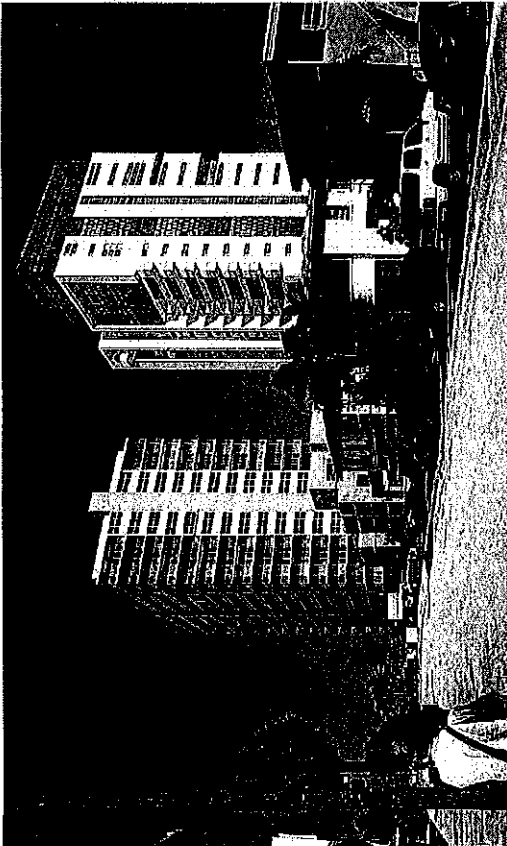
C4 VIEW FROM N. ATLANTIC BLVD. LOOKING NORTHWEST
SCALE: N.T.S.



A4 VIEW FROM N. ATLANTIC BLVD. LOOKING WEST
SCALE: N.T.S.



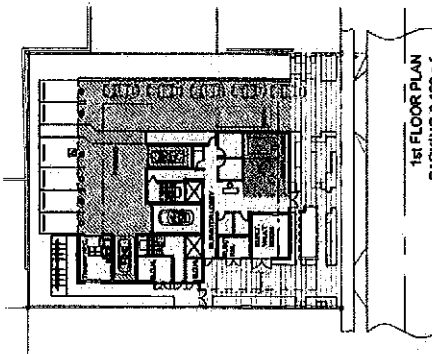
C1 VIEW FROM ALAMEDA STREET LOOKING NORTHEAST
SCALE: N.T.S.



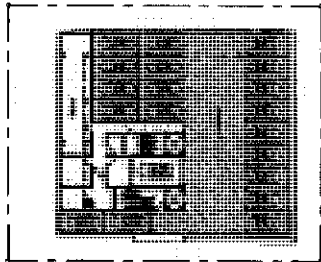
A1 VIEW FROM SEVILLE STREET LOOKING SOUTHEAST
SCALE: N.T.S.

BEJLINSKY
ARCHITECTS
 1100 N. W. 10th St.
 Ft. Lauderdale, FL 33304
 TEL: (954) 561-1100
 FAX: (954) 561-1101
 WWW: www.bejlsky.com

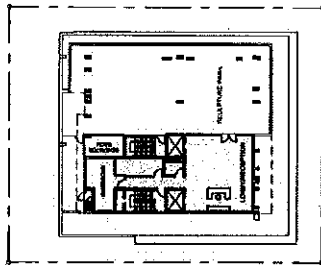
VINTRO HOTEL FORT LAUDERDALE
 1100 N. W. 10th St.
 Ft. Lauderdale, FL 33304



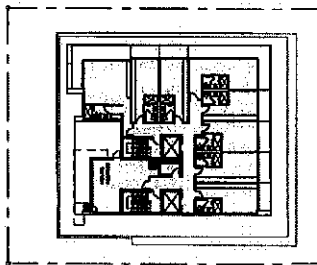
1st FLOOR PLAN
 PARKING 3,169 s.f.
 BAR/LOUNGE 500 s.f.
 BLDG. 2,807 s.f.
TOTAL 6,476 s.f.



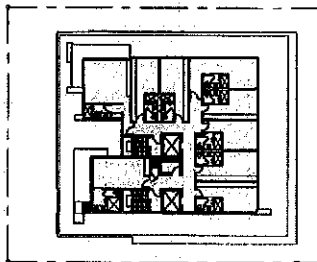
2nd FLOOR PLAN
 PARKING 5,200 s.f.
 BLDG. 2,167 s.f.
TOTAL 7,367 s.f.



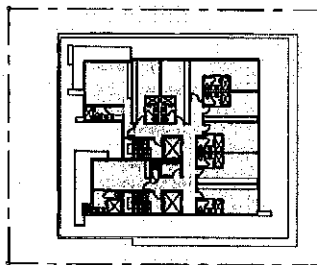
3rd FLOOR PLAN
 2,098 s.f.



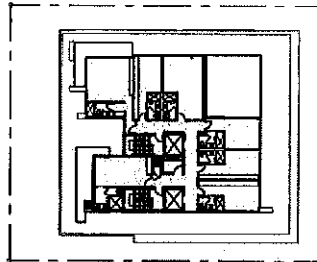
4th FLOOR PLAN
 8 UNITS/ 4,020 s.f.



5th FLOOR PLAN
 9 UNITS/ 4,020 s.f.



6th FLOOR PLAN
 9 UNITS/ 4,020 s.f.



7th FLOOR PLAN
 7 UNITS/ 3,489 s.f.

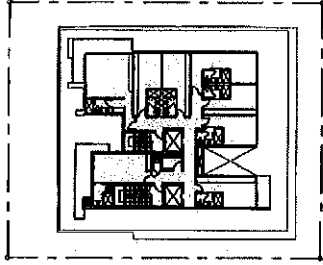
1st FLOOR DESIGNATION	FUNCTION	# OF UNITS	AREA (S.F.)
1. PARKING	PARKING	3,169	3,169
2. BAR/LOUNGE	BAR/LOUNGE	500	500
3. BUILDING	BUILDING	2,807	2,807
4. TOTAL	TOTAL	6,476	6,476
5. 1st FLOOR PLAN	1st FLOOR PLAN	8	4,020
6. 2nd FLOOR PLAN	2nd FLOOR PLAN	9	4,020
7. 3rd FLOOR PLAN	3rd FLOOR PLAN	7	3,489
8. 4th FLOOR PLAN	4th FLOOR PLAN	8	4,020
9. 5th FLOOR PLAN	5th FLOOR PLAN	9	4,020
10. 6th FLOOR PLAN	6th FLOOR PLAN	9	4,020
11. 7th FLOOR PLAN	7th FLOOR PLAN	7	3,489
12. TOTAL UNITS	TOTAL UNITS	74	34,800
13. TOTAL AREA	TOTAL AREA	74	34,800
14. TOTAL UNITS	TOTAL UNITS	74	34,800
15. TOTAL AREA	TOTAL AREA	74	34,800
16. TOTAL UNITS	TOTAL UNITS	74	34,800
17. TOTAL AREA	TOTAL AREA	74	34,800
18. TOTAL UNITS	TOTAL UNITS	74	34,800
19. TOTAL AREA	TOTAL AREA	74	34,800
20. TOTAL UNITS	TOTAL UNITS	74	34,800
21. TOTAL AREA	TOTAL AREA	74	34,800
22. TOTAL UNITS	TOTAL UNITS	74	34,800
23. TOTAL AREA	TOTAL AREA	74	34,800
24. TOTAL UNITS	TOTAL UNITS	74	34,800
25. TOTAL AREA	TOTAL AREA	74	34,800

BELMONT ENGINEERING
 1000 WEST 10TH AVENUE
 SUITE 100
 DENVER, CO 80202
 TEL: 303.733.8800
 FAX: 303.733.8801
 WWW.BELMONTENGINEERING.COM

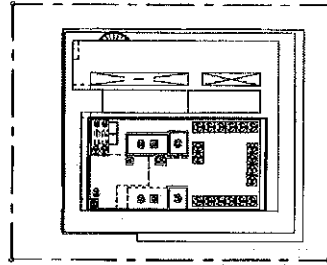
VINTRO HOTEL FORT LAUDERDALE

DATE	REVISION

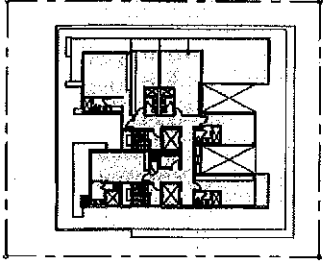
SCALE: AS SHOWN
 PROJECT NO.:
 DATE:
 SHEET NO.: 2024.02
 TOTAL SHEETS: 10
 APPR: [Signature]
 DRAWN: [Signature]
 CHECKED: [Signature]
 DESIGNED: [Signature]
 10/20/24
 Page 51 of 61



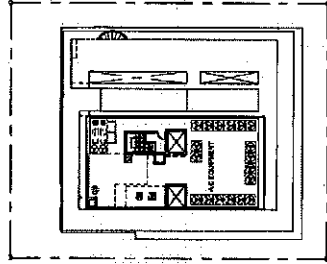
11th FLOOR PLAN
 8 UNITS/ 3,780 s.f.



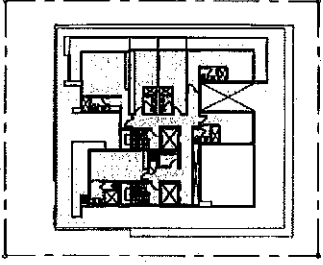
UPPER ROOF



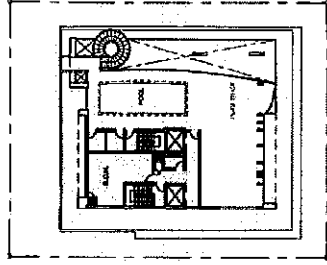
10th FLOOR PLAN
 8 UNITS/ 3,250 s.f.



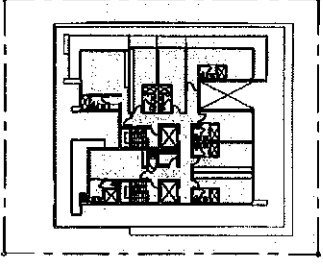
10th ROOF PLAN
 151 s.f.



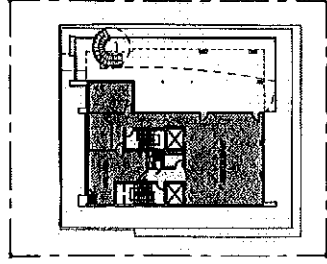
9th FLOOR PLAN
 6 UNITS/ 3,250 s.f.



9th FLOOR PLAN
 1,398 s.f.



8th FLOOR PLAN
 8 UNITS/ 3,780 s.f.



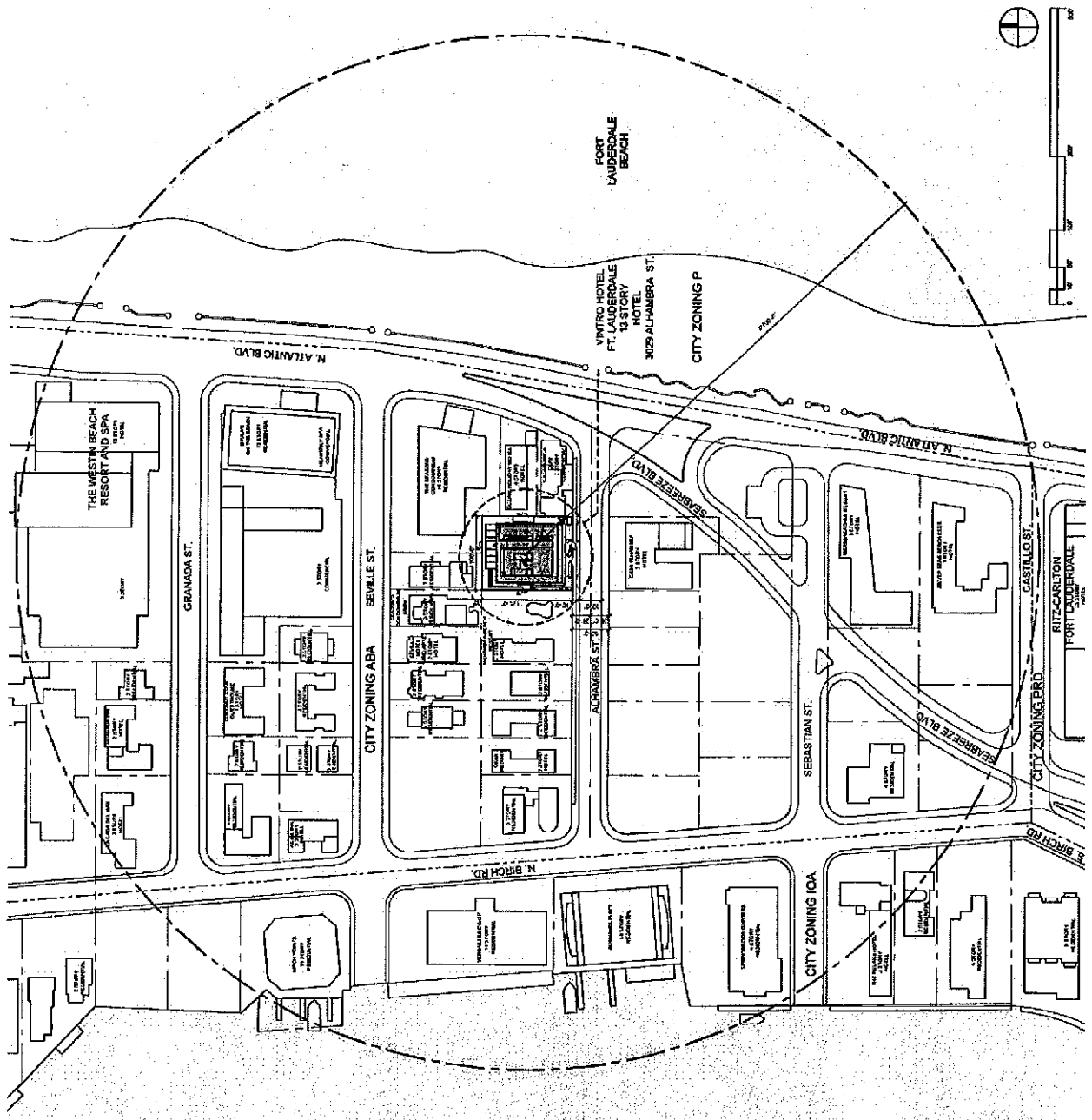
12th FLOOR PLAN
 RESTAURANT KITCHEN 2,000 s.f.
 BLDG. 844 s.f.
 TOTAL 2,844 s.f.

BEIJLSON
 ARCHITECTS
 10000 N. W. 11th St.
 Ft. Lauderdale, FL 33304
 TEL: (954) 561-1100
 FAX: (954) 561-1101
 WWW: www.beijlson.com

VINTRO HOTEL FORT LAUDERDALE

2024 AUGUST 15, 2024
 FT. LAUDERDALE, FL 33304

DATE	10/15/2024
SCALE	1/4" = 1'-0"
PROJECT NO.	100-1107
DATE	10/15/2024
DRAWN BY	AS/SL
CHECKED BY	SB/101
DATE	10/15/2024
PROJECT TITLE	VINTRO HOTEL FORT LAUDERDALE
DATE	10/15/2024
SCALE	1/4" = 1'-0"
PROJECT NO.	100-1107
DATE	10/15/2024
DRAWN BY	AS/SL
CHECKED BY	SB/101
DATE	10/15/2024
PROJECT TITLE	VINTRO HOTEL FORT LAUDERDALE



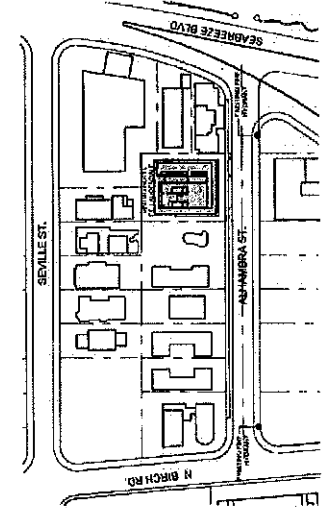
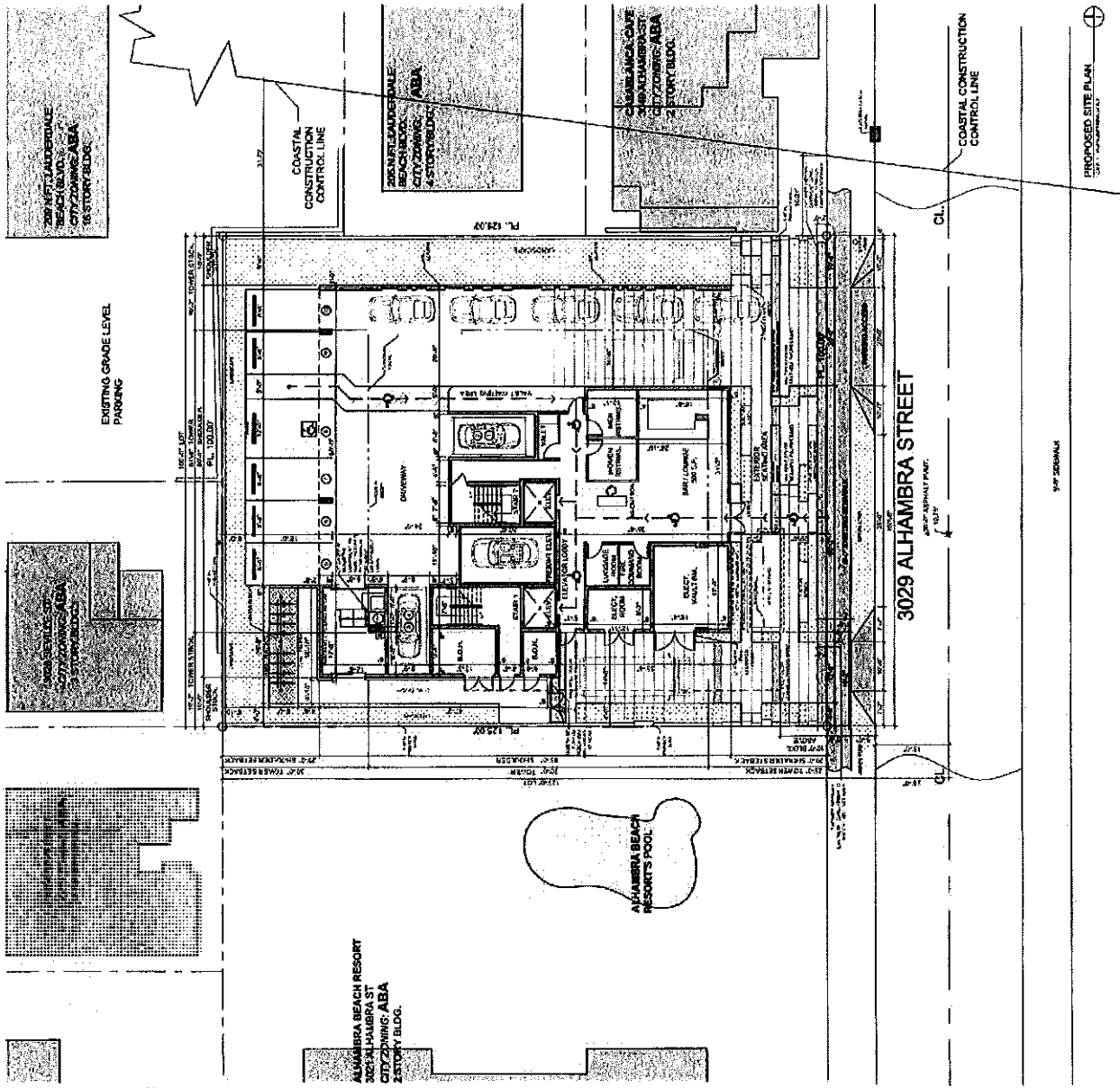
NTRACOASTAL WATERWAY

ASL J. LAMSON
 ARCHITECTS
 1000 W. 10TH ST.
 SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111
 FAX: 303.733.1112

VINTRO HOTEL FORT LAUDERDALE
 1100 W. 10TH ST.
 DENVER, CO 80202

DATE	NUMBER
08/11/10	001
08/11/10	002
08/11/10	003
08/11/10	004
08/11/10	005
08/11/10	006
08/11/10	007
08/11/10	008
08/11/10	009
08/11/10	010

PROJECT NUMBER: 08-002
 SHEET NUMBER: SB-102
 DATE: 08/11/10
 PAGE 55 OF 81



LOCATION MAP

SITE PLAN LEGEND

- EXISTING IMPROVEMENTS EXISTING BETWEEN THE PROPERTY LINES AND ADJACENT TO THE SITE
- PROPERTY LINES
- EXISTING BUILDINGS

LEGAL DESCRIPTION

LOT 10, BLOCK 10 OF ALHAMBRA BEACH RESORTS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17, PAGE 10 OF THE PUBLIC RECORDS OF IMPROVED COUNTY RECORDS.

ZONING SUMMARY

PROPERTY ADDRESS: 3029 ALHAMBRA ST.
 ZONING DISTRICT: ABA
 ZONING REGULATIONS: ALHAMBRA BEACH RESORTS CITY ZONING ABA 25 STORY BLDG.

PROPOSED USES

PROPOSED USES: HOTEL, RESTAURANT, RETAIL, OFFICE, RESIDENTIAL, COMMERCIAL, INDUSTRIAL, PUBLIC USE, PARKING, DRIVEWAY, WALKWAY, BIKEWAY, LANDSCAPE, FURNITURE, LIGHTING, SIGNAGE, UTILITY, MECHANICAL, ELECTRICAL, PLUMBING, HVAC, ELEVATOR, STAIRS, RAMP, ROOF, EXTERIOR FINISHES, INTERIOR FINISHES, FLOORING, WALLS, CEILING, PAINT, GLASS, METAL, WOOD, STONE, CONCRETE, BRICK, TILE, CARPET, VINYL, LINOLEUM, CERAMIC, MARBLE, GRANITE, QUARTZ, COUNTERTOPS, SINKS, TUBS, SHOWERS, TOILETS, VANITIES, CABSINETS, APPLIANCES, LIGHT FIXTURES, SWITCHES, OUTLETS, PANELS, CONDUITS, PIPING, VALVES, FITTINGS, HANGERS, BRACKETS, BOLTS, NUTS, WASHERS, SCREWS, NAILS, ANCHORS, BRACKETS, HOOKS, RINGS, CLIPS, PINS, STAPLES, TACKS, GLUE, ADHESIVE, PAINT, STAIN, SEALANT, FINISHES, COATINGS, TREATMENTS, MAINTENANCE, REPAIRS, REPLACEMENTS, UPGRADES, MODIFICATIONS, ALTERATIONS, ADJUSTMENTS, TUNING, CALIBRATION, TESTING, INSPECTION, VERIFICATION, VALIDATION, CONFIRMATION, CORROBORATION, SUBSTANTIATION, CORROBORATION, SUBSTANTIATION, CONFIRMATION, CORROBORATION, SUBSTANTIATION.

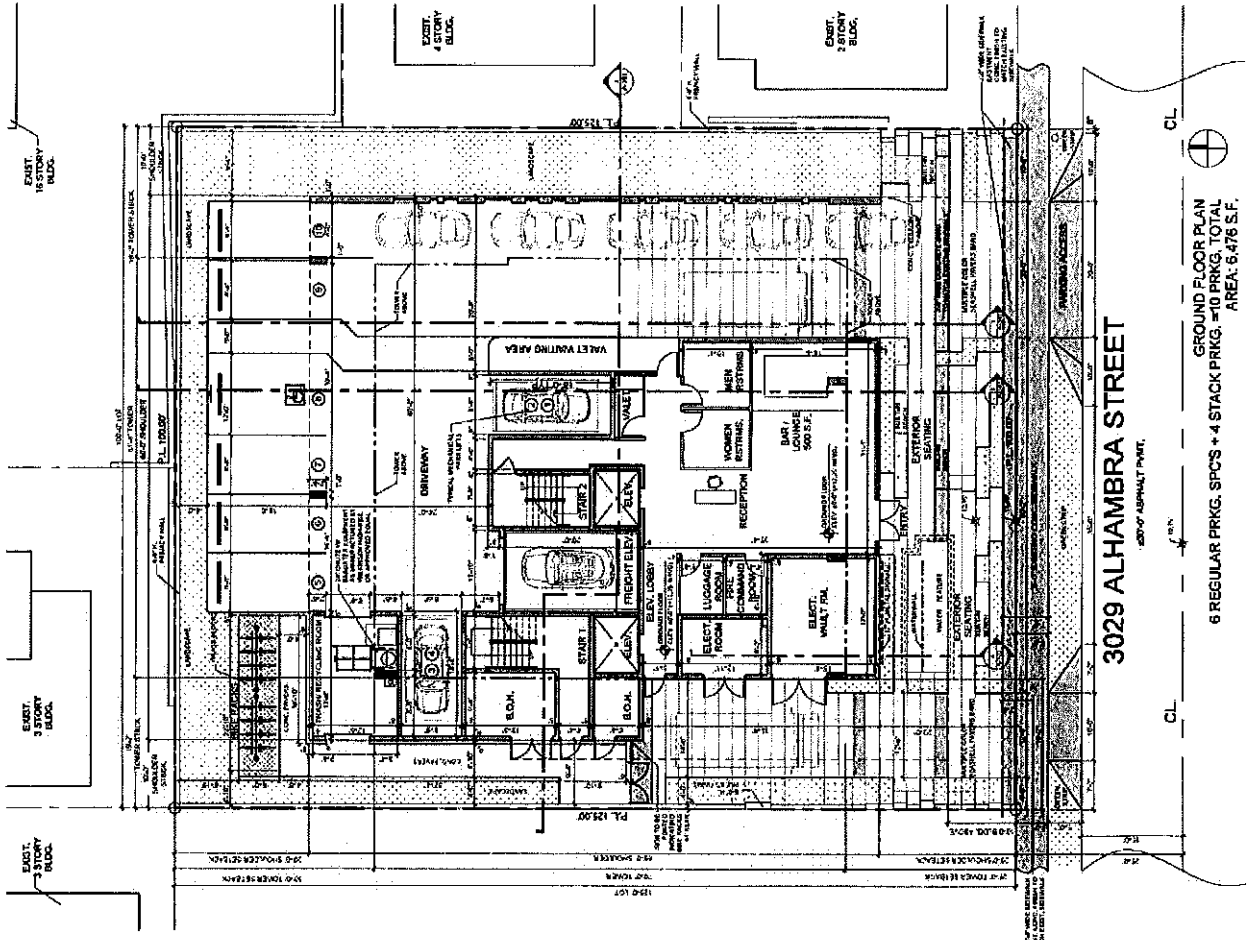
NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. REFER TO ALL SHEETS FOR COMPLETE INFORMATION.
 3. VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
 4. OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
 5. MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES UNLESS OTHERWISE NOTED.

BELLMANSON
ARCHITECTS
 2140 W. 10TH AVENUE
 SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1100
 WWW.BELLMANSON.COM

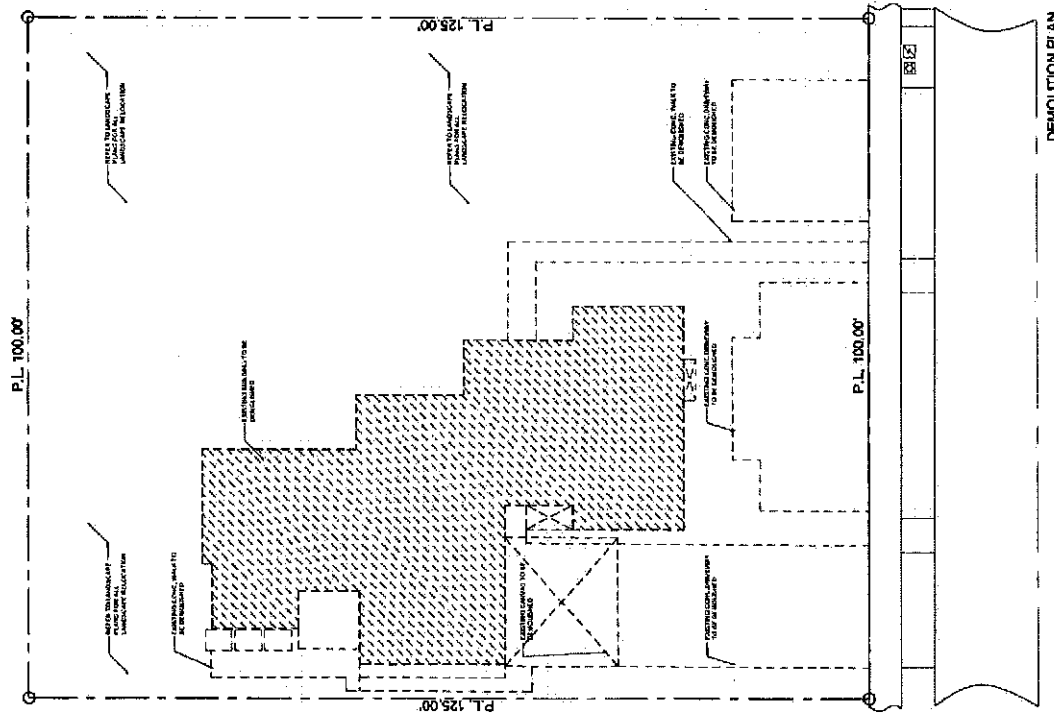
VINTRO HOTEL FORT LAUDERDALE

DATE	REVISION
01/15/10	ISSUE FOR PERMITS
02/05/10	ISSUE FOR PERMITS
03/10/10	ISSUE FOR PERMITS
04/15/10	ISSUE FOR PERMITS
05/20/10	ISSUE FOR PERMITS
06/25/10	ISSUE FOR PERMITS
07/30/10	ISSUE FOR PERMITS
08/31/10	ISSUE FOR PERMITS
09/30/10	ISSUE FOR PERMITS
10/31/10	ISSUE FOR PERMITS
11/30/10	ISSUE FOR PERMITS
12/31/10	ISSUE FOR PERMITS



3029 ALHAMBRA STREET
 60'-0" ASPHALT PARKING

GROUND FLOOR PLAN
 6 REGULAR PRKG. SPCS + 4 STACK PRKG. = 10 PRKG. TOTAL
 AREA: 6,416 S.F.



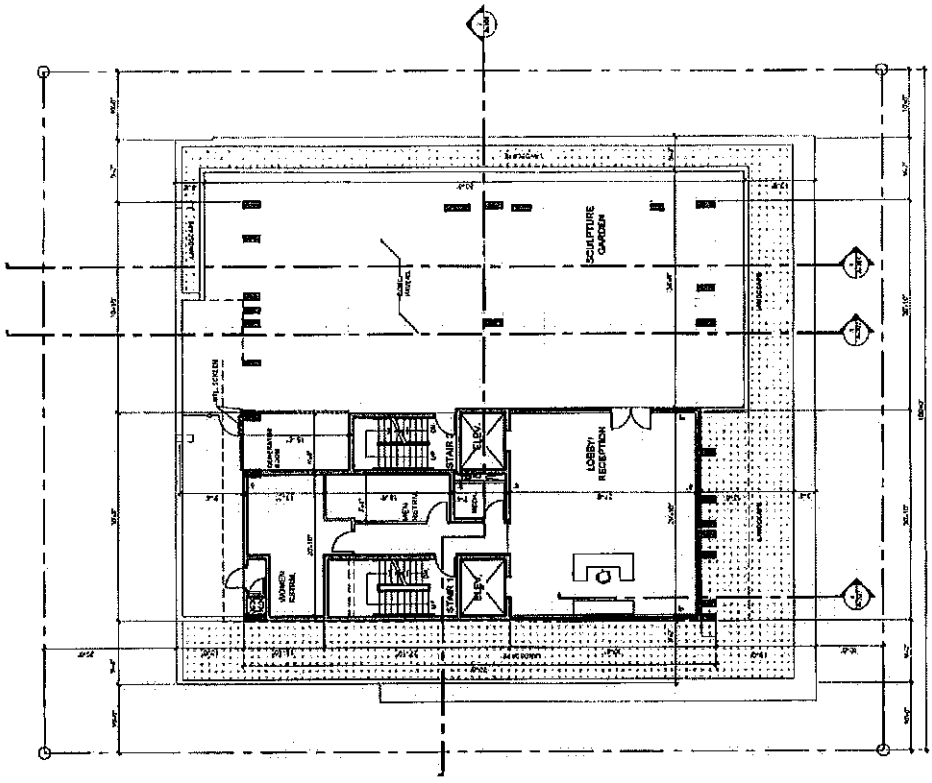
DEMOLITION PLAN

BELJINSON
ARCHITECTS
 2007 AVENUE 5 STREET
 FORT LAUDERDALE, FL 33304
 TEL: 760.754.1100
 FAX: 760.754.1101
 WWW.BELJINSONARCHITECTS.COM

VINTRO HOTEL FORT LAUDERDALE
 2007 AVENUE 5 STREET
 FORT LAUDERDALE, FL 33304

NO.	DATE	REVISION

3RD FLOOR PLAN
 ZONE INT. AREA



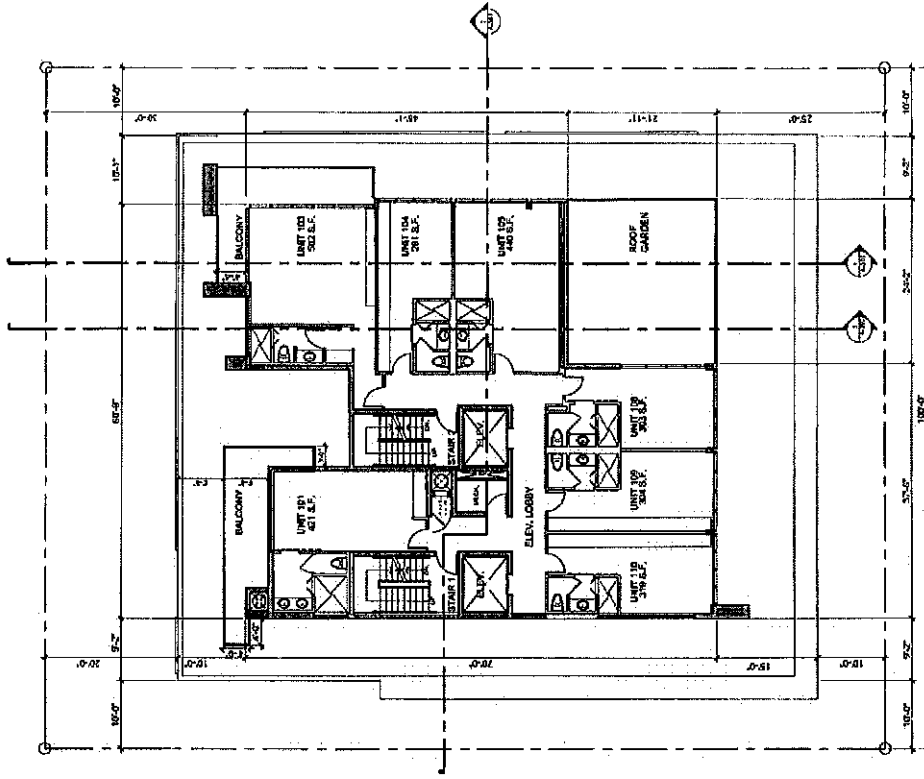
BELJANSON
 ARCHITECTS
 1000 UNIVERSITY AVENUE
 SUITE 100
 FORT LAUDERDALE, FL 33304
 TEL: (954) 341-1000
 FAX: (954) 341-1001
 www.beljanson.com

VINTRO HOTEL FORT LAUDERDALE

2006 N. UNIVERSITY STREET
 FORT LAUDERDALE, FL 33304

NO.	DATE	REVISION

PROJECT NO. 07-001
 DATE 07/11/07
 DRAWN BY: J. BROWN
 CHECKED BY: J. BROWN
 SCALE 1/8" = 1'-0"
 SHEET NO. 7-107
 TOTAL SHEETS 107
 Page 105 of 107

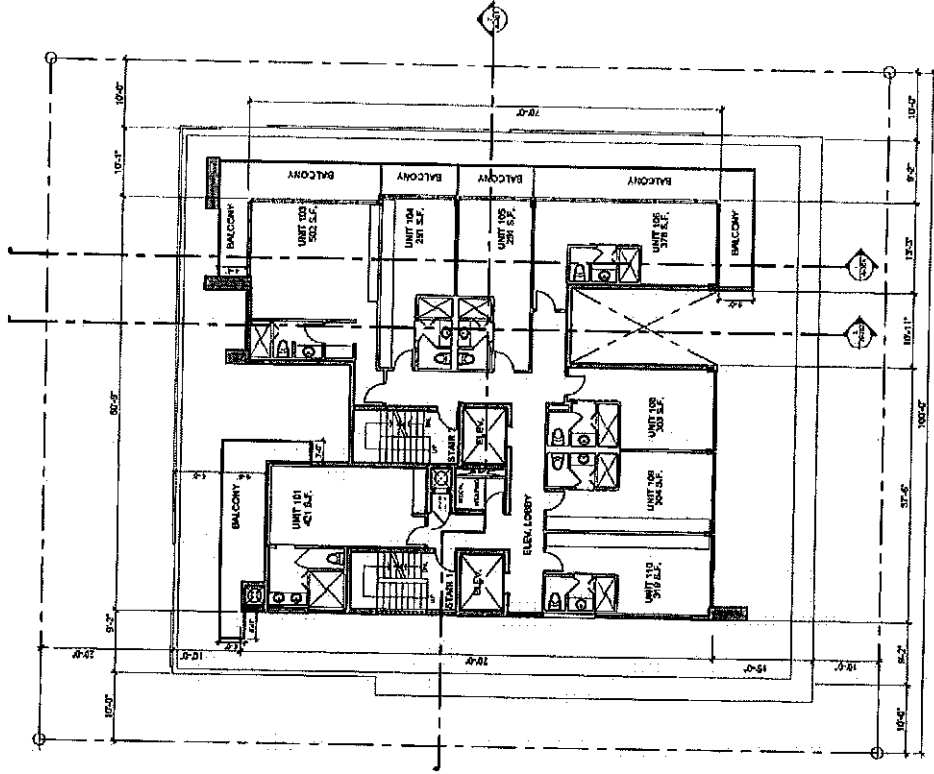


7TH FLOOR PLAN
7 UNITS / FLR. - 3,489 S.F. INT. AREA

BEI ASSOCIATES
 1000 15th Street, N.W.
 Atlanta, Georgia 30335
 Phone: (404) 525-1100
 Fax: (404) 525-1101
 www.beiassociates.com

VINTRO HOTEL FORT LAUDERDALE

DATE: 11/11/08
 DRAWN BY: J. B. BROWN
 CHECKED BY: J. B. BROWN
 PROJECT NO.: 08-01-01
 SHEET NO.: 108
 TOTAL SHEETS: 108
 DATE: 11/11/08
 SCALE: AS SHOWN
 PROJECT: VINTRO HOTEL FORT LAUDERDALE
 SHEET NUMBER: 108
 TOTAL SHEETS: 108
 DATE: 11/11/08
 SCALE: AS SHOWN



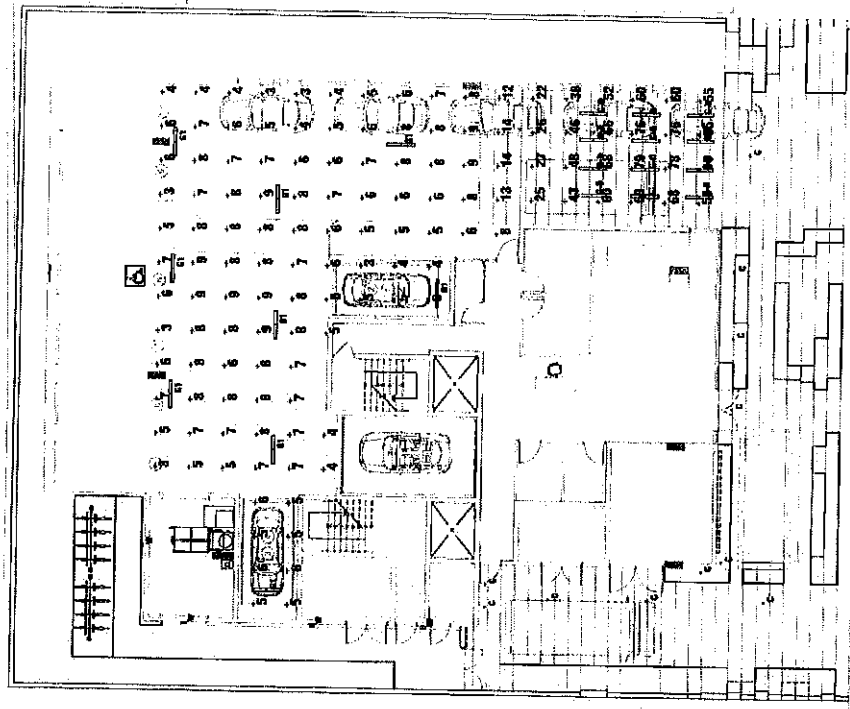
8TH FLOOR PLAN
 8 UNITS / FLR. - 3,780 S.F. INT. AREA

BEIL JAMES
ARCHITECTS
1000 15th Street, N.W.
Atlanta, GA 30335
Phone: (404) 525-1100
Fax: (404) 525-1101

VINTRO HOTEL FORT LAUDERDALE
12300 WILLOWDALE BLVD
FORT LAUDERDALE, FL 33404

DATE: 11/16/05
DRAWN BY: J. J. JONES
CHECKED BY: J. J. JONES
PROJECT NO.: 05-0001
DATE: 11/16/05
SHEET NUMBER: 05-0001-16
SHEET TITLE: GROUND FLOOR PHOTOMETRIC PLAN DAY OPERATION

11/16/05
11/16/05
Page 11 of 11



3029 ALHAMBRA STREET

GROUND FLOOR PHOTOMETRIC PLAN
DAY OPERATION

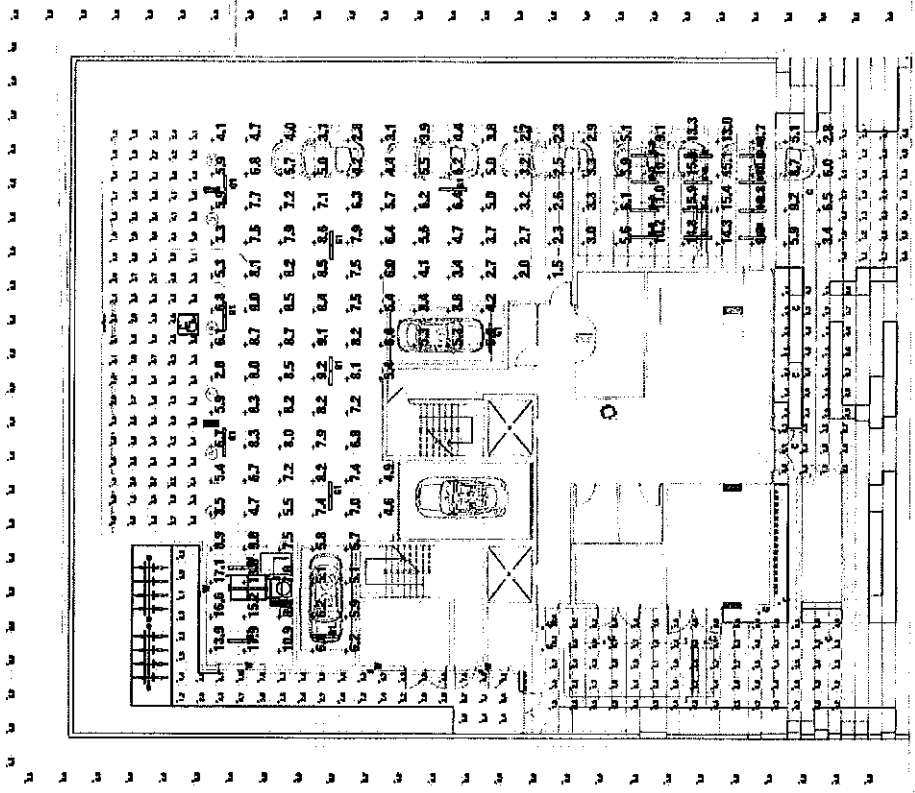


Legend

Symbol	Color	Description	Footcandle	Area	Footcandle	Area	Footcandle	Area	Footcandle	Area
○	White	100% REFLECTANCE	100	100	100	100	100	100	100	100
□	Light Blue	75% REFLECTANCE	75	75	75	75	75	75	75	75
□	Light Green	50% REFLECTANCE	50	50	50	50	50	50	50	50
□	Light Yellow	25% REFLECTANCE	25	25	25	25	25	25	25	25
□	Light Purple	10% REFLECTANCE	10	10	10	10	10	10	10	10
□	Light Red	5% REFLECTANCE	5	5	5	5	5	5	5	5

Calculation Summary

Item	Area	Footcandle	Footcandle	Footcandle
Room	100	100	100	100
Corridor	100	100	100	100
Stairwell	100	100	100	100
Reception	100	100	100	100



3029 ALHAMBRA STREET



GROUND FLOOR PHOTOMETRIC PLAN
NIGHT OPERATION

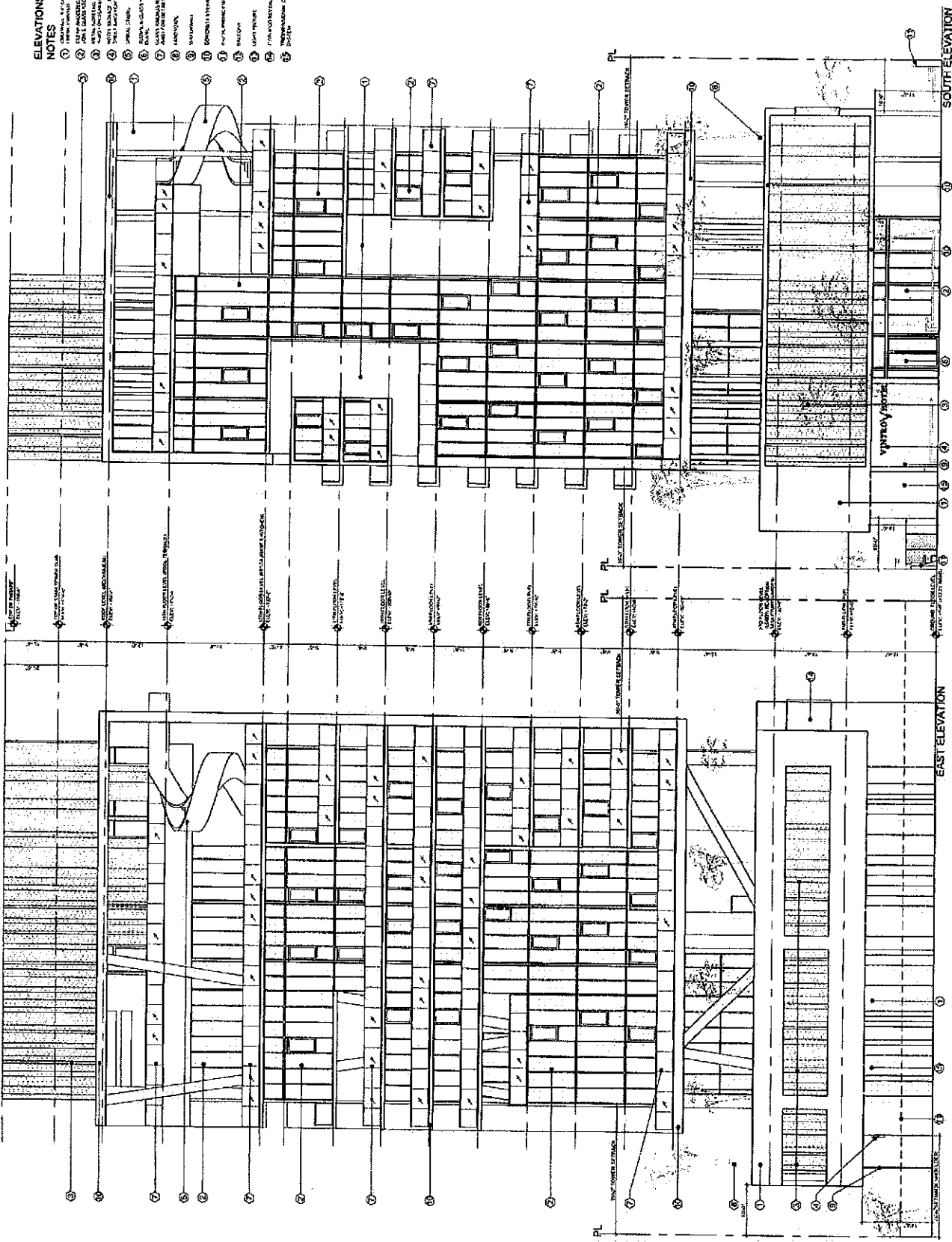
Room No.	Room Name	Area (sq ft)	Volume (cu ft)	Height (ft)	Lighting (foot-candles)	Notes
101	Guest Room	120	1440	12	10	
102	Guest Room	120	1440	12	10	
103	Guest Room	120	1440	12	10	
104	Guest Room	120	1440	12	10	
105	Guest Room	120	1440	12	10	
106	Guest Room	120	1440	12	10	
107	Guest Room	120	1440	12	10	
108	Guest Room	120	1440	12	10	
109	Guest Room	120	1440	12	10	
110	Guest Room	120	1440	12	10	
111	Guest Room	120	1440	12	10	
112	Guest Room	120	1440	12	10	
113	Guest Room	120	1440	12	10	
114	Guest Room	120	1440	12	10	
115	Guest Room	120	1440	12	10	
116	Guest Room	120	1440	12	10	
117	Guest Room	120	1440	12	10	
118	Guest Room	120	1440	12	10	
119	Guest Room	120	1440	12	10	
120	Guest Room	120	1440	12	10	
121	Guest Room	120	1440	12	10	
122	Guest Room	120	1440	12	10	
123	Guest Room	120	1440	12	10	
124	Guest Room	120	1440	12	10	
125	Guest Room	120	1440	12	10	
126	Guest Room	120	1440	12	10	
127	Guest Room	120	1440	12	10	
128	Guest Room	120	1440	12	10	
129	Guest Room	120	1440	12	10	
130	Guest Room	120	1440	12	10	
131	Guest Room	120	1440	12	10	
132	Guest Room	120	1440	12	10	
133	Guest Room	120	1440	12	10	
134	Guest Room	120	1440	12	10	
135	Guest Room	120	1440	12	10	
136	Guest Room	120	1440	12	10	
137	Guest Room	120	1440	12	10	
138	Guest Room	120	1440	12	10	
139	Guest Room	120	1440	12	10	
140	Guest Room	120	1440	12	10	
141	Guest Room	120	1440	12	10	
142	Guest Room	120	1440	12	10	
143	Guest Room	120	1440	12	10	
144	Guest Room	120	1440	12	10	
145	Guest Room	120	1440	12	10	
146	Guest Room	120	1440	12	10	
147	Guest Room	120	1440	12	10	
148	Guest Room	120	1440	12	10	
149	Guest Room	120	1440	12	10	
150	Guest Room	120	1440	12	10	
151	Guest Room	120	1440	12	10	
152	Guest Room	120	1440	12	10	
153	Guest Room	120	1440	12	10	
154	Guest Room	120	1440	12	10	
155	Guest Room	120	1440	12	10	
156	Guest Room	120	1440	12	10	
157	Guest Room	120	1440	12	10	
158	Guest Room	120	1440	12	10	
159	Guest Room	120	1440	12	10	
160	Guest Room	120	1440	12	10	
161	Guest Room	120	1440	12	10	
162	Guest Room	120	1440	12	10	
163	Guest Room	120	1440	12	10	
164	Guest Room	120	1440	12	10	
165	Guest Room	120	1440	12	10	
166	Guest Room	120	1440	12	10	
167	Guest Room	120	1440	12	10	
168	Guest Room	120	1440	12	10	
169	Guest Room	120	1440	12	10	
170	Guest Room	120	1440	12	10	
171	Guest Room	120	1440	12	10	
172	Guest Room	120	1440	12	10	
173	Guest Room	120	1440	12	10	
174	Guest Room	120	1440	12	10	
175	Guest Room	120	1440	12	10	
176	Guest Room	120	1440	12	10	
177	Guest Room	120	1440	12	10	
178	Guest Room	120	1440	12	10	
179	Guest Room	120	1440	12	10	
180	Guest Room	120	1440	12	10	
181	Guest Room	120	1440	12	10	
182	Guest Room	120	1440	12	10	
183	Guest Room	120	1440	12	10	
184	Guest Room	120	1440	12	10	
185	Guest Room	120	1440	12	10	
186	Guest Room	120	1440	12	10	
187	Guest Room	120	1440	12	10	
188	Guest Room	120	1440	12	10	
189	Guest Room	120	1440	12	10	
190	Guest Room	120	1440	12	10	
191	Guest Room	120	1440	12	10	
192	Guest Room	120	1440	12	10	
193	Guest Room	120	1440	12	10	
194	Guest Room	120	1440	12	10	
195	Guest Room	120	1440	12	10	
196	Guest Room	120	1440	12	10	
197	Guest Room	120	1440	12	10	
198	Guest Room	120	1440	12	10	
199	Guest Room	120	1440	12	10	
200	Guest Room	120	1440	12	10	

Room No.	Room Name	Area (sq ft)	Volume (cu ft)	Height (ft)	Lighting (foot-candles)	Notes
101	Guest Room	120	1440	12	10	
102	Guest Room	120	1440	12	10	
103	Guest Room	120	1440	12	10	
104	Guest Room	120	1440	12	10	
105	Guest Room	120	1440	12	10	
106	Guest Room	120	1440	12	10	
107	Guest Room	120	1440	12	10	
108	Guest Room	120	1440	12	10	
109	Guest Room	120	1440	12	10	
110	Guest Room	120	1440	12	10	
111	Guest Room	120	1440	12	10	
112	Guest Room	120	1440	12	10	
113	Guest Room	120	1440	12	10	
114	Guest Room	120	1440	12	10	
115	Guest Room	120	1440	12	10	
116	Guest Room	120	1440	12	10	
117	Guest Room	120	1440	12	10	
118	Guest Room	120	1440	12	10	
119	Guest Room	120	1440	12	10	
120	Guest Room	120	1440	12	10	
121	Guest Room	120	1440	12	10	
122	Guest Room	120	1440	12	10	
123	Guest Room	120	1440	12	10	
124	Guest Room	120	1440	12	10	
125	Guest Room	120	1440	12	10	
126	Guest Room	120	1440	12	10	
127	Guest Room	120	1440	12	10	
128	Guest Room	120	1440	12	10	
129	Guest Room	120	1440	12	10	
130	Guest Room	120	1440	12	10	
131	Guest Room	120	1440	12	10	
132	Guest Room	120	1440	12	10	
133	Guest Room	120	1440	12	10	
134	Guest Room	120	1440	12	10	
135	Guest Room	120	1440	12	10	
136	Guest Room	120	1440	12	10	
137	Guest Room	120	1440	12	10	
138	Guest Room	120	1440	12	10	
139	Guest Room	120	1440	12	10	
140	Guest Room	120	1440	12	10	
141	Guest Room	120	1440	12	10	
142	Guest Room	120	1440	12	10	
143	Guest Room	120	1440	12	10	
144	Guest Room	120	1440	12	10	
145	Guest Room	120	1440	12	10	
146	Guest Room	120	1440	12	10	
147	Guest Room	120	1440	12	10	
148	Guest Room	120	1440	12	10	
149	Guest Room	120	1440	12	10	
150	Guest Room	120	1440	12	10	
151	Guest Room	120	1440	12	10	
152	Guest Room	120	1440	12	10	
153	Guest Room	120	1440	12	10	
154	Guest Room	120	1440	12	10	
155	Guest Room	120	1440	12	10	
156	Guest Room	120	1440	12	10	
157	Guest Room	120	1440	12	10	
158	Guest Room	120	1440	12	10	
159	Guest Room	120	1440	12	10	
160	Guest Room	120	1440	12	10	
161	Guest Room	120	1440	12	10	
162	Guest Room	120	1440	12	10	
163	Guest Room	120	1440	12	10	
164	Guest Room	120	1440	12	10	
165	Guest Room	120	1440	12	10	
166	Guest Room	120	1440	12	10	
167	Guest Room	120	1440	12	10	
168	Guest Room	120	1440	12	10	
169	Guest Room	120	1440	12	10	
170	Guest Room	120	1440	12	10	
171	Guest Room	120	1440	12	10	
172	Guest Room	120	1440	12	10	
173	Guest Room	120	1440	12	10	
174	Guest Room	120	1440	12	10	
175	Guest Room	120	1440	12	10	
176	Guest Room	120	1440	12	10	
177	Guest Room	120	1440	12	10	
178	Guest Room	120	1440	12	10	
179	Guest Room	120	1440	12	10	
180	Guest Room	120	1440	12	10	
181	Guest Room	120	1440	12	10	
182	Guest Room					

VINTRO HOTEL FORT LAUDERDALE
1200 N. UNIVERSITY BLVD.
FORT LAUDERDALE, FL 33304

ELEVATIONS KEY

- NOTES
- 1. GENERAL: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 2. MATERIALS: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 3. FINISHES: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 4. WALLS: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 5. ROOF: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 6. FLOORING: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 7. CEILING: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 8. LIGHTING: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 9. MECHANICAL: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 10. LANDSCAPE: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 11. SIGNAGE: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 12. FURNITURE: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 13. BALCONY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 14. TERRACE: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 15. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 16. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 17. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 18. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 19. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 20. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 21. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 22. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 23. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 24. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 25. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 26. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 27. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 28. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 29. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.
 - 30. DRIVEWAY: SEE EXTERIOR COLOR PALETTE FOR MATERIALS.



SOUTH ELEVATION

EAST ELEVATION

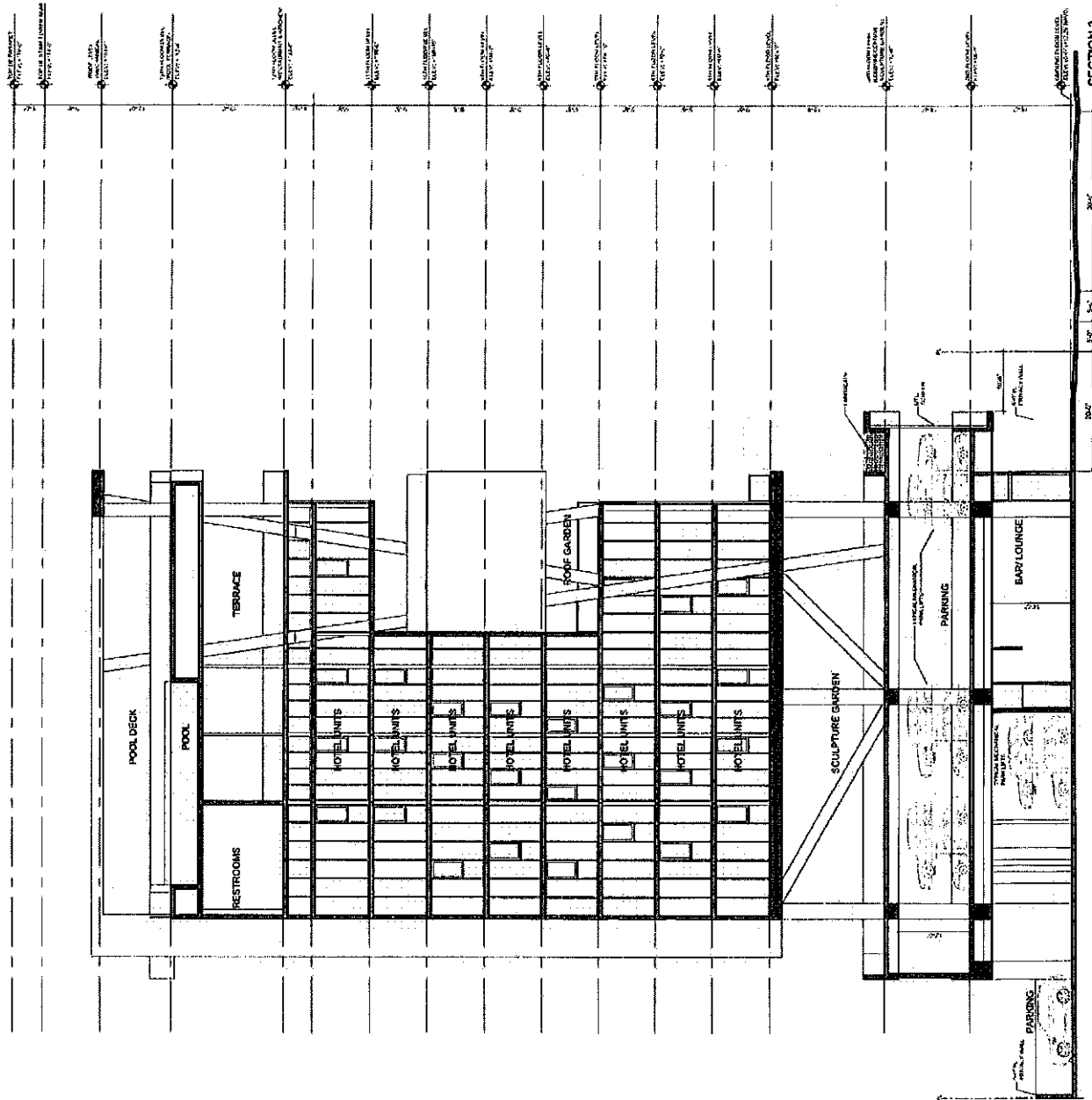
BEIJANSON
 ARCHITECTS
 1000 BROADWAY
 SUITE 1000
 NEW YORK, NY 10018
 TEL: 212 512 1000
 FAX: 212 512 1001

VINTRO HOTEL FORT LAUDERDALE

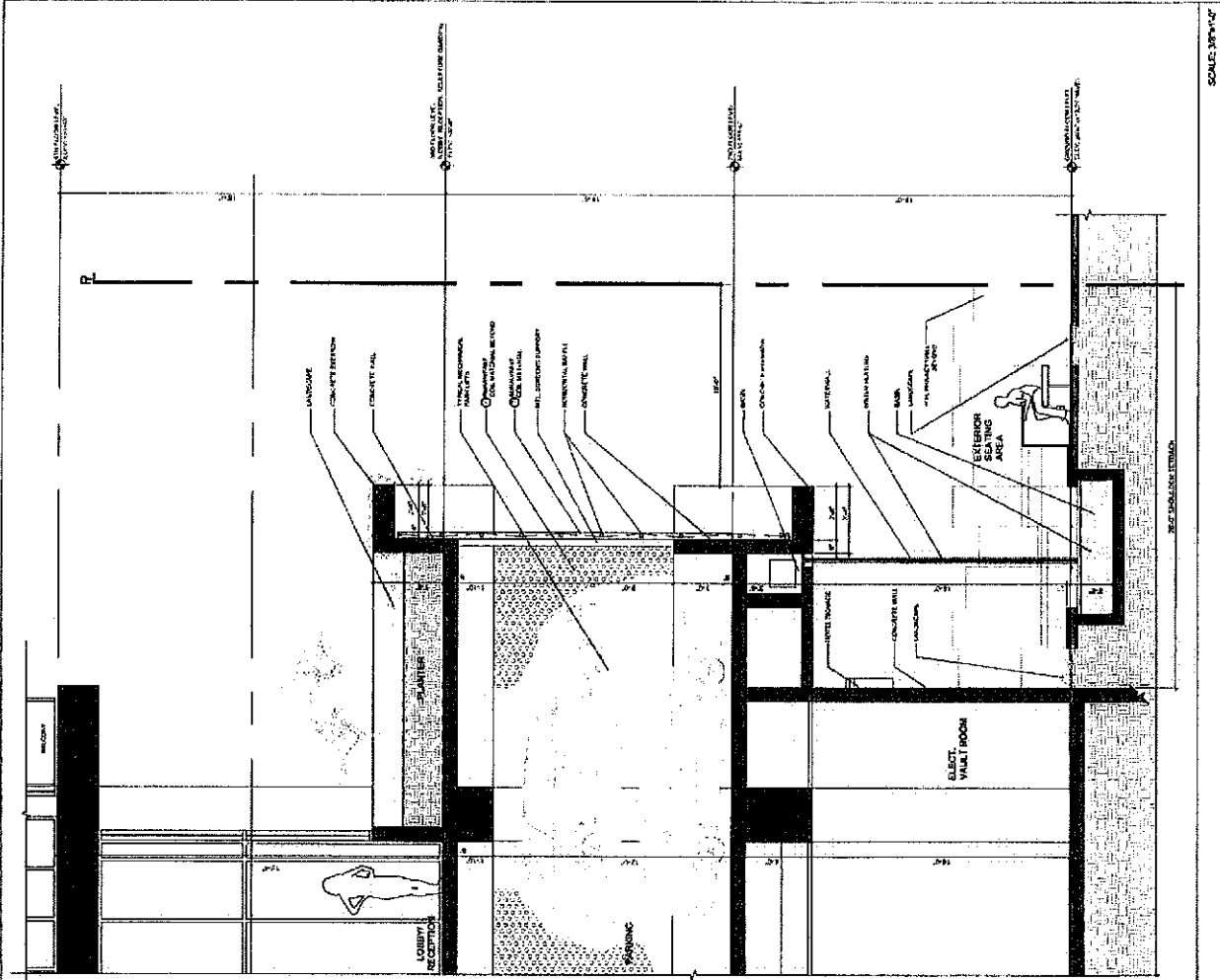
78 LAUDERDALE BLVD
 FORT LAUDERDALE, FL 33304

PROJECT NO.	020423
DATE	02/01/03
SCALE	AS SHOWN
DESIGNER	BEIJANSON ARCHITECTS
CLIENT	LAUDERDALE BLVD
PROJECT TITLE	VINTRO HOTEL
SECTION	SECTION 3

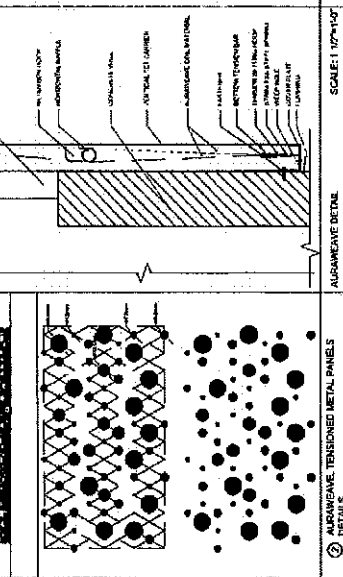
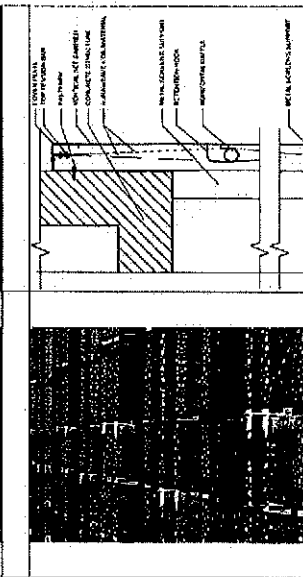
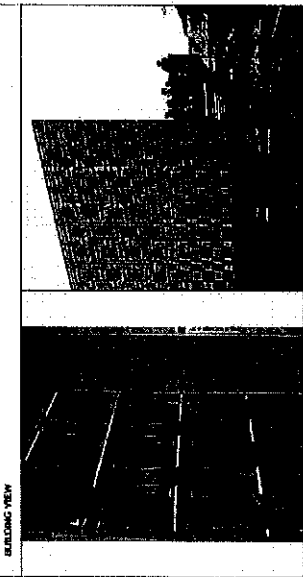
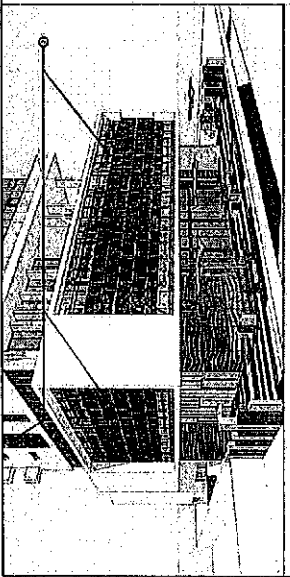
SECTION 3
 30/00
 Page 79 of 81



PROJECT NO.	1000
DATE	08/08/07
SCALE	AS SHOWN
PROJECT NO.	1000
DATE	08/08/07
SCALE	AS SHOWN
PROJECT NO.	1000
DATE	08/08/07
SCALE	AS SHOWN



SECTION 4 SCALE: 3/8"=1'-0"



SECTION 4 SCALE: 1/2"=1'-0"

ALUMINUM TENSIONED METAL PANELS

ALUMINUM DETAIL



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Alison Meyer

Vintro Hotel
3029 Alhambra Street

Narrative regarding Changes to the Development Plan through the Review Process

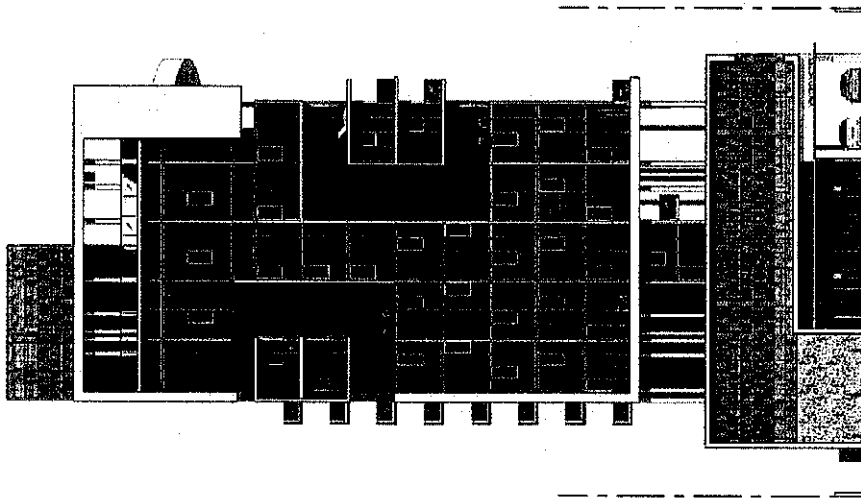
Vintro Fort Lauderdale, LLC ("Petitioner") has submitted applications to the City of Fort Lauderdale to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property"), which is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center.

Petitioner has made several changes to the plan throughout the development review process. The initial site plan application submitted September 18, 2012 requested approval for a seventy-two (72) room, 54,998 square foot hotel including a parking structure (4.4 FAR), a 500 square foot lobby bar/lounge and a 3,287 square foot restaurant. Petitioner subsequently revised the development plans during the DRC process and presented the project at the March 20, 2013 Planning & Zoning Board meeting requesting sixty-nine (69) hotel rooms, 52,475 square feet (4.2 FAR), a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant. At the Planning & Zoning Board meeting some Board members felt as though the increased FAR and the request to provide five (5) fewer parking spaces than required by the ULDR through the fee-in-lieu of parking program were too much and the Board voted 4-3 recommended against the development.

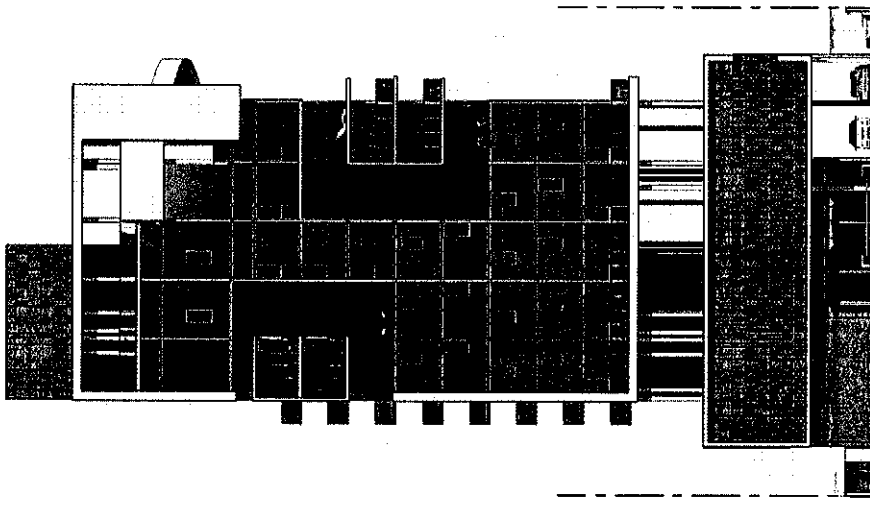
Petitioner is now requesting approval of a sixty-one (61) unit, 49,963 square foot hotel (4.0 FAR), a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). Petitioner has reduced the scale of the Project by eleven (11) units and 5,035 square feet, which results in reduced FAR and on-site compliance with all parking requirements. The ground floor of the Project has also been reduced to create a pedestrian plaza extension that can be utilized for trucks to service the Property. The extension to the pedestrian plaza is designed to integrate the detailing and materials proposed for the plaza. In addition, the building height has been reduced from fifteen (15) stories, one hundred seventy-six feet and six inches (176'-6") to thirteen (13) stories, one hundred sixty-four feet and four inches (164'-4") to the top roof level. The distance between the ground floor and the 2nd floor increased from thirteen feet (13') to fourteen feet (14') in order to provide additional clearance. The distance between the 3rd floor and the 4th floor was decreased by one foot (1') from nineteen feet four inches (19'-4") to eighteen feet four

inches (18'-4") in order to maintain the height of the building. Furthermore, the building's façades have been refined to lighten the buildings appearance and emphasize its vertical orientation, which is now more evident on the north where eight (8) of the units were removed. The Project is now designed to comply fully with the City's Unified Land Development Regulations with no need for bonuses, waivers or variance.

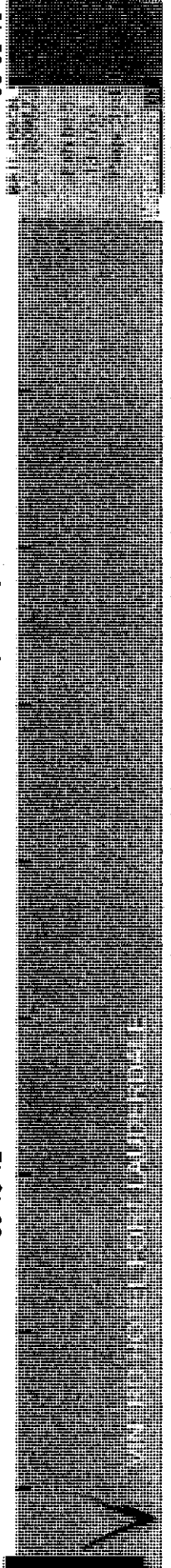
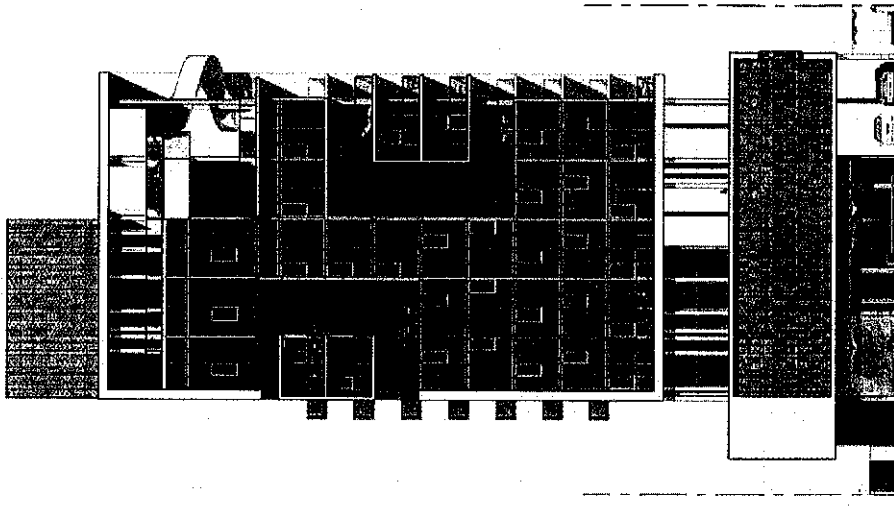
- AREA: 54,998 S.F.
- FAR: 4.4
- No. OF UNITS: 72
- No. OF STORIES: 14
- HEIGHT: 161'-10"
- FRONT (SOUTH SETBACK): 10'-0"



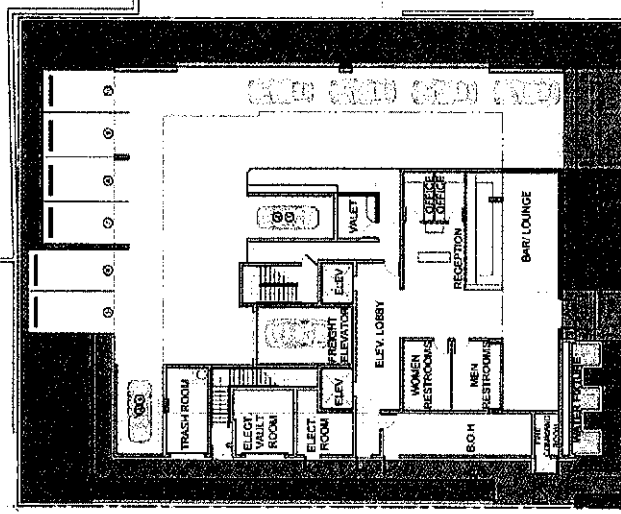
- AREA: 52,475 S.F.
- FAR: 4.2
- No. OF UNITS: 69
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"



- AREA: 49,963 S.F.
- FAR: 3.99
- No. OF UNITS: 61
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"

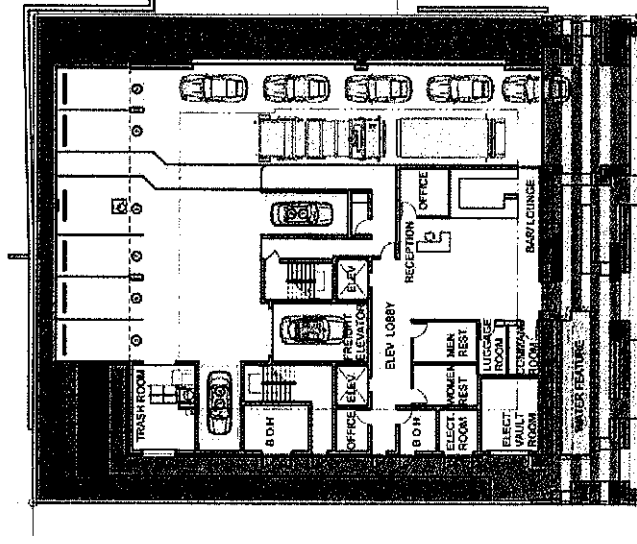


- AREA: 54,998 S.F.
- FAR: 4.4
- No. OF UNITS: 72
- No. OF STORIES: 14
- HEIGHT: 161'-10"
- FRONT (SOUTH SETBACK): 10'-0"



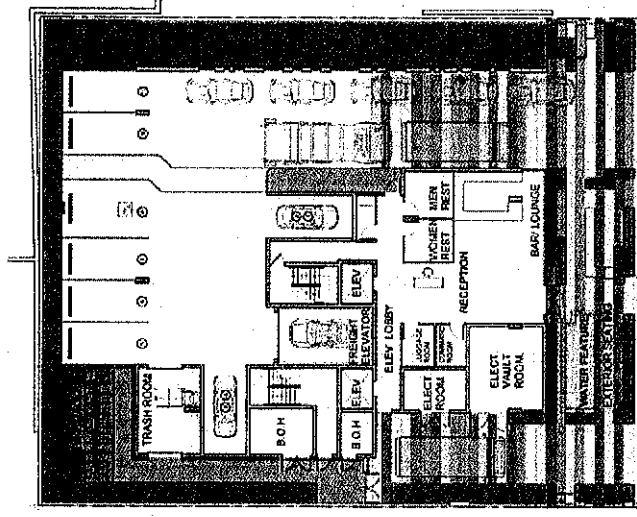
09-18-12

- AREA: 52,475 S.F.
- FAR: 4.2
- No. OF UNITS: 69
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"



01-11-13

- AREA: 49,963 S.F.
- FAR: 3.99
- No. OF UNITS: 61
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"



05-03-13

VINTRO HOTEL FORT LAUDERDALE

BEILINSON
GOMEZ
Exhibit 5
13-0761
Page 4 of 7

Attachment 2

**Trip Generation
Vintro Hotel**

Land Use	(ITE Land Use Code)	Scale	Units	AM Peak Hour Trips		PM Peak Hour Trips		Daily Trips		
				Entering	Exiting	Entering	Exiting	Entering	Exiting	Total
Hotel (310)*		61	room	19	13	19	18	86	86	173
peak hour of the generator		61	room	20	17	22	16	37	37	37
Saturday peak hour of the generator		61	room			26	20	46	46	46
Sunday peak hour of the generator		61	room			6	7	13	13	13
*Urban Site Characteristics Expected to Impact Automobile Trips (example, Sat. pk hr of the generator):										
Walk		-8%				-2	-2	-4	-4	-4
Bike		-6%				-2	-1	-3	-3	-3
Pedicabs		-1%				-0	-0	-0	-0	-0
Taxi		50%				n/a	13	13	13	13
Water Taxi		-1%				-0	-0	-0	-0	-0
Shared Ride		-3%				-1	-1	-1	-1	-1
Sun Trolley		-1%				-0	-0	-0	-0	-0
Transit Bus		-4%				-1	-1	-2	-2	-2
Subtotal		26%				-6	8	2	2	2
Net Vehicular Trip End Projections (Sat. pk hr of the generator):						20	29	48	48	48

Notes:

The site is located at 3029 Alhambra Street, Fort Lauderdale Beach, Florida. The hotel includes a 2,000 sf restaurant and a 500 sf bar/lounge. As noted in the Institute of Transportation Engineers (ITE) "Trip Generation" manual description for this land use, trips associated with these ancillary uses, whether private or open to the public, are reflected in the hotel room trip generation rate. Regarding taxi trips, the inbound vehicle volume is not effected by the substitution of a taxi for a private vehicle, but the outbound volume is increased by departing taxis.

Based on the following rates from the Institute of Transportation Engineers' "Trip Generation" manual, 9th Edition:

Unit of Measure	AM Peak Hour	PM Peak Hour	Daily
Hotel (310)	Average Rate = .53	Average Rate = .60	T = 8.95(X) - 373.16
peak hour of the generator	$\ln(T) = 0.85 \ln(X) + 0.12$	Average Rate = .61	Average Rate = .61
Saturday peak hour of the generator		$T = 0.69(X) + 4.32$	$T = 0.69(X) + 4.32$
Sunday peak hour of the generator		$T = 0.70(X) - 29.89$	$T = 0.70(X) - 29.89$

*ITE's "Trip Generation" manual states that "The hotels surveyed were primarily located outside central business districts in suburban areas. Exhibit 6

13-0761

Page 1 of 2

Attachment 3**Parking Calculations
Vintro Hotel**

<u>Land Use</u>	<u>Scale</u>	<u>Code Requirement</u>	<u>Spaces Required</u>
Hotel	61 Rooms	0.67 Spaces/Room	40.87
Restaurant	2,000 GFA		N/A*
Bar/Lounge	500 GFA	1.00 Space/76 GFA	6.58
Total Required per Code Rates			47.45
On-site Parking Provided			48.00

***Luxury Boutique Hotel Characteristics Expected to Reduce Parking Demand:**

Walk	8%	n/a
Bike	6%	n/a
Pedicabs	1%	n/a
Taxi	50%	23.7
Water Taxi	1%	n/a
Shared Ride	3%	n/a
Sun Trolley	1%	n/a
Transit Bus	4%	n/a
Subtotal	74%	23.7

Net Parking Projection: 23.7

Notes:

The site is located at 3029 Alhambra Street, Fort Lauderdale Beach.

*Barrier Island Parking Study policy recommendations identified as Option 1, the alternative adopted by the City on 10/16/12, permit the applicant to provide a reasonably-sized restaurant in a resort hotel without providing additional parking spaces beyond those required utilizing the hotel parking rate.

n/a - Consideration of this characteristic is already incorporated in the new beach area parking rate.



HUGHES HUGHES INC.

May 6, 2013

Enrique Colmenares
Vintro Ft. Lauderdale, LLC
2216 Park Avenue
Miami Beach, FL 33139

Delivered Via Email

RE: Vintro Hotel, Ft. Lauderdale Beach, Parking System Evaluation
DRC# 70-R-12
HHI Project No. 12009.1

Dear Mr. Colmenares:

Your Vintro Hotel project's land use attorney, Scott Backman of Dunay, Miskel, Backman and Blattner, LLP, and architect, Jose L. Gomez, AIA, Vice President of Beilinson Gomez Architects P.A., requested that Hughes Hughes Inc. (HHI) conduct an operations analyses for the hotel's then-proposed access and parking system. Subsequently, the project site plan was modified, necessitating this update to our original March 19, 2013 evaluation. The following project elements formed the basis for our analysis.

Project Description

Though originally proposed to include 72 rooms, the hotel is now proposed to provide only 61 rooms. In addition, the applicant proposes to operate a 2,000 square-foot restaurant and a 500 square-foot bar/lounge—expected amenities at such hotels. The site plan is attached (see Attachment 1). The clientele is planned to be comprised of the adult market (40s and up) who prefer small boutique luxury accommodations.

The project is located near the east end of Alhambra Street, with a street address of 3029 Alhambra Street. The single lot is currently the site of a single-family residence owned by Vintro Fort Lauderdale, LLC. To its immediate east, the project site is adjacent to the Casablanca Café on Fort Lauderdale Beach's SR A1A. To the site's northeast is The Seasons, a 16-story condominium, and between the condo and café is the 4-story Ocean Holiday Motel. Directly north of the project site is a 2-story multi-family apartment building at 3028 Seville Street. To its immediate west is the Alhambra Beach Resort hotel, at 3021 Alhambra Street.

TRANSPORTATION ENGINEERS & PLANNERS
728 SW 4 Place ■ Suite 103 ■ Ft. Lauderdale, FL 33312-2595
954/563-1121 ■ Fax 954/563-9790 ■ www.HughesHughesInc.com

Exhibit 7
13-0761
Page 1 of 12

The site's access is obtained via Alhambra Street near the southeast corner of the site. The two-way driveway will connect to several ground-floor accessible parking spaces, as well as ground floor and second-floor mechanical parking. While the site is visible and accessible from SR A1A, the site benefits from Alhambra Street's connection to Birch Road, a north-south neighborhood spine road providing easy access to the north and south.

Site Access/Internal Circulation

Alhambra Street is a very low volume local street, and provides the only access to the proposed hotel. The project driveway is 20 feet wide (clear) and serves a 48-space parking garage, as well as taxi drop-off, trash and recycling removal vehicles and delivery vehicles. The parking garage will be fully served by valets, and the applicant intends to execute a valet parking agreement with the City solidifying its intentions. Trash and recycling pickups will occur within the ground floor of the parking garage and be facilitated by on-duty staff.

Between the Alhambra Street property line and the rear of the building, up to 5 vehicles can stand in the approximately 105-foot by 10-foot (clear) inbound lane until they can be parked on the ground floor or moved, one at the time, into the car elevator to be taken to the second floor garage level. Five standard parking spaces and one disabled space are located along the north end of the ground floor garage. When unoccupied, these spaces will be used to temporarily augment incoming vehicle storage until they can be valet-parked, increasing the number of vehicles that can be stored within the building prior to being moved by valets to alternate parking spaces.

Project Trip Generation

Projected trip generation for the proposed hotel was updated for this analysis using trip generation rates for "Hotel," Land Use Code 310, contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 9th Edition, published late last year. While the project can be best described as a luxury boutique hotel, ITE does not provide trip generation rates for this specific use at this time, and so the "Hotel" rate was utilized as a best-fit.

As shown in Attachment 2, without considering site-specific factors, the facility is projected on an average weekday to generate 32 morning peak hour trips, and 37 the afternoon peak hour trips. These trips are included in the weekday daily projection of 173 total trips. As noted in the ITE manual's description of the Hotel land use, whether private or open to the public, any external

vehicular trips generated by the hotel's restaurant and bar/lounge are reflected in the hotel room trip generation rate.

Luxury boutique hotels generate fewer trips than a typical hotel because many guests do not drive to the destination in personal or rental cars. Instead, typically half or more arrive in the area by plane and take a taxi to the hotel, which was selected by the guest as a "destination" in and of itself. From that point, these guests generally stay in the area (i.e., walk to the beach, lunch, etc.) and occasionally use a taxi for a longer trip or in inclement weather. For this reason, the suburban ITE "Hotel" trip generation rate overestimates the number of trips entering and exiting the site. Further reducing site trip generation is the applicant's transportation demand management program described below.

Voluntary TDM Program

To further reduce vehicular trips and parking demand, the applicant is proposing a transportation demand management (TDM) program, and will accept a TDM condition of approval expressing the applicant's commitment to the following TDM measures:

- A. To encourage employees to consider transit, and get in the habit of riding the bus to and from work, institute an employee program that reimburses employee transit riders for 100% of the cost of their bus fares.
- B. To encourage employees to make a habit of riding a bike to work, institute a program that provides a \$5 credit on the employee food and beverage allowance for each day that the employee rides a bicycle to work.
- C. To encourage local restaurant and bar patrons to ride bicycles to the hotel, provide visible on-site bike racks and institute a program offering all patrons who arrived by bicycle a 10% discount on their bar and food bills.
- D. To encourage ride sharing among employees, organize and maintain a car-pooling rider-match program that assists site employees in locating other employees that work the same shift and originate from the same approximate location.
- E. To discourage employees from driving to work, refrain from reimbursing employees for off-site parking costs.

The nature of luxury boutique hotel trip making, as well as the effects of these specific programs on the project's projected trip generation was evaluated by HHI. The evaluation was conducted for the Saturday peak hour of the hotel, and is summarized in the second part of the trip generation table shown in Attachment 2. As shown in the summary, the travel demand programs are estimated to reduce inbound trips by approximately 6 trips in the peak hour. The TDM program reduces outbound trips by 5 trips in the peak hour; however, outbound taxi trips contributes an additional 13 outbound trips over use of a private vehicle, for a net increase of 8 trips.

The net effect is that, during the Saturday afternoon peak hour, the "Hotel" trip rate suggests the project will generate 26 inbound and 20 outbound trips without the travel demand programs, and only 20 inbound trips (and 29 outbound trips) with these programs in operation at a luxury boutique hotel. These characteristics and programs reduce inbound queues and parking demand without creating any capacity or experiential negatives.

Parking Requirements and Provisions

Section 47-20.2. Table 3 of the City's Unified Land Development Regulations provides a parking rate for hotels located in the Central Beach Districts of 0.67 spaces per room. If a hotel includes a bar, such as the Vintro project, the parking requirement is 13.21 spaces per 1,000 gfa of bar space. These calculations are detailed in the table shown on Attachment 3. As shown in the table, the hotel rooms require 40.87 parking spaces and the bar/lounge within it requires another 6.58 spaces, for a total of 47 spaces.

Based on the Barrier Island Parking Study policy recommendations identified as Option 1, the alternative adopted by the City on October 16, 2012, the applicant is not required to provide additional parking to support the upper-level restaurant; instead the hotel rate presumes that a restaurant is included in a typical hotel. As stated in the last paragraph on page 7-2 of the Barrier Island report, the City has eliminated the practice of generating separate parking for resort area hotel spas, restaurants and meeting space.

The applicant's TDM program, at a minimum, will ensure that the project's vehicular parking demand (calculated using the new beach area parking rate) is not exceeded, and is expected to reduce parking demand below the new rate.

As noted above, the nature of luxury boutique hotel trip-making also influences parking demand. This type of hotel guest relies primarily on taxis rather than personal or rental cars to visit

Enrique Colmenares
May 6, 2013
Page 5

destinations such as Fort Lauderdale Beach. The project's projected parking demand in this regard was also evaluated by HHI, and the evaluation is summarized in the second part of the parking calculations table shown in Attachment 3. As shown in the summary, the higher use of taxis is estimated to reduce parking demand by approximately 50% based on local antidotal evidence. At 50%, the total parking demand is reduced by approximately 24 parking spaces even without consideration of the applicant's TDM program incentives which could further reduce demand. However, as shown in the attached parking calculation table, the project meets its full Code parking requirement in its two-floor garage.

As noted above, 5 standard parking spaces and one disabled space are located along the north end of the ground floor garage. The two other ground floor parking stalls will be outfitted with hydraulic lifts allowing two vehicles to occupy each parking stall: one on the floor and one on an overhead lift. On the second floor of the hotel, another 19 parking stalls are provided, each outfitted with a lift. A brochure describing the proposed lift equipment is provided as Attachment 4. A car (large freight) elevator provides access to the 38 second-floor parking spaces.

Though currently uncommon in Broward County, at the urging of land planners and environmentalists, developers throughout the world are increasingly turning to more efficient and less detrimental ways to construct projects, including the use of car lifts and elevators. Car lifts allow a project to more efficiently absorb parked vehicles, reducing the amount of land and building materials, and reducing building mass. Likewise, use of a car elevator, which eliminates the need for garage ramps, significantly reduces the amount of space and resources needed to construct a multi-floor parking garage. These construction technique improvements benefit the public by facilitating more compact development which, in turn, increases pedestrianism and transit usage, and accommodates the same number of people in less space leaving more open areas and green space within the urban district. It is also good for the environment in that, as noted above, fewer building materials are needed to accommodate a given number of people (and their transportation vehicle of choice). With reduced building surfaces (walls), there is less reflected heat and other environmental benefits. In general, these new construction techniques are welcomed by planners and environmental professionals.

As outlined above, the applicant proposes to provide 48 parking spaces, 40.87 of which the Code rates assume will be utilized by hotel guests (including the restaurant) and 6.58 spaces assumed to be needed by bar patrons not otherwise associated with the hotel. One extra space is provided in excess of the Code requirement, even given the likelihood that many fewer spaces will be needed.

Parking System Evaluation

Three questions have been raised by the public in relation to the proposed parking operation system. The questions, requested information and our analysis are outlined below. The valet operational analysis is based on our parking experience, timing information from local studies, and interviews with valet service providers who currently operate the proposed equipment. The equipment (of similar) proposed to be utilized in this project was identified by the project architect during the preliminary project design phase, and product data for the selected equipment was provided to us through the architect.

Question 1: Using the proposed elevator/lift system, will valets be able to move incoming vehicles to storage quickly enough to avoid queue backup onto Alhambra Street?

Based on the peak hour trip generation shown in Attachment 2, the afternoon peak hour of the generator on Saturday can be anticipated to represent the hotel's peak parking demand. As shown in the table, approximately 20 vehicles are projected to enter during the peak 60 minutes, and 29 are projected to exit. A review of tables provided in the Urban Land Institute's *Shared Parking* manual (1st Edition) shows that the peak parking accumulation for a hotel with restaurant and bar can be anticipated to occur around 6pm on Saturday. Antidotal evidence suggests that the inbound trip peak hour of the generator is usually the 60 minutes following the hotel's (beginning) check-in time, typically 3:00pm.

The queuing analysis conducted for this evaluation is comprised of two elements: the estimated peak hour arrival volume and pattern, and the estimated cumulative amount of time the garage operator (the valet) will need to "process" each vehicle.

To identify the appropriate arrival pattern, a successful beach area boutique hotel with a similar clientele, The Pillars Hotel, was studied during the afternoon peak period on March 7, 2013, when the hotel was 100% occupied. The inbound and outbound vehicular movements, including taxis, were recorded in five-minute intervals beginning at 4:00pm in order to obtain a detailed arrival pattern. The two-hour study showed that no more than one vehicle entered or exited in any single 5-minute period—a very flat arrival pattern. (In two-thirds [i.e., 16] of the 24 five-minute periods, no vehicle arrived or departed at all.) Based on this evidence, the tested arrival patterns were each comprised of a peak arrival period that was flat with a graduated lead-up and fall-off pattern at either end of the peak arrival period to approximate the entire hour of arrivals.

In addition to determining the appropriate arrival pattern that can be expected at this location and type of hotel, it was also necessary to estimate the amount of time required to process incoming

Enrique Colmenares
May 6, 2013
Page 7

vehicles. To do this, several everyday operating procedures were assumed including giving inbound vehicles priority over exiting vehicles. Among other procedures, this translates into the practice of returning the car elevator from the second floor to the ground floor empty (after delivering a vehicle to the second floor) if an inbound vehicle that must be transferred to the second floor is waiting. To facilitate this, the analysis also assumes there will be no shortage of valets to respond immediately and efficiently to incoming vehicles, including the stationing of one or more valets on the second floor to remove incoming vehicles from the elevator as they arrive (on the second floor) so that the initial valet can return the elevator to the ground floor immediately on delivery of the vehicle to the second floor so that the next incoming vehicle can be processed. Finally, it was assumed that all equipment will be in good operating order. To ensure that these assumptions are valid, the applicant is committed to provide a high level of valet service utilizing highly trained valets in a sufficient number to minimize vehicle processing time. In addition, the applicant intends to maintain on-going maintenance agreements to service the car elevator and lifts, thereby insuring their fitness for service.

To be conservative, the analysis was conducted for the longest time line in the vehicle parking process. Because it takes longer to park a vehicle on the upper floor we assumed that each entering vehicle would need to be parked on the second floor. However, to be consistent with the assumption that inbound vehicles would be prioritized over outbound vehicles, we also assumed the car elevator would be returned to the ground floor empty.

While all of the parking demand was evaluated assuming use of the elevator, the following analysis is conservative because 5 parking spaces (or 6, counting the disabled space) are standard spaces located on the ground floor, and two others on the ground floor (the lower parking spots of the two lift-equipped spaces) are available for initial use by incoming vehicles without use of the elevator. These 7 to 8 spaces will be treated as temporary spaces for the immediate servicing of incoming vehicles that can later be re-parked on the second floor during off-peak parking periods.

Following is a summary of the increments of time needed to process a request to park a vehicle, from its arrival time until the car elevator has returned to the ground floor and is available to park the next waiting vehicle. The time increments include greeting the guest, entering the vehicle, moving the vehicle onto the car elevator (which takes longer than placing the vehicle on a downstairs lift), raising the vehicle to the second floor and exiting the elevator, and returning the elevator to the ground floor to be available to accept a subsequent parking request.

The performance times assume the car elevator is parked at the 1st floor level and not in use when the parking operation begins, and considers the time required to achieve this. These performance times were identified from a elevator study conducted by HHI at the Eden Rock Hotel on Miami Beach on March 7, 2013. The Eden Rock uses elevators manufactured by ThyssenKrupp

Enrique Colmenares
May 6, 2013
Page 8

Elevator Americas, the car (freight) elevator manufacturer of the elevator under consideration for the Vintro Hotel. (Similar elevators manufactured by others are expected to provide similar performance times.) After repeated operations, the average time necessary to complete the elevator sequence was 2 minutes and 11 seconds. (The [upstairs] lift operational times were not considered, as the delivered vehicle can be parked on or under the lift by another valet while the car elevator is returning to the ground floor to process the next incoming vehicle.)

- 05 seconds to activate the hall call (assumed start-up time)
- 07 seconds for door to open assuming 84" power vertical bi-parting doors
- 83 seconds for loading, lifting & exiting the elevator*
- 36 seconds to return the empty elevator to ground level*
- 131 seconds for total turnaround (2 minutes and 11 seconds)

Documentation of the estimated times provided by the vendor is provided in Attachments 5a and b. The data shown with an asterisk represents actual observations conducted by HHI.

Attachments 6a, b and c show the queue analysis results for three sample arrival scenarios, incorporating the arrival pattern and cumulative "processing time" data collected for this project. As noted above, the analysis was conducted for the peak hour of operations, expected to be Saturday afternoon.

The Peak Hour of the Generator Queue Analysis illustrated in Attachment 6a (Arrival Scenario 1) assumes an even arrival distribution over a 60-minute period; that is, 100% of the peak hour arrival demand spread over 60 minutes. In this scenario all arriving vehicles can be parked without forming a queue. The analysis illustrated in Attachment 6b (Arrival Scenario 2) assumes an even arrival distribution over a 30-minute period; that is, 100% of the peak hour arrival demand spread over only 30 minutes. In this scenario the arriving vehicles would generate a maximum queue of 7 vehicles. The analysis illustrated in Attachment 6c (Arrival Scenario 3) assumes a 60% arrival distribution over a 15-minute period; that is, 60% of the peak hour arrival demand is spread over only 15 minutes. In this scenario the arriving vehicles would generate a maximum queue of 5 vehicles.

At an estimated 20 feet of queue length per vehicle when valet parked, the maximum queues resulting from Scenarios 1 and 3 are 0 feet and 100 feet, respectively, less than the 105 feet of driveway queue storage provided on-site. Scenario 2 (if 100% of the peak hour demand ever actually occurs in 30 minutes) results in two vehicles arriving within the peak hour needing to be received. In this case, once arriving vehicles begin to stack back toward the south end of the driveway, the hotel doorman will alert valets by radio that he will begin directing any approaching inbound vehicles

Enrique Colmenares
May 6, 2013
Page 9

to the City's Sebastian Parking Lot diagonally across the street from the hotel, and a valet with pocket change for the meter will be assigned to greet any arriving taxi or personal vehicle, monitor the hotel driveway queue and eventually move the vehicle to the queue when shorter.

An added benefit to the garage operation, and to queuing in general, is that the 24-space reduction in actual parking demand described above (but not accounted for in this analysis) helps ensure that the 6 ground floor standard and disabled parking spaces and the two on-floor spaces underneath the two ground-floor lifts, all of which can be quickly accessed, are likely to be available to valets for short term parking and staging of inbound vehicles that will eventually be moved to longer-term parking on the second floor.

If some unique event causes more arrival demand than reflected in the analysis and accommodated as described above, other alternatives are available. As noted above, under heavy incoming parking demand, entering vehicles will be given priority over exiting vehicles. Under these circumstances, no outbound vehicles would be processed and so none would be utilizing the outbound driveway lane, freeing up the outbound lane to be used temporarily for inbound storage—another 5 vehicles could be stored on-site. In addition, should such circumstances occur, immediate use of the Sebastian Parking Lot could be employed by valets with pocket change to temporarily store arriving vehicles until they can be moved into the hotel garage. (The City's expansion of the existing Sebastian Parking Lot is currently out for bid and will increase the current 75-space lot to a total of 140 metered spaces. These 65 additional spaces will be more than enough to satisfy Casablanca Café's patrons' parking needs, the hotel's potential arrival pattern peaks and other area needs.

Given the design and unique characteristics of the hotel, the applicant's TDM program, the use of the Sebastian Parking Lot, and the garage operating procedures, the proposed hotel is not expected to generate queues on Alhambra Street.

Question 2: How will sanitation operations which include the unloading, emptying or collection of waste and recyclable containers, truck loading and other deliveries be accomplished on-site so that Alhambra Street is not impacted by these activities?

The ground floor (including overhead clearances) has been designed to accommodate rear-end loading garbage and recycle trucks within the building envelope, allowing waste pick-up to take place within the building. The hotel's waste and recycle chutes are located near the northwest corner of the interior of the building. The proposed system includes a Wilkinson Hi-Rise Waste/Recycling Chute Model BSE-2RUC, which includes a model 350-C5 compactor. Wastes will be collected in a 2-yard compacted container, and recycles will be collected similarly in a 2-yard compacted container. For pickup, the containers can be rolled out of the northwest corner storage room into

Enrique Colmenares
May 6, 2013
Page 10

the central vehicular area at the north end of the interior ground floor by building staff, once the service truck arrives at the site. This will not only ensure that waste containers and the collection of wastes is not visible to the public, but much of the noise associated with this activity will also be absorbed within the building. City staff have reviewed and approved the proposed waste removal access program.

Solid waste removal is expected to occur three times weekly using a rear load truck. Waste removal will be scheduled to avoid peak guest arrival periods (see below). During waste removal, up to 5 inbound cars can be stored in the hotel's inbound driveway lane while the waste removal truck is on the site, though data collected for this evaluation indicates that 5 vehicles are not expected to arrive in the short off-peak time frame during which the waste removal truck is on site.

Though City Code only limits solid waste pickup to the hours between 7:00 am and 10:00 pm daily, the applicant has determined that the best period to schedule solid waste pickup is between 8:00 and 9:30am on weekdays, when street volumes are light, inbound hotel vehicles are at a minimum and any noise generated by approaching or departing garbage trucks is not likely to disturb the neighborhood. The applicant also plans to complete this activity prior to the opening of Casablanca Café for lunch to avoid any impacts on the Café's outdoor seating areas. (Casablanca Café is not open for breakfast.)

As noted above, hotels are not required by Code to provide loading bays. In fact, outside the City's Regional Activity Center (RAC) in the downtown area, City Code requires loading zones only for free standing sales and/or services buildings, free standing office buildings and multi-tenant commercial buildings. Hotels are not required by Code to provide loading bays. With regard to truck activity in general, hotels of this nature experience only limited truck deliveries and those are of such limited duration that it is generally considered counterproductive to provide a separate space for such occasional activities. Unwarranted loading zones diminish the aesthetics and spacial efficiencies of a building and site unnecessarily.

When smaller delivery trucks do arrive at the hotel site, they will be parked internally in one of the 5 ground floor standard parking spaces at the north end of the first-floor garage. When a truck's length exceeds the 18-foot standard parking space or otherwise prevents internal circulation from continuing during the duration of the truck delivery, the truck will stand in the driveway's southbound (outbound) lane. When the southbound lane is utilized, valets will work together to operate the inbound lane as a two-way lane, ensuring as always that the inbound direction takes priority.

To protect the public from any possibility of truck deliveries being conducted from the over-wide street (Alhambra Street is 30 feet wide instead of the standard 22- to 24-foot width), a vehicle overflow plaza has been designed and designated in the southwest corner of the building footprint as pictured in Attachment 7 (lower left corner A1). At 10 feet by 54 feet, it is of sufficient size and clearance to accommodate larger trucks. When needed, hotel staff will clear this area of any bystanders and assist the truck driver in backing into the designated area. As previously stated, all routine truck deliveries will be scheduled for off-peak vehicular periods.

Many routine and non-routine deliveries are made by vans that can be accommodated in the 5 standard parking spaces in the hotel garage's first floor. Larger truck deliveries by routine vendors of the hotel will be instructed to approach the site from the west and back into the hotel's main driveway or, when necessary, the vehicle overflow plaza. Attachment 8 illustrates various truck design vehicles' movements as they back into the hotel's driveway or the vehicle overflow plaza. A WB-40 tractor trailer, a Single Unit truck and a Service Vehicle (SVEH) are shown entering the vehicle overflow plaza. The waste removal vendor's Heavy Garbage Truck (KO 2N+1) is shown entering the hotel's main driveway to access the trash receptacles. (The KO 2N+1 design vehicle was chosen to represent the vendor's garbage truck because it is among the largest garbage design vehicles for which turning templates are available, and it reflects a rear-load truck as planned to be utilized at this site.)

Question 3: Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?

As referenced in the section above, removal of wastes and recyclables will be strictly scheduled to coordinate with environmental considerations. Most particularly, waste removal will occur when the noise generated by the trucks themselves is of least impact on the surrounding residences and businesses. The timing of waste removal should be tightly controlled to occur at a consistent time of day, and days of the week. This will allow the hotel to post the schedule and otherwise advise hotel guests that they will encounter a slight delay when calling for a car to leave the site during these time periods, as it will not be possible to deliver a previously-parked vehicle to a guest until waste removal activity is completed.

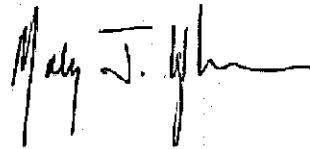
As clarified in the "Site Access/Internal Circulation" section of this evaluation, truck loading and other deliveries are anticipated to occur within the garage, by shorter trucks from the 5 standard parking spaces along the north end of the garage, and by longer trucks standing in the southbound (outbound) driveway lane. The vehicle overflow plaza in the southwest corner of the building footprint will be used to resolve any inadvertent conflicts.

Enrique Colmenares
May 6, 2013
Page 12

As detailed in the response to the first question, above, up to 5 inbound vehicles can accumulate and be stored off the Alhambra Street travel lanes during waste removal. The arrival pattern analysis outlined in response to the first question above suggests that this number is unlikely to be reached or exceeded.

If you have any further questions, please don't hesitate to contact me.

Sincerely,



Molly J. Hughes, AICP, PTP, AVS
President

Vintro Hotel Parking System Eval.wpd
Attachments

RESOLUTION NO. 13-

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA, APPROVING THE ISSUANCE OF A SITE PLAN LEVEL IV DEVELOPMENT PERMIT FOR THE DEVELOPMENT OF A HOTEL LOCATED AT 3029 ALHAMBRA STREET, FORT LAUDERDALE, FLORIDA, IN AN ABA ZONING DISTRICT.

WHEREAS, Section 47-24.1 of the Unified Land Development Regulations (hereinafter "ULDR") of the City of Fort Lauderdale, Florida provides that no development of property in the City shall be permitted without first obtaining a development permit from the City of Fort Lauderdale in accordance with the provisions and requirements of the ULDR; and

WHEREAS, Vintro Fort Lauderdale, LLC submitted a development application and plan for a hotel with a bar/lounge, restaurant, pool and two levels of parking located at 3029 Alhambra Street, Fort Lauderdale, Florida, and located in an ABA zoning district associated with the development known as the "Vintro Hotel"; and

WHEREAS, the Development Review Committee (PZ Case No. 70-R-12) at its meeting of October 9, 2012, reviewed the applicant's proposal; and

WHEREAS, the Planning and Zoning Board at its meeting of March 20, 2013, recommended denial of the proposed development plan to the City Commission; and

WHEREAS, the City Commission reviewed the development application and plan submitted by the applicant, as required by the Unified Land Development Regulations ("ULDR") of the City of Fort Lauderdale, and finds that the proposed development or use meets the standards and requirements of the ULDR and criteria for a Site Plan Level IV development;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That each WHEREAS clause set forth above is true and correct and incorporated herein by this reference.

SECTION 2. That the development plan submitted for a hotel with a bar/lounge, restaurant, pool and two levels of parking located at 3029 Alhambra Street, Fort Lauderdale, Florida, and located in an ABA zoning district is hereby approved, subject to the conditions imposed by the Development Review Committee and City Commission.

SECTION 3. The following are additional conditions of approval imposed by the City Commission and shall not affect the applicability of other conditions imposed during the review process:

1. Execute a Valet Parking Agreement prior to CO for 100% of the project's parking;
2. Prior to Final DRC (as reviewed by the Engineering Division) ensure proper staffing for valet parking operations by submitting valet parking procedures that will identify, among other policies, specific individual valet assignments by number, location and shift and committing to staff valets in accordance with the approved procedures;
3. Execute an Off-Site Parking Agreement with City or private property owner prior to CO that provides an additional two standard parking spaces at an off-site location near the site for emergency temporary use. Further, prior to CO provide evidence of a private or public long-term parking agreement to accommodate up to (47-8 downstairs always-accessible=) 39 cars off-site for extended emergencies;
4. All noise levels shall comply with Chapter 17 – Noise Control – of the Code of Ordinances;
5. Adopt and incorporate transportation demand management (TDM) programs set forth in the May 6, 2013 Hughes Hughes, Inc. Parking System Evaluation;
6. Waste/recycling pickup and truck loading hours are restricted so that loading activities do not occur on site prior to 7:00 AM or after 8:00 PM;
7. A three-year minimum service maintenance agreement for the vehicle elevator and lift system equipment shall be provided to the City's Engineering Division prior to CO. Said agreement will specify the frequency of regular maintenance, the guaranteed response time to emergencies, and the minimum technician qualifications to the satisfaction of Engineering Staff, said specifications to be agreed to prior to final DRC. The applicant and successors shall maintain a similar service agreement for the life of the development program;
8. Prior to issuance of a C.O., a backup up generator shall be provided to service the elevator and lifts in the event of a power outage;
9. Prior to issuance of a C.O., a two-foot sidewalk easement shall be provided to ensure a total 7-foot wide sidewalk along Alhambra Street along the frontage of the project;

- 10. Prior to issuance of a master building permit contribute \$50,000 toward any pedestrian connectivity improvements in the vicinity of the development, which may include the Sebastian Lot project;
- 11. As per the Broward County Historical Commission recommendation, any ground disturbance activity on the project, including disturbances which may occur during site preparation, demolition and construction be monitored by a qualified professional and conform to the Florida Division of Historical Resources, Cultural Resource Management Standards for such work. The archeological monitor will observe ground disturbance activities for unanticipated archeological discoveries and will be required to complete a project monitoring report, including dates and times of monitoring as well as site observations to be submitted to the Broward County Historical Commission for review.

SECTION 4. That pursuant to the provisions of the ULDR of the City of Fort Lauderdale, Florida, the proper City officials are hereby authorized to issue the necessary building and use permits subject to the conditions imposed by the Development Review Committee and City Commission.

SECTION 5. Issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

SECTION 6. This approval is conditioned upon the applicant obtaining all other applicable state or federal permits before commencement of the development.

ADOPTED this the ___ day of _____, 2013.

 Mayor
 JOHN P. "JACK" SEILER

ATTEST:

 City Clerk
 JONDA K. JOSEPH

RESOLUTION NO. 13-

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA, DENYING THE ISSUANCE OF A SITE PLAN LEVEL IV DEVELOPMENT PERMIT FOR THE DEVELOPMENT OF A HOTEL LOCATED AT 3029 ALHAMBRA STREET, FORT LAUDERDALE, FLORIDA, IN AN ABA ZONING DISTRICT.

WHEREAS, Section 47-24.1 of the Unified Land Development Regulations (hereinafter "ULDR") of the City of Fort Lauderdale, Florida provides that no development of property in the City shall be permitted without first obtaining a development permit from the City of Fort Lauderdale in accordance with the provisions and requirements of the ULDR; and

WHEREAS, Vintro Fort Lauderdale, LLC submitted a development application and plan for a hotel with a bar/lounge, restaurant, pool and two levels of parking located at 3029 Alhambra Street, Fort Lauderdale, Florida, and located in an ABA zoning district associated with the development known as the "Vintro Hotel"; and

WHEREAS, the Development Review Committee (PZ Case No. 70-R-12) at its meeting of October 9, 2012, reviewed the applicant's proposal; and

WHEREAS, the Planning and Zoning Board at its meeting of March 20, 2013, recommended denial of the proposed development plan to the City Commission; and

WHEREAS, the City Commission reviewed the development application and plan submitted by the applicant, as required by the Unified Land Development Regulations ("ULDR") of the City of Fort Lauderdale, and finds that the proposed development or use does not meet the standards and requirements of the ULDR and criteria for a Site Plan Level IV development;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That each WHEREAS clause set forth above is true and correct and incorporated herein by this reference.

SECTION 2. That based on the failure to meet the requirements of Section _____ the development plan submitted for a hotel with a bar/lounge, restaurant, pool and two levels of parking located at 3029 Alhambra Street, Fort Lauderdale, Florida, and located in an ABA zoning district is hereby denied.

ADOPTED this the ____ day of _____, 2013.

Mayor
JOHN P. "JACK" SEILER

ATTEST:

City Clerk
JONDA K. JOSEPH

L:\COMM2013\Resos\November 19\dms - Vintro Hotel (denial).docx

REQUEST:

Site Plan Level IV; Development of Significant Impact

Case Number	70R12	
Applicant	Vintro Fort Lauderdale LLC.	
General Location	3029 Alhambra Street	
Property Size	12,500 SF / .287 acres	
Zoning	A-1-A Beachfront Area (ABA)	
Existing Use	Single Family Residence	
Future Land Use Designation	Central Regional Activity Center	
Applicable ULDR Sections	47-12 Central Beach Districts 47-25.2 Adequacy Requirements 47-25.3 Neighborhood Compatibility Requirements	
	Required	Proposed
Lot Density	N/A	N/A
Lot Size	N/A	12,500 SF
Lot Width	N/A	100'
Building Height	200' max	164'-4"
Structure Length	200' max	95'
Floor Area Ratio	4.0	4.2
Landscape Area	N/A	2,385 SF
Parking	53	48
	Required	Proposed
Setbacks/Yards		
Front (S)	20'	20'
Side (E)	10-feet or half the height of the building (whichever is greater) 82' 2"	10'
Side (W)	10-feet or half the height of the building (whichever is greater) 82' 2"	10'
Rear (N)	20-feet or half the height of the building (whichever is greater) 82' 2"	20'
Notification Requirements	Sign Notice 15 days prior to meeting	
Action Required	Approve, Approve with Conditions, or Deny	
Project Planner	Thomas Lodge, Planner II	

PROJECT DESCRIPTION:

The applicant proposes a hotel project consisting of sixty-nine (69) hotel units, a 500 square-foot bar/lounge and a 2,000 square-foot restaurant located along Alhambra Street, between Seabreeze Boulevard and N. Birch Road. The development consists of a thirteen-story (164' 4") structure, which includes two levels of parking on the first and second floors and a reception area, restaurant, pool and hotel units on the remaining floors above.

PRIOR REVIEWS:

The Development Review Committee reviewed the proposal on October 9, 2012. All comments have been addressed.

REVIEW CRITERIA:

As per ULDR Section 47-12.2, the A-1-A Beachfront Area District (ABA) encourages high quality destination resort uses. Hotel developments up to two hundred (200) feet in height are permitted, provided criteria outlined for ABA District, Central Beach Development Design Criteria, Neighborhood Compatibility and Adequacy requirements, as defined further below are met. The applicant has provided responses to the review criteria in the plans sets.

Pursuant to ULDR Section 47-12.5.B.1.c, the side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback

requirements be less than an amount equal to one-half the height of the building, when this is greater than the side and rear yard minimums. Half the height of the building is 82' 2" for the side and rear yard requirements with proposed setbacks of 10 feet on the sides and 20 feet in the rear being requested as part of the allowance under a Development of Significant Impact.

The applicant is also requesting a 5% increase in the permitted floor area ratio from 4.0 to 4.2. Pursuant to ULDR Section 47-12.5.B.6, in the event the developer of a parcel of land in the ABA district desires to deviate from the maximum requirements of this district, for height or FAR, the developer may submit the design of the proposed development for rating according to the following design compatibility and community scale:

- i. Distinctive design that reflects positively on the overall character of the City: one (1) point;
- ii. Architectural character that reflects a particular sensitivity to the history and culture of South Florida: one (1) point;
- iii. Color and composition that reflects the natural colors and composition of South Florida: one (1) point;
- iv. Architectural design that represents a deviation from "sameness": one (1) point;
- v. Building orientation that relieves the monotony of building massing and scale along A-1-A: one (1) point;
- vi. Accessible pedestrian spaces that are integrated into public pedestrian spaces and corridors along A-1-A: one (1) to (3) points depending on the area of pedestrian area according to the following:
 - a) Up to five thousand (5,000) square feet of pedestrian area: one (1) point; and
 - b) Greater than five thousand (5,000) square feet of pedestrian area: one-tenth (0.1) point for each additional two thousand (2,000) square feet of pedestrian area above five thousand (5,000) square feet up to a maximum of two (2) points;
- vii. Distinctive public facilities that contribute to the destination resort character of the central beach area including plazas, courtyards and parks: one-tenth (0.1) point for each one thousand (1,000) square feet of distinctive public facilities up to a maximum of two (2) points;
- viii. Lot aggregation; one-tenth (0.1) point for each one thousand (1,000) square feet of land area proposed for development above twenty-five thousand (25,000) square feet up to a maximum of two (2) points; and
- ix. Consolidation of previously parcelized land; five-tenths (0.5) point for each five thousand (5,000) square feet of land that is assembled into the parcel of land proposed for development up to a maximum of two (2) points.

For a 5% increase in the required floor area ratio, the proposed development must have a rating of at least five (5) points on the design compatibility and community character scale. The applicant has provided a response to points: i, ii, iii, iv and v for a total of five (5) points met.

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

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.
2. It shall then be determined whether the architectural design of the proposed development is compatible with the design guidelines provided in Sec. 47-25.3. The design guidelines provided in Sec. 47-25.3 are intended to provide a framework for design review of proposed developments and outline the design elements which have been determined to be compatible with the revitalization plan.
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.
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.

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.

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. The draft Central Beach Master Plan is intended to take the place of previous plans for the Central Beach area and the applicant took certain efforts to accommodate the intent of the Master Plan guidelines as well as the architectural design criteria of the code. The proposed design of the project has a 29' shoulder pedestal and incorporates Miami Modern "MiMo" architectural style elements such as cantilevers, spiral stair motifs, glass walls and decorative screening that was first introduced in South Florida in the 1940s. The project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections throughout. At least one form of moderation is used every (3) stories. The ground level includes an open plaza and seating, with landscaping, water feature and shading devices to help create an active, vibrant and comfortable pedestrian environment at the street level.

Adequacy and Neighborhood Compatibility:

The neighborhood compatibility criteria of ULDR Sec 47-25.3 include performance standards requiring all 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 to adjacent neighborhoods. 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 properties to the north, south, east and west are all zoned A-1-A Beachfront Area (ABA) zoning district. Overall, the buildings surrounding the site range from two to sixteen stories. Directly to the northeast of the project site is a sixteen-story multi-family building and the other buildings on the block between Seville Street and Alhambra Street are two, three and four-stories. Across Alhambra Street to the south is a three-story multifamily building and a surface parking lot. The proposed project is similar to the mass and scale of structures in the surrounding vicinity.

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, attached with the site plan and submittal material, to assist the Board in determining if the proposal meets these criteria. A context plan and perspective renderings depicting the height, mass, scale, shadow, materials and details, etc. of the proposed development as it relates to surrounding properties have also been provided with the site plan submittal.

Parking and Circulation:

As per ULDR Sec. 47-20, Parking Requirements, a total of 53 parking spaces are required for the proposed uses, based on recently approved hotel and bar parking rates adopted for the Central Beach area, as follows:

(69) hotel units @ 0.67 spaces per room	=	46.2
Bar/Lounge @ 1 space per 76 SF	=	6.6
TOTAL:		(52.8) 53 parking spaces required

The 48-space garage, located on the first and second floors, exceeds the hotel room-parking requirement by 1 space. The 6-space parking requirement for the lobby bar will be met by augmenting the 1 on-site bar parking space with 5 off-site spaces secured via the City's pay-in-lieu program as per ULDR Sec. 47-12.7, in which, at the time of issuance of the Certificate of Occupancy, the applicant will pay a one-time parking facility fee per parking space required but not provided on-site. The funds are anticipated to help fund future parking improvements, such as in the city lot diagonally across Alhambra Street from the hotel site, where additional metered parking spaces could be added to the area's current public parking supply.

The project incorporates new parking technologies that include hydraulic lifts allowing two vehicles to occupy the same parking space on all but 6 of the garage's 48 parking spaces. A car (freight) elevator

provides access to the 38 second-floor parking spaces. The applicant will execute a valet parking agreement for 100% of the project's parking.

According to the trip generation study performed by Hughes Hughes Inc., The project is projected, based on standard trip rates, to generate 37 trips during the morning peak hour, and 41 trips during the afternoon peak hour, with another 166 trips occurring during the other 22 hours of an average weekday. The applicant anticipates that these volumes will be lower, based the project's clientele and location within the Beach Activity Center. If the project is approved, 685 trips will remain (including all pending projects) in the Central Beach Regional Activity Center.

Based on the traffic study provided, the roadway network providing access to the project site has adequate capacity to accommodate the estimated traffic. To help ensure that traffic associated with the restaurant is kept to a minimum, the applicant proposes to put transportation demand management (TDM) programs in place, which would include incentives to encourage patrons to bike to the site, and employees to bike, ride the bus or carpool to work, with a heavy emphasis on reducing employee trips. The applicant's Trip Generation Study is attached as **Exhibit 1**.

Comprehensive Plan Consistency:

The proposed development is consistent with the City's Comprehensive Plan in that the hotel use proposed is permitted in the Central Regional Activity Center land use category.

STAFF FINDINGS:

Staff recommends the Board approve this request, subject to conditions herein and consistent with:

- ULDR Section 47-12, Central Beach Districts
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

CONDITIONS:

1. The applicant shall pay the one-time parking facility fee for the 5 off-site parking spaces secured via the City's pay-in-lieu program as per ULDR Sec. 47-12.7 at the time of issuance of Certificate of Occupancy.
2. The applicant shall execute a valet parking agreement for 100% of the project's parking.
3. The applicant shall adopt and incorporate transportation demand management (TDM) programs in place, satisfactory to the approval of the City's Transportation and Mobility Department and Engineering Division.
4. The final streetscape design, including on-street parking along Alhambra Street shall be finalized prior to placement of item on the City Commission agenda.

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 review, the Planning and Zoning Board shall recommend approval or approval with conditions to the City Commission necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use.

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 recommend denial to the City Commission.

**PLANNING AND ZONING BOARD
CITY OF FORT LAUDERDALE
CITY HALL COMMISSION CHAMBERS – 1ST FLOOR
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA
WEDNESDAY, MARCH 20, 2013 – 6:30 P.M.**

Cumulative

Board Members	Attendance	June 2012-May 2013	
		Present	Absent
Patrick McTigue, Chair	P	9	1
Leo Hansen, Vice Chair	P	9	1
Brad Cohen	P	7	0
Stephanie Desir-Jean	A	8	2
Michael Ferber	P	8	2
James McCulla	P	9	1
Michelle Tuggle	P	10	0
Tom Welch	A	8	2
Peter Witschen (arr. 7:12)	P	8	2

It was noted that a quorum was present at the meeting.

Staff

Ella Parker, Urban Design and Planning Manager
D'Wayne Spence, Assistant City Attorney
Anthony Fajardo, Urban Design and Development
David Harrow, Urban Design and Development
Tom Lodge, Urban Design and Development
Yvonne Redding, Urban Design and Development
Tom White, Public Works
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

Index

	<u>Case Number</u>	<u>Applicant</u>
1.	21R13**	Ninth Street Investments, LLC
2.	40R13*	Broward Center for the Performing Arts
3.	1Z13** *	City of Fort Lauderdale / Townsend Park
4.	70R12**	Vintro Fort Lauderdale, LLC / Vintro Hotel
5.	76R12**	Archdiocese of Miami / St. Jerome's Catholic Church and School
6.	Communication to the City Commission	

7. For the Good of the City

Special Notes:

Local Planning Agency (LPA) Items (*) – In these cases, the Planning and Zoning Board will act as the Local Planning Agency (LPA). Recommendation of approval will include a finding of consistency with the City's Comprehensive Plan and the criteria for rezoning (in the case of rezoning requests).

Quasi-Judicial items ()** – Board members disclose any communication or site visit they have had pursuant to Section 47-1.13 of the ULDR. All persons speaking on quasi-judicial matters will be sworn in and will be subject to cross-examination.

Chair McTigue called the meeting to order at 6:31 p.m. and all stood for the Pledge of Allegiance. The Chair introduced the Board members, and Urban Design and Planning Manager Ella Parker introduced the Staff members present. Attorney Spence explained the quasi-judicial process used by the Board.

Chair McTigue advised that Applicants are allowed 15 minutes for their presentations; representatives of associations and groups are allowed five minutes, and individual speakers are allowed three minutes each.

Motion made by Ms. Tuggle, seconded by Mr. McCulla, to approve the February 20, 2013 minutes. In a voice vote, the **motion** passed unanimously.

Chair McTigue stated that the Applicant of Item 3 has requested a deferral to the April 17 Board meeting.

Motion made by Mr. McCulla, seconded by Mr. Cohen, to defer [Item 3 as requested]. In a voice vote, the **motion** passed unanimously.

Chair McTigue continued that there had also been a request to move Item 5 to third on the Agenda to allow more time to hear Item 4.

Motion made by Mr. McCulla, seconded by Mr. Cohen, to move Item 5. In a voice vote, the **motion** passed unanimously.

- | | | | |
|----|--|---|-------|
| 1. | <u>Ninth Street Investments, LLC.</u> | Yvonne Redding | 21R13 |
| | Request: ** | Site Plan Review / Waterway Use and Yard Modification | |
| | Legal Description: | The North ½ of lot 27 and all of lot 28 of NERMI ISLES, ISLAND No. 4, according to the plat thereof, as recorded in PB 24, Pg 43, PRBC. | |
| | General Location: | 161 Isle of Venice | |
| | District: | 2 | |

Disclosures were made, and any members of the public wishing to speak on this Item were sworn in. Chair McTigue stated that due to a conflict of interest, he would recuse himself from this Item.

Jiro Yates, representing the Applicant, showed a PowerPoint presentation, stating that the subject property has been a vacant lot for approximately four years. The proposed project is a three-level 10-unit condominium with at-grade parking. Four units will be located on the second and third floors, and two units will be located on the top floor.

Mr. Yates advised that the Applicant's team has worked closely with City Staff to determine concerns regarding the property and address most of these through the project's design. He concluded that several images of the project are included in the members' information packets.

Yvonne Redding, representing Urban Design and Development, said the Application is for waterway use, as the property is located on the Isle of Venice. The yard modification request would allow the project's pool and spa to be located within the waterway setback of 20 ft., which is restricted primarily to landscaping unless otherwise approved by the Board. Open corridors to the waterway are maintained by an open garage treatment on the ground floor, and the side areas will be kept clear of landscaping to allow pedestrians to view the waterway. The massing and fenestration will be varied and the terraces cantilevered for an increase in both light and ventilation along the waterway. The Applicant plans to provide the required 21 parking spaces.

There being no questions from the Board at this time, Vice Chair Hansen opened the public hearing. As there were no members of the public wishing to speak on this Item, Vice Chair Hansen closed the public hearing and brought the discussion back to the Board.

Motion made by Mr. McCulla, seconded by Mr. Cohen, to approve the Item as presented. In a roll call vote, the **motion** passed 5-0. (Chair McTigue recused himself. A memorandum of voting conflict is attached to these minutes.)

Chair McTigue returned to the Board at this time.

2.	<u>Broward Center for the Performing Arts</u>	Yvonne Redding	40R13
	Request: *	Sign Approval pursuant to ULDR Sec. 47.22.4.C.13.1	
	Legal Description:	Parcel A, Performing Arts Center, PB 140, Page 143 PRBC.	
	General Location:	201 SW 5 th Avenue	
	District:	4	

Doug Tober, Vice President and General Manager of the Broward Center for the Performing Arts, explained that the Application is for the Center's proposed exterior sign package. The package includes identification, wayfinding, and donor recognition signage. A number of signs would be visible from the exterior of the property. All signs would be located on the premises.

Ms. Redding stated that the City Commission has given Site Plan Approval to the Center's proposed expansion. The additional signage would exceed Code by 11 signs, four of which are free-standing; Code allows the property to have four signs in total, two of which may be free-standing. The additional signage is requested due to the intensity of the site's build-out.

There being no questions from the Board at this time, Chair McTigue opened the public hearing. As there were no members of the public wishing to speak on this Item, Chair McTigue closed the public hearing and brought the discussion back to the Board.

Motion made by Mr. Cohen, seconded by Mr. McCulla, for approval. In a roll call vote, the **motion** passed 6-0.

5. Archdiocese of Miami / St. Jerome's Catholic Church and School Thomas Lodge 76R12

Request: ** Site Plan Review / Increase in Maximum Dimensional Requirements

Legal Description: The S.E. ¼ of the N.E. ¼ of the N.E. ¼ of Section 21, Township 50 South, Range 42 East, Broward County, Florida.

General Location: 2601 SW 9th Avenue

District: 4

Gus Carbonell, representing the Applicant, showed a PowerPoint presentation to the Board. He stated that the addition to St. Jerome's School will consist of a science room, three additional classrooms, and administrative offices and restrooms. These additions would be located in the middle of the 10-acre site, which has sufficient parking to accommodate the addition.

Tom Lodge, representing Urban Design and Development, advised that the proposal is for a one-storey, 4348 sq. ft. classroom addition to the school. An increase in the structure's maximum dimension requirements in a CF-HS district

is subject to Site Plan Level 3 permitting. Staff recommends approval of the request.

Disclosures were made by the Board members.

There being no questions from the Board at this time, Chair McTigue opened the public hearing. As there were no members of the public wishing to speak on this item, Chair McTigue closed the public hearing and brought the discussion back to the Board.

Motion made by Ms. Tuggle, seconded by Mr. Ferber, to approve. In a roll call vote, the **motion** passed 6-0.

4.	<u>Vintro Fort Lauderdale LLC. / Vintro Hotel</u>	Thomas Lodge	70R12
Request: **	Site Plan Review / 69 unit hotel in the ABA zoning district		
Legal Description:	Lots 16 and 17 of Block 6, of LAUDER DEL MAR, according to the plat thereof as recorded in Plat Book 7, Page 30, of the Public Records of Broward County, Florida.		
General Location:	3029 Alhambra Street		
District:	2		

Disclosures were made, and any members of the public wishing to speak on this item were sworn in.

Scott Backman, representing the Applicant, showed a PowerPoint presentation to the Board. He explained that the Vintro Hotel is a boutique hotel seeking to expand into the Fort Lauderdale Beach area as well as other locations along the eastern seaboard.

The property is located within the ABA zoning district and the Central Regional Activity Center (RAC). The maximum height permitted in ABA is 200 ft.; Mr. Backman noted that the proposed height of the project would be 164 ft. The ABA zoning district is intended to promote "high-quality resort destination uses," such as boutique and resort hotels, which Mr. Backman said are encouraged throughout the area. He noted that this zoning designation requires compliance with beach development standards as well as ABA requirements.

He continued that as a permitted use within the ABA district, the project is automatically subject to Site Plan Level 4 review. Setback regulations along the beach, and within the ABA district, are required to be half the height of the

building, unless that building is determined to be a development of significant impact. If this determination is made, it is permissible for a project to meet the minimum standards of a 20 ft. front and rear setback and 10 ft. side setbacks. The building's height of 164 ft. would be 18 ft., or 35%, lower than the maximum allowed.

The entire project requires 53 parking spaces, 47 of which are required by the hotel use itself. The Applicant is providing 48 spaces within the building, with the remaining five spaces paid for by a fee in lieu, which is allowed in the beach area. This has been agreed upon by the Applicant and Transportation and Mobility Staff.

Mr. Backman concluded that the permissible floor area ratio (FAR) for the property is 4%; however, within the ABA district, up to a maximum of a 20% bonus is allowed if certain criteria and guidelines are met. The Applicant is requesting the allowable bonus of 5%, which is allowed if five of nine architectural design standards are met. He observed that a 5% FAR is equivalent to approximately 2500 sq. ft. within the building in addition to the permitted 4%.

He showed slides of the building's elevations, explaining how the project meets the five criteria that would allow them the 5% FAR. The criteria are as follows:

1. A distinctive design that reflects positively on the overall character of the City: this includes a planned streetscape area along Alhambra Street, as well as vertical moderation, use of balconies, and open-air spaces.
2. Architecture that reflects sensitivity to the history and culture of south Florida: "Miami Modern" design has been incorporated into the project. Design elements include colors, cantilevered roofs, floating planes, concrete eyebrows, and glass walls.
3. Use of the natural colors and composition of south Florida: Mr. Backman noted the tropical colors associated with Miami Modern design.
4. Employing an architectural design that represents a deviation from sameness: this includes substantial changes in articulation, as well as an overall project that will fit into the look of the beach area while also standing out as a unique structure.
5. Building orientation that relieves the monotony of building massing and scale along A1A: Mr. Backman showed an east-west section of the building and its various components in compliance with this requirement.

Because the project is located on the beach, its design must also comply with the Central Beach Development and Permitting Approval requirements, which are listed in ULDR Chapter 47. The project must comply with the City's Revitalization Plan, which was adopted in the 1990s and affect height, articulation, and incorporation of a pedestrian streetscape. Mr. Backman noted that streetscape components include benches, a water feature, and an outdoor café. The building

has also been moved an additional 10 ft. back from the street in order to provide more public open space.

The Revitalization Plan also requires active ground floors and pedestrian areas for both hotel guests and pedestrians using the beach. Public parking is available in the area and may be increased by the City in the future. The fenestration requirement provides open areas along the frontage of the project. Trash and storage areas are entirely enclosed within the ground floor of the building.

Screening requirements are in place for the parking area and rooftop equipment, and the Applicant has worked with City Staff to ensure the project provides appropriate landscaping, street trees, and green space around the building. Only one sign is proposed for the project, which will be located at the pedestrian level behind the water feature. Mr. Backman showed slides displaying renderings of these features.

He noted that it had been initially difficult to overcome issues related to valet operations and loading facilities, as all loading and trash removal is required to occur in the building itself. After discussions with City Staff, the height of the building's first floor was increased to ensure there is sufficient room for trash removal and loading/unloading vehicles.

Mr. Backman observed that the majority of high-rise buildings in the area reach a height of 110 ft.-240 ft. He pointed out that the building's height is near the middle of this range, and showed aerial views of the existing buildings in the area. He concluded that multiple planning documents, including the Beach Revitalization Plan, the Beach Master Plan, and ABA zoning criteria, contribute to making the Fort Lauderdale beach a world-class destination resort, featuring both large resort hotels and smaller boutique hotels on the beach.

Mr. Cohen requested more detail regarding delivery and trash removal. Molly Hughes, traffic consultant for the project, advised that the hotel will use a parking system that is new to the City, and the Applicant had wished to ensure there were no conflicts with this system. Regarding the ingress and egress of trucks, she explained that the building's original elevation did not permit entrance of a full-sized truck; the garage was redesigned to accommodate a maximum truck height of "just over 13 feet." In addition, the width of each driveway lane within the garage is 10 ft.

The proposal is for inbound vehicles to continuously use the inbound lane, while trucks would enter from the west and back into the outbound lane, which they could occupy during unloading. Because the hotel plans to use valet service only, valets will be made aware of the hotel's delivery schedule, and guests will be advised that they may not exit the garage during this time unless prior arrangements have been made. If these arrangements are made, the guests'

cars will be placed on the ground floor, which will allow them to exit the garage using the inbound lane. Ms. Hughes concluded that using lanes differently is one benefit of using a valet-only parking garage.

Mr. Cohen asked if trucks would be "staging on the street" while waiting to enter the building. Ms. Hughes said the trucks would back into the driveway from the west, which she described as a single maneuver rather than a staging process.

Vice Chair Hansen asked how emergency vehicles, such as an ambulance, or a large tractor-trailer would enter the building, as backing would be difficult. Ms. Hughes replied that ambulances and other emergency vehicles would not have to be accommodated in this manner, as the entire area would be cleared in the event of an emergency.

Vice Chair Hansen offered the example of two deliveries occurring at the same time, asking what would be done in this event. Ms. Hughes said there would be sufficient room for more than one vehicle in the outbound lane. She stated that a vehicle could back into the building, using the full 20 ft. width of the two lanes, and turn into the outgoing lane. Vice Chair Hansen explained that in the absence of a turning radius, a truck would have to "pull into the other lane on Alhambra," which would block traffic during the maneuver. Ms. Hughes said this was not the conclusion reached by the Applicant or Staff.

Mr. Lodge stated that the proposal was for a 13-storey hotel consisting of 69 units, a 500 sq. ft. bar/lounge, and a 2000 sq. ft. restaurant. The building would include two levels of parking on the first and second floors, a pool, and the restaurant and hotel units. Per ULDR Section 47-12.2, the ABA district encourages high-quality destination resort uses, including hotel developments of up to 200 ft. in height, provided that criteria for the ABA district, Central Beach, neighborhood compatibility, and adequacy requirements are met. The side and rear yard setbacks have minimum requirements unless otherwise approved as a development of significant impact.

The Applicant is also requesting a 5% increase in FAR. ULDR Section 47-12.5.B.6 states that if a developer wishes to deviate from the maximum requirements of the ABA district in either height or FAR, the developer may submit the development's design for a rating according to the design and compatibility community scale. Surrounding zoning districts are either ABA or A1A Beachfront Area; buildings surrounding the site reach between two and 16 stories.

The proposed development is consistent with the City's Comprehensive Plan within the Central RAC land use category. Staff recommends approval of the project, subject to the conditions listed in the Staff Report, which are as follows:

1. The Applicant shall pay the one-time parking facility fee for the five offsite parking spaces secured via the City's pay in lieu program, as per ULDR Section 47-12.7, at the time of the issuance of a certificate of occupancy.
2. The Applicant shall execute a valet parking agreement for 100% of the project's parking.
3. The Applicant shall adopt and incorporate Transportation Demand Management Programs in place, satisfactory to the approval of the City's Transportation and Mobility Department and Engineering Division.
4. The final streetscape design, including on-street parking along Alhambra Street, shall be finalized prior to the placement of the Item on the City Commission Agenda.
5. A letter from the Broward County Historical Commission suggests that any ground-level activity on the project, including disturbances which may occur during site preparation, demolition, and construction, be monitored by a qualified professional and conform to the Florida Division of Historical Resources' cultural resource management standards.

Mr. Witschen asked how the proposed project was determined to be compatible at its location, pointing out that if buildings of its size were replicated on the same block, it would not be a positive change for the area. Ms. Parker said there are buildings of similar height within the ABA zoning district, although they are not located on the same block. The ABA district is intended to accommodate resort/destination uses.

She added that Staff has worked with the Applicant to scale down the building and bring it into compliance with the Beach Master Plan and the Redevelopment Plan, which led to the assessment that it is an appropriate use. Mr. Witschen commented that if the Application is approved, he would find it difficult to find subsequent similar developments incompatible.

Mr. McCulla requested clarification of Staff condition #3. Mr. Lodge explained that this means measures to encourage more individuals to use alternative forms of transportation. Ms. Parker said these measures are intended to relieve some of the parking demand in the area, such as bringing guests to the hotel via taxi or shuttle.

Mr. McCulla pointed out that the site is considered to be adequately parked with the addition of the five spaces paid for through the pay in lieu program. Ms. Hughes stated that the Applicant has voluntarily agreed to participate in the Transportation Demand Management Program and its established activities that are known to reduce traffic and parking demand.

She continued that the Applicant feels the hotel can take the following five voluntary steps on an ongoing basis to help reduce traffic:

1. Employees are underwritten to ride transit, as there is a bus stop near the site;
2. Employees are encouraged, with financial support, to ride bicycles if they live within a commutable distance;
3. Bar and restaurant patrons coming from elsewhere can participate in a program that will provide them with a discount on their bill if they took their bicycle rather than driving to the facility;
4. The hotel will coordinate an ongoing ride sharing/ride pairing system, so all employees will know if other employees live sufficiently close to participate in a carpool;
5. Employees will not be reimbursed for parking off-site.

Ms. Hughes concluded that while these steps do not directly address deliveries to the hotel, they will reduce the number of vehicles in the driveway. They are expected to reduce the parking demand during peak hours by 10 spaces, and to reduce traffic by 30%-40%. She added that boutique hotels also benefit from a higher percentage of guest arrival by taxi. The above conditions were voluntarily proposed by the hotel and will be mandatory.

Vice Chair Hansen asked how long it would take a valet to retrieve the farthest car from the second floor of the parking garage. He added that another concern was the stacking of cars in the event that valets must retrieve multiple cars at the same time. Ms. Hughes replied that there will be five standard parking spaces at the north end of the driveway, which will be used to remove vehicles from the travel lanes and move patrons into the lobby. At this point, valets will place the cars, one at a time, in a car elevator to take them to the second floor. This process can be completed within 131 seconds. A study at similar hotels showed an "even arrival of vehicles," even during peak hours.

Vice Chair Hansen asked how many valets will be on the premises. Ms. Hughes said there would be at least three valets at any given time.

Vice Chair Hansen referred to page A301 from the Board members' information packets, noting that a typical garbage collection truck lifts bins overhead. Ms. Hughes said a different type of collection vehicle would be sent to this location; Staff had required the Applicant to provide a letter from a vendor stating that they can service the building with its proposed design.

Ms. Tuggle asked if the Central Beach Alliance (CBA) had been involved in the process of planning the hotel. Mr. Backman replied that the Applicant had held a series of meetings with the CBA, presenting the project to the general membership on November 8, 2012 and again during the second week of March 2013. He stated that at the March meeting, the CBA had voted unanimously to oppose the project. Ms. Tuggle asked what objections the surrounding neighborhood had to the project. Mr. Backman said the community's comments

had not been acceptable to the Applicant, as they had felt a two- or three-storey building was more compatible with the surrounding area. Other concerns had included parking issues on Alhambra Street and a perception that existing buildings in the area had historical significance. He concluded that the Applicant's meetings with the community had not resulted in the two parties' finding any middle ground for agreement.

There being no further questions from the Board at this time, Chair McTigue opened the public hearing.

Steve Wernick, attorney representing the owner of the Casablanca Café, explained that his client's property lies to the east of the proposed project. He stated that his client objected to the notice posted on the property, which lists the Application as undergoing Site Plan Level 3 review when he believed it should actually state Site Plan Level 4.

He continued that for Site Plan Level 4 review, the Board is asked to determine whether the project demonstrates neighborhood compatibility with the adjacent neighborhood and preserves its character and integrity. He asserted that the 13-storey project, while permitted in the ABA zoning district, is out of scale with the contiguous properties, and the proposed Miami Modern architecture is not commonly found in the area. He stated that no evidence of neighborhood compatibility was demonstrated in either the Application or the accompanying Staff Report.

Mr. Wernick continued that his client had scheduled a meeting with Mr. Backman and the Applicant some months ago; however, this meeting was canceled because the Applicant could not attend.

He concluded that the setbacks proposed for the project represented an 88% reduction in size from the standard setbacks of half the building's height. With regard to parking and stacking, Mr. Wernick continued that no traffic study has been submitted for the project. His client was also concerned with the stacking of vehicles. He advised that the Applicant was providing only 48 of the 53 required parking spaces, and was not taking the property's restaurant into account when determining the parking requirement.

With respect to the historic nature of the area, Mr. Wernick said the State of Florida has considered the existing structure on the site as a "potential historic building." The City's Central Beach Survey, conducted in 2009, also identified the building as a potentially historic structure. The ULDR states that when a structure has been identified as having historical significance by any entity within the state, the Applicant is responsible for submitting the information to the City with the development permit application. The Applicant's submission included a statement that the property has not been identified as having historic

significance. He felt this significance should be taken into consideration by the Board, and possibly by the City's Historic Preservation Board.

Mr. McCulla requested clarification of whether or not Mr. Wernick's client had met with the Applicant. Mr. Wernick replied that his client had met with Mr. Backman, the Applicant's representative. He characterized this as "not really a meeting," as the Applicant did not attend.

Mr. McCulla asked if changing the notice signs from Site Plan Level 3 to Site Plan Level 4 would have affected Mr. Wernick's presence at the meeting or any action on his client's part. Mr. Wernick said he would still have attended the meeting in any case. Mr. McCulla pointed out that according to Code, a scrivener's error in the notice does not invalidate a hearing. He added that the client's property was more affected than others in the area by the project's designation as a project of significant impact, as this potentially entitles the property to be much closer to the Casablanca Café than it might be otherwise.

Mr. Wernick said a major reason his client opposed the project was based on operational concerns, such as stacking, loading, and the number of parking spaces; he suggested if the project was based on a larger parcel of land, these concerns might be alleviated. Mr. McCulla observed that this would have also resulted in a much larger building.

Mr. Wernick said his client has received some of the information included in the Applicant's presentation to the Board, and reiterated that no traffic study had been required for the project: any such studies had been internal. He asked if the restaurant to be located on the property was taken into consideration with regard to traffic and parking. Ms. Parker said the City's Engineering Division had determined no such study was required, and had taken the restaurant into account when making this decision.

Mr. Wernick said the on-site restaurant was not counted in the Staff Report. Vice Chair Hansen observed that the Report's parking calculation states this is not applicable because it is a small restaurant within the hotel.

Mr. Cohen requested clarification of the site's potentially historic status. Mr. Wernick explained that the building is not located in a historic district of the City and has not been officially designated as a historic structure by the National Trust; however, he noted that "there have been reports prepared based on the age and architectural significance of the building." He felt this information should have been disclosed by the Applicant. Mr. Wernick clarified that the report he had seen on this topic was dated 1988, with no subsequent historic designation, although the City has discussed this issue in recent weeks.

Ms. Tuggle requested information on the location of the restaurant. Mr. Backman said it will be located at the penthouse level and will be operated under the common ownership of the hotel and lobby bar. Ms. Tuggle asked if it would be possible for a private party to rent the restaurant for an event, such as a wedding. Mr. Backman said while this might be possible, the restaurant is only 2000 sq. ft. in total, with approximately 40 tables. Ms. Tuggle observed that there is also an outdoor terrace associated with the restaurant.

Ken Sheard, private citizen, stated that he is the property manager and a resident of the nearby Seasons condominium. He commented that the parking proposed at the ground level would be very close to the condominium's pool area, and asked if studies have been done with regard to the noise generated by garbage trucks, as he felt this would affect condominium residents. He said he did not feel the proposed plan for parking and deliveries was practical, nor was the idea that a tractor-trailer could back into the parking facility to unload. He showed a photo of traffic on Alhambra Street as seen from the Seasons, stating that cars will be backed up onto A1A. He also pointed out that both the hotel and the restaurant will have service providers making deliveries to the premises.

Mr. Cohen asked if the Applicant had made a presentation to the Seasons. Mr. Sheard said they had not.

Holly Bona, private citizen, said she resides on Seville Street at a seven-unit apartment complex adjacent to the project. She advised that the 10 ft. easement sought by the Applicant would allow the proposed building to infringe on this property. She pointed out that while the Seasons is also a high-rise building in the area, it appears to be a small building on a large lot when its setbacks to adjacent properties are taken into consideration. The subject property, however, would be a large building on a small lot due to its requested setbacks.

Ms. Bona said it was also her professional opinion as a real estate agent that the apartment complex would suffer a devaluation of approximately 20% due to the loss of privacy and sunlight and the increased noise.

Ron Mintz, private citizen, said the property was located in a heavily used pedestrian area and would be "too much" for the neighborhood due to safety concerns. He also felt some of the Applicant's proposals for the property, such as encouraging alternate forms of transportation by hotel guests, were ludicrous.

Nivea Cordova Berios, private citizen, stated that the size comparison between the project and the Seasons condominium was not accurate, as the Seasons has 23,500 sq. ft. She added that her neighbors were shocked that the project would be considered in a part of the City that already experiences heavy delivery traffic and blocked lanes. She advised that it is already difficult for area residents to

sleep due to the noise generated by delivery vehicles, and parking in the area is already a problem.

Eric Bona, private citizen, advised that he owns a property abutting the project. He asserted that other buildings in the area have setbacks that minimize their impact on neighboring properties, and are one- or two-storey buildings at the setback level; the proposed building, however, is "too big for the lot." He felt many of his tenants would move out when construction began, as they would be unwilling to tolerate the noise.

Mark Van Dorn, private citizen, said he represented several residents who felt the project would decrease property value, including "the overall value of Fort Lauderdale," and would increase risk and act as a detriment to the beach. He expressed concern regarding the noise generated by the car lift. He felt that the noise, dust, and congestion associated with construction of the building, which could have a harmful effect on the health of neighboring residents.

Steve Glassman, representing the Broward Trust for Historic Preservation, distributed copies of information that was sent to Staff and the Board members. He advised that he had contacted Staff some months ago regarding the historic issues associated with the site, as projects located in proximity to historic resources must go before the Historic Preservation Board for comment and review. He felt this information should have been presented to the Board.

He continued that a single-family home, constructed in 1925, currently sits on the 100x125 ft. lot. The property was once the winter home of a former United States Senator and has historic significance. Mr. Glassman pointed out that the Historic Preservation Board has asked the City Commission to allow them to comment on and review the project, and has requested an application for historic designation for both the Casablanca Café and the Casa Alhambra.

Mr. Glassman added that while the proposed building is attractive, it was not appropriate for the site, which was too small for the building's size. He asserted that the surrounding area is very busy, with pedestrian and vehicular traffic both day and night, and could not accommodate the project as it has been proposed. While he respected the need for tourism on the beach, he did not feel the proposed project could be considered responsible development. He asserted that it was untrue that the Central Beach Alliance made no attempt to meet the Applicant halfway.

Mr. Cohen noted that the allegations of historic significance had not been made since 1988, and asked if this issue had resurfaced in response to the project. Mr. Glassman responded that in 1988, paperwork had been filed with the Florida Master Site regarding the buildings; in 2008, the City had conducted a Central Beach Resource Survey, which included the two structures. At present, it is now

up to an individual or group to file paperwork with the City seeking a historic designation for the buildings. He explained that his intent was to make the Board aware that the properties are located on historic surveys. Mr. Cohen pointed out that the property owner could have paid the necessary fee to have the buildings designated as historic properties. Mr. Glassman said he felt the appropriate City Department should have informed the Board of the historic potential of the site.

Dave Townsend, manager of the Casablanca Café, said he is often at the restaurant at night and characterized the street as dangerous. He felt the Applicant's plan to increase the sidewalk was similarly unsafe, as many cars drive too fast through the area. He added that the Café is not allowed to offer valet service, and expressed concern that valet parking at the hotel would result in a line of cars. He advised that he has not met with the Applicant thus far.

Mike Jackson, private citizen, said the project would be a positive influence on the Downtown area, as the hotel would encourage tourism. He added that the subject parcel was sufficiently large to contain the hotel, and encouraged the Board to approve the Application.

Dan Lindblade, President and CEO of the Greater Fort Lauderdale Chamber of Commerce, asserted that the project would help bring jobs into the area and further decrease Broward County's unemployment rate. He noted that there have been 38 consecutive months of growth in the tourism industry, which he attributed to the redevelopment of the beach area and the construction of attractive hotels. He stated that the Chamber will continue to work with local neighborhoods to address noise, traffic, and parking issues, and is committed to reaching a solution.

Mr. Witschen asked how many jobs would be created directly by the hotel, excluding construction jobs. Mr. Lindblade estimated that under 50 jobs would be created, most of which are in the service sector.

Gloria Heller, private citizen and resident of the Seasons condominium, stated that she was not aware of anyone who had been contacted to meet with the Applicant. She pointed out that the Applicant had not discussed plans for exhaust fans or kitchen-related equipment, and that her balcony would be roughly 20 ft. from the edge of the subject property, resulting in a loss of both privacy and property value. She added that the hotel would attract a transient clientele, and that while the Casablanca Café and Casa Alhambra did not have historic designations, they were of historic value to the City.

Abby Loughlin, private citizen, stated that the project is wrong for the site on which it is proposed, and did not feel ABA was appropriate zoning for the parcel. She noted that other properties of similar size to the proposed hotel were built on combined parcels.

Erika Klee, private citizen and resident of the Seasons, said it was not reasonable to expect delivery trucks to operate in the manner described by the Applicant. She noted that the Applicant had not addressed the impact of exhaust from vehicles in the garage on neighboring properties.

Mark Badger, private citizen, said he was in agreement with the project, as the redevelopment of the beach has discouraged spring break traffic and raised tax revenues and property values.

Charles King, private citizen, stated that while he does not reside on the beach, he is a property owner in that area. He asserted that the allegations of historic significance did not seem accurate, and advised that the beach was an economic resource that the City should use. He felt that compatibility with the zoning district was more important than compatibility with nearby buildings.

Matthew De Felice stated that while he is the chair of the Historic Preservation Board, he was not representing that entity at tonight's meeting. He explained that the City's Comprehensive Plan defines historic resources as "any property that is identified on the Florida Master Site File." The Comprehensive Plan's Historic Preservation Element also has a policy that all proposed effects on historic resources must be reported to the Historic Preservation Board for review and comment. He concluded that this is a separate process than declaring the property a historic resource.

Ray Tucker, owner of the adjacent property to the west of the subject parcel, said no one had contacted him with regard to plans for the site. He expressed concern for his business at the Alhambra Hotel during the construction phase of the project, as the subject site is in close proximity to the Alhambra's pool. He added that it was not realistic to expect hotel guests to make appointments to remove their cars from a garage. He noted that his property, which is the same size as the subject parcel, has a two-storey, 10-unit building on it, and advised that he could easily develop his property in the same manner as the Applicant if the Application is approved.

Vice Chair Hansen suggested that Mr. Tucker and the individuals speaking in opposition to the project come together to seek rezoning of the area if they felt it was incompatible with the surrounding neighborhood.

Mr. Ferber asked Mr. Tucker if the parking located on his property required cars to back out into the public right-of-way. Mr. Tucker confirmed this.

Fred Carlson, representing the Beach Breezes Association, requested more information on the pay in lieu program as it related to additional parking spaces. Ms. Parker explained that the Applicant would pay into a fund for the

development of future parking spaces. Mr. Carlson asserted that this and other arrangements the Applicant proposed to mitigate the need for parking were "bizarre." He noted that the Applicant's plan to increase the frontage of the proposed building would result in further narrowing the traffic lanes on Alhambra Street, which could affect deliveries to the Casablanca Café.

Mr. Cohen asked how the Beach Breezes Association had voted on the project. Mr. Carlson replied that no vote had been taken.

The Board took a brief recess from 8:51 p.m. to 9:00 p.m.

Karen Turner, member of the Central Beach Alliance's Board of Directors, stated that she would like to give her speaking time to CBA President John Weaver. Elizabeth King, private citizen, said she would like to do this as well. Attorney Spence advised that any additional time provided to speakers was at the discretion of the Board, as representatives of organizations were already provided with five minutes rather than three. It was determined that the Board would make this decision at the end of the speaker's allotted five minutes.

John Weaver, President of the Central Beach Alliance, advised that while the CBA has given its approval to several existing developments on the beach, the membership had voted 193-0 against the Application. He observed that the issues are whether or not the proposed hotel is a project of significant impact, and if so, whether it is compatible with the neighborhood.

Mr. Weaver stated that while the project's impact appeared to be significant, he did not feel the impact would be positive. He pointed out that placing a tall building next to an existing residential development would affect the residences' property value, and added that the lot is not sufficiently large to contain enough parking for the hotel. He did not feel that having delivery trucks unload in the valet parking area was reasonable. He concluded that the CBA had sought to reach a compromise with the Applicant, but had been rebuffed.

Mr. Witschen asked Mr. Weaver to explain why, according to Code, the project was not compatible with the surrounding neighborhood. Mr. Weaver replied that "neighborhood compatibility" was a subjective term. He cited the example of a similar project to which the CBA had objected, as it was very close to a residential building; that project had ultimately been denied at the City Commission level. Mr. Witschen asked how the Application could be changed to make the project compatible with the surrounding neighborhood. Mr. Weaver said its height would need to be significantly lowered due to the size and location of the lot.

George Kousoulas, representing Vintro Hotels, stated he would like to clarify some of the assertions made by adjacent property owners. He stated that the

development team had met in October 2012 with the owner of a hotel to the west of the subject property; they had also met with the owner of a hotel to the north of the Casablanca Café to discuss the size of the project and the Applicant's plans for it. The project's attorney had met with representatives of the Casablanca Café, who had raised specific concerns regarding loading and electrical issues.

Mr. Kousoulas concluded that he had met twice with the CBA, including an open house that invited several members of the community as well as City officials.

Robert Poprawski, owner of the Ocean Holiday Motel, advised that he had met with the Applicant to discuss parking issues, as well as the shadow studies performed by the Applicant's team. He pointed out that his own building would be shadowed by the Vintro throughout much of the afternoon, as would other nearby buildings. He did not feel the Applicant's parking plans could accommodate hotel guests or additional traffic generated by the on-site restaurant.

Jim Novak, President of the Alhambra, said it was not reasonable to suggest hotel guests might travel by bicycle from the airport to the hotel. He did not feel there would be many potential guests who would take the bus from the airport as well. He concluded that it was not common sense to expect the Applicant's plans for traffic and parking to be effective, and noted that car elevators would create a great deal of noise.

Mr. McCulla clarified that the Applicant had not suggested guests would take bicycles or buses from the airport to the hotel: the assertion had been that restaurant and bar customers might use these travel options.

As there were no other members of the public wishing to speak on this Item, Chair McTigue closed the public hearing and brought the discussion back to the Board.

Mr. Backman commented that there may have been some confusion with regard to the Application, or a lack of opportunity for the Board to understand the substantial analysis performed by the Applicant regarding all the issues raised by the Board and the public. He stated that with the exception of the proposed increase in FAR, the hotel is fully permissible in the ABA zoning district and meets the requirements and standards dictated by that district. With regard to neighborhood compatibility, he advised that there are multiple high-rise buildings within the immediate vicinity of the project.

Mr. Witschen remarked that the project appeared to be "a big box on a small site;" he was also concerned regarding the building's ability to be serviced by vendors, and did not feel the plans for its ground level contributed to the pedestrian experience on the beach, as it did not offer amenities. He concluded

that the requested FAR of 5% did not seem achievable according to the ULDR criteria for design capability listed in Section 6B.

Mr. McCulla observed that with the possible exception of the FAR ratio, he felt the Applicant has met all the necessary criteria for zoning, as well as the criteria for their requested variances. He felt the proposed plans for parking and deliveries were innovative, while the objections to the project referred to existing problems faced by other businesses.

Ms. Parker reiterated the five criteria for a FAR variance, which included distinctive design, architectural character, color and composition, architectural deviation from sameness, and building orientation that relieves monotony from massing and scale. She pointed out that the building's floor plate is roughly 3500 sq. ft., as compared to a potential maximum of 16,000 sq. ft.

Mr. Witschen said he did not agree with the criteria referring to architectural character or distinctive design, as he did not see the design as reflective of the Miami Modern style. He felt the criteria were subjective, and added that if he felt the criteria for a FAR variance were met, he could vote in favor of the project despite his other concerns.

Vice Chair Hansen stated that the most objectionable proposal was access to the site, including parking and loading. He pointed out that the width of the driveway was 18.8 ft., which was substantially less than the minimum standard of 24 ft. He agreed with the assertions that the project was too large for its site, and did not believe the valet parking plan would work.

Mr. Ferber remarked that while he would like to see the Fort Lauderdale beach restored to an earlier built environment, this was not the purview of the Board; instead they were tasked with determining the facts and applying existing law. He did not feel his or other individuals' personal bias could be applied to the Application.

Mr. Cohen said while the building's design was innovative, he had several concerns about the Application, including the FAR. He advised that his interpretation of Code was similar to Mr. Witschen's with regard to this ratio.

Mr. McCulla asked at what point Staff had felt the Application met all necessary criteria. Ms. Parker replied that Staff had gone through several versions of the plans with the Applicant to reach an acceptable conclusion. Mr. McCulla said he felt the difference of opinion regarding the FAR was based on personal opinion, and he felt it would be an injustice to the Applicant to deny the project on this basis.

Motion made by Mr. Witschen, seconded by Mr. Cohen, to deny the project. In a roll call vote, the **motion** passed 4-3 (Mr. Ferber, Mr. McCulla, and Ms. Tuggle dissenting).

Ms. Tuggle requested clarification of the **motion**. Attorney Spence explained that while the City Commission is the ultimate arbiter of the Application, the Board would recommend that the City Commission deny the project.

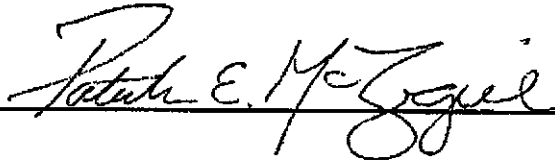
6. Communication to the City Commission

Mr. Witschen stated that the Board might suggest the City Commission reconsider the appropriateness of ABA zoning for the subject location of the beach, or perhaps revisit what is appropriate for certain parcel sizes. He explained that this could save future applicants time and money before their projects come before the Board. Vice Chair Hansen pointed out that applications submit site plans at the Development Review Committee (DRC) level. Mr. Witschen withdrew his recommendation for a communication to the Commission.

7. For the Good of the City

None.

Chair



Prototype



There being no further business to come before the Board at this time, the meeting was adjourned at 9:45 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]



MEMORANDUM

To: Scott Backman
Dunay, Miskel, Backman and Blattner, LLP
From: Cecelia Ward, AICP, JC Consulting Inc
Date: November 18, 2013
RE: Vintro Hotel LLC/Vintro Hotel - Development of Significant Impact/Site Plan Level IV
Case No. 70 R-12
Central Beach - A-1-A Beachfront Area (ABA) District

The following provides my professional planning and zoning review of the City of Fort Lauderdale Case No. 70-R-12 - Site Plan Level IV Approval/Development of Significant Impact/ ABA - Vintro Hotel.

SUMMARY OF FINDINGS AND CONCLUSIONS:

The proposed Vintro Hotel development is:

- CONSISTENT WITH THE 1988/1989 CENTRAL BEACH AREA REVITALIZATION PLAN
- CONSISTENT WITH THE CITY OF FORT LAUDERDALE ADOPTED COMPREHENSIVE PLAN /FUTURE LAND USE ELEMENT
 - Central Beach Regional Activity Center Goals, Objectives and Policies
 - Central Beach Regional Activity Center Future Land Use Designation
- COMPLIES WITH ALL APPLICABLE CITY OF FORT LAUDERDALE UNIFIED LAND DEVELOPMENT REGULATIONS (ULDRS) CHAPTER 47
 - SEC. 47-12 CENTRAL BEACH ZONING DISTRICT REQUIREMENTS
 - SEC. 47-12.2 INTENT AND PURPOSE OF EACH DISTRICT
 - SEC. 47-12.4 CENTRAL BEACH DISTRICT REQUIREMENTS
 - SEC. 47-12.5.B. DISTRICT REQUIREMENTS AND LIMITATIONS
ABA ZONING DISTRICT
 - SEC. 47-12.6 CENTRAL BEACH DEVELOPMENT DESIGN CRITERIA
 - SEC. 47-24.2 SITE PLAN DEVELOPMENT PERMITS
 - SEC. 47-25.2 ADEQUACY REQUIREMENTS
 - SEC. 47-25.3 NEIGHBORHOOD COMPATIBILITY REQUIREMENTS
 - SEC. 47-25.3 COMMUNITY COMPATIBILITY CRITERIA
 - SEC. 47-20 PARKING AND LOADING REQUIREMENTS
 - SEC. 47-21 LANDSCAPE AND TREE PRESERVATION
- ACCOMMODATES THE FORT LAUDERDALE DRAFT CENTRAL BEACH MASTER PLAN UPDATE (DRAFT 2009)

Attachment 1 provides the documentation supporting my professional findings and conclusions.

ATTACHMENT 1

CECELIA WARD, AICP

JC CONSULTING INC.

VINTRO HOTEL - CASE NO. 70 R 12

NOVEMBER 18, 2013

SUPPORT DOCUMENTATION

FINDINGS AND CONCLUSIONS

Table of Contents

Page

I.	PROJECT OVERVIEW	4
II.	FINDINGS AND CONCLUSIONS	5
1.	CONSISTENT WITH CENTRAL BEACH REVITALIZATION PLAN	5
2.	CONSISTENT WITH COMPREHENSIVE PLAN	6
3.	COMPLIANCE SEC. 47-12 CENTRAL BEACH ZONING DISTRICT REQUIREMENTS	7
	SEC. 47-12.2 INTENT AND PURPOSE OF EACH DISTRICT	7
	SEC. 47-12.4 CENTRAL BEACH DISTRICT REQUIREMENTS	8
	SEC. 47-12.5.B. DISTRICT REQUIREMENTS AND LIMITATIONS ABA ZONING DISTRICT	9
	SEC. 47-12.6 CENTRAL BEACH DEVELOPMENT DESIGN CRITERIA	13
	SEC. 47-24.2 SITE PLAN DEVELOPMENT PERMITS	13
	SEC. 47-25.2 ADEQUACY REQUIREMENTS	13
	SEC. 47-25.3 NEIGHBORHOOD COMPATIBILITY REQUIREMENTS	16
	SEC. 47-25.3 COMMUNITY COMPATIBILITY CRITERIA	17
4.	SEC. 47-20 PARKING AND LOADING REQUIREMENTS	20
5.	SEC. 47-21 LANDSCAPE AND TREE PRESERVATION	21
6.	ACCOMMODATES THE FORT LAUDERDALE DRAFT CENTRAL BEACH MASTER PLAN UPDATE (DRAFT 2009)	21
7.	CONCLUSIONS	23

PART I - PROJECT OVERVIEW

Application:

Vintro Hotel LLC

City of Fort Lauderdale Case No. 70-R-12

Site Plan Level IV/ Development of Significant Impact

Location:

3029 Alhambra Street, on the north side of Alhambra Street, between Seabreeze Boulevard and N. Birch Road, west of Fort Lauderdale Beach Boulevard (SR AIA).

Project description:

- Sixty- one (61) unit hotel
- Structured parking for 48 parking spaces
- 500 square foot lobby bar/lounge
- 2,000 square foot restaurant
- Building height – 13 stories one hundred sixty-four feet and four inches (164'-4")

Land Use and Zoning:

- Located in the Central Beach Revitalization Area
- Future Land Use Designation - Central Beach Regional Activity Center (CB-RAC)
- A-1-A Beachfront Area (ABA) Zoning District
- Properties to the north, south, east and west area all zoned ABA.

Dimensions:

- Building Height: 164' 4" (thirteen-stories)
- Building length fronting on Alhambra Street – maximum 85'
- Floor Area Ratio: 4.0 FAR
 - Lot size: 12,500 sf/.287 acres
 - Building: 49,963 sq. ft.
- Building Floorplate – 4,000 sq. ft.
- Front Façade Shoulder Pedestal- 32'6"
- Setbacks:
 - Front (South): Base 20' - Tower 25'
 - Side (East) Base 10' - Tower 19'2"
 - Side (West) 10' – Tower 19'2"
 - Rear (North) 20' – Tower 30'

PART II – FINDINGS AND CONCLUSIONS

1. CONSISTENT WITH CENTRAL BEACH REVITALIZATION PLAN

As per Subsection 47-12.2.A.2. - ABA -A--1-A Beachfront Area District is:

"The district is *intended* as a means of providing incentives for quality development and redevelopment along a segment of A-1-A and to ensure that such development is responsive to the *character, design and planned improvements as described in the revitalization plan.*"

The Vintro Hotel is consistent with the goals of the 1988 Central Beach Revitalization Plan.

Central Beach Revitalization Plan

1. Goals:

"(a)

- **To enhance the resort image of Ft. Lauderdale Beach as a place for tourists and conference groups.**

-- **To enhance the unique characteristics of the beach in order to effectively compete with other resorts."**

*1988 Fort Lauderdale Central Beach
Revitalization Plan - Part 1 Goals, (a) Pages 6-8*

The Vintro Hotel meets the goals of the Revitalization Plan by improving the overall physical environment and appearance of the Central Beach Area, complimenting other projects in the area and supporting the overall image of Fort Lauderdale Beach as a tropical resort destination.

The Vintro Hotel achieves the goals of the Revitalization Plan, as follows:

- The Vintro Hotel enhances the resort image of Fort Lauderdale by providing a "boutique hotel" that offers a unique and intimate experience for the business and leisure traveler. The boutique hotel experience is attractive to a niche of customers looking for something special in style, distinction, warmth and intimacy, differentiating this type of hotel experience from a chain-hotel experience.
- By providing such high quality boutique hotel accommodations, the Vintro Hotel enhances the beach to effectively compete with other resort areas.

- The architectural style of the Vintro Hotel enhances the unique characteristics of the Central Beach as an area containing iconic Mid-Century Modern designed buildings.

The proposed building incorporates Mid-Century Modern design features including a cantilevered roof, floating planes, glass wall, concrete eyebrows, wherein such designs features are evident in other existing iconic Fort Lauderdale buildings found in the Central Beach.

- The Vintro Hotel enhances the public realm by upgrading and improving Alhambra Street in accordance with the most recent Community Redevelopment Agency ("CRA") right-of-way improvement plans.

2. **CONSISTENT WITH THE CITY OF FORT LAUDERDALE ADOPTED COMPREHENSIVE PLAN**

The Vintro Hotel is consistent with the Central Beach Regional Activity Center (CB - RAC), which is the Future Land Use designation applicable to the subject property.

The CB - RAC has been the applicable Future Land Use designation for more than 25 years.

The City adopted the CB RAC in its Future Land Use Element, which establishes the regulatory basis for the land development regulations that apply to the Central Beach, including the ABA zoning district.

The CB-RAC requires that development in the Central Beach is consistent with the Central Beach Revitalization Plan.

OBJECTIVE 1.12: CENTRAL BEACH-RAC ZONING

*Monitor and evaluate development in the Central Beach-RAC zoning districts to ensure compliance with **goals and objectives of the adopted Central Beach Revitalization Plan.***

*City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18)
Volume I – Future Land Use Element Page 2-12*

Policy 1.12.1 requires "land uses" consistent with the following Central Beach Revitalization Plan.

POLICY 1.12.1: *Central Beach-RAC zoning districts shall require land uses consistent with the adopted Central Beach Revitalization Plan.*

*City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18)
Volume I – Future Land Use Element Page 2-12*

The Vintro Hotel supports the intent of the Central Beach area as a "compact high density, multi-use area," and as a "center of regional tourist activity" by providing for a boutique hotel within the A-1-A Beachfront Zoning District (ABA).

The City of Fort Lauderdale Comprehensive Plan has designated the entire 425 acre Central Beach from Sunrise Boulevard to Holiday Drive as a Regional Activity Center (RAC). According to the Plan, the definition of a Regional Activity Center is:

"Regional Activity Center (RAC) - A compact, high intensity, high density multi-use area designated as appropriate for intensive growth..."

City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18) Volume I – Administration and Implementation Element Page 1-27

The FLUE states that the 1990 land use designation was changed from residential and recreation and open space to Central Beach RAC, for the purpose of encouraging private sector redevelopment/revitalization in the Central Beach Area as a **"center of regional tourist activity."**

Central Beach RAC:

1. In 1990, a land use designation change was made in the Central Beach Area, from residential and recreation and open space to Regional Activity Center (RAC), in order to encourage private sector redevelopment/revitalization efforts in a 262 acre area, primarily commercial in character.

...

5. Site is a center of regional tourist activity.

City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18) Volume I – Future Land Use Element Page 2-59

3. COMPLIES WITH SEC. 47-12 CENTRAL BEACH DISTRICT REQUIREMENTS

The Vintro Hotel complies with all of the provisions of Section 47-12 Central Beach Zoning, as follows:

Consistent with Sec. 47-12.2.A.2 - ABA INTENT AND PURPOSE:

The proposed boutique hotel use is consistent with the intent and purpose of the A-1-A Beachfront Area Zoning District (ABA zoning district), which requires uses that promote the area as a *"high quality destination resort,"* and promotes the Central Beach area as a 'world class resort'.

As per Subsection 47-12.2.A.2. - ABA -A--1-A Beachfront Area District is:

"...established for the purpose of *promoting high quality destination resort uses* that reflect the desired character and quality of the Fort Lauderdale beach

and improvements along A-1-A. The district is **intended** as a means of providing incentives for quality development and redevelopment along a segment of A-1-A and to ensure that such development is responsive to the **character, design and planned improvements** as described in the **revitalization plan**."

The Vintro Hotel is also consistent with intent of the ABA zoning established by the Central Beach Revitalization Plan, intended as an area predominated by "hotel uses".

Page 3 of the Central Beach Revitalization Plan states that the ABA is "intended to be developed as a mixed use area, **predominated by hotel uses**." As noted above, incentives are to be provided that ensure that such development (i.e. full-service / resort hotel), include characteristics, are designed and contain planned improvements that promote the area as a **world class resort** in accordance with the Central Beach Revitalization Plan.

Complies with Sec. 47-12.4 Central Beach District Requirements

There are no limitations on permitted uses that are applicable to the Vintro Hotel per Section 47-12.4.

The Vintro Hotel abuts Alhambra Street, which is not a designated People Street, as per this code section. However, the project has incorporated people street design elements so as to enhance the pedestrian experience on Alhambra Street, even though such design elements are not required by the code.

These features include the following:

- The Project is designed to include a concrete eyebrow cornice at thirteen feet (13') in height, which is compatible with the height of the cornice on the Casablanca Café to the east. In addition, the Project provides a concrete eyebrow cornice at approximately thirty five feet (35') in height.
- **Cornice Setback.** The Project is designed such that the tower of the building is setback nineteen feet and two inches (19'2") from the cornice located at thirty-five feet (35') in height.
- **Fenestration.** Approximately fifty percent (50%) percent of the first floor of the southern building façade is a mixture of transparent fenestration including doors and windows. In addition, a water feature is provided on the ground level, which adds variety to the streetscape.
- **Recess of Fenestration.** There is a recess of a minimum of eight (8) inches of all exterior windows and doors and similar architectural features or other architectural features that distinguish the doors and windows from the building shaft.
 - The Project is designed to include a pedestrian friendly front yard covered by a cantilevered roof, which acts as an open plaza for pedestrians and hotel guests alike. It includes seating, landscaping, a water feature and shade devices to create a welcoming pedestrian environment.

Complies with Sec. 47-12.5.B. District Requirements and Limitations - ABA Zoning District

Complies with Sec. 47-12.5.B.5.a.i. PERMITTED USES:

The proposed hotel use is a permitted use in the A-1-A Beachfront Area (ABA) zoning district, as per City's Unified Land Development Regulations (ULDRs) Section 47-12.5.B.5.a.i.

Section 47-12.5. District Requirements and Limitations

B. A-1-A Beachfront Area (ABA) District.

5. List of permitted uses—ABA district.

a. Site Plan Level IV Development.

i. Hotels and suite hotels.

City of Fort Lauderdale Unified Land Development Code
Chapter 47-12 Central Beach Districts

Complies with Sec. 47-12.5.B.1. SETBACKS:

The setbacks proposed for the Vintro Hotel are in compliance with the minimum setbacks permitted in the ABA zoning district, as per Section 47-12.5.B.1.

Proposed setbacks:

- Front /abutting Alhambra Street (South) Base -20' Tower 25'
- Side (East) Base - 10' Tower – 19'2"
- Side (West) Base - 10' Tower – 19'2"
- Rear (North) Base - 20' Tower -

Pursuant to ULDR Section 47-12.5.B.1.a, the minimum front yard is 20 feet since it is abutting a public right-of-way, Alhambra Street.

Pursuant to ULDR Section 47-12.5.B.1.b., the minimum front yard is 20 feet since it is abutting a public right-of-way, Alhambra Street.

The minimum side yard of a structure that is not abutting a public right-of-way is ten (10) feet and the minimum rear yard of a structure that is not abutting a right-of-way is twenty (20) feet.

Section 47-12.5. District Requirements and Limitations

B. A-1-A Beachfront Area (ABA) District.

1. Setbacks.

- a. No structure shall be constructed, remodeled or reconstructed so that any part of the structure is located within twenty (20) feet of the proposed public right-of-way along A-1-A as shown in the revitalization plan, and within twenty (20) feet of any other public right-of-way, unless the development or redevelopment of the structure is approved as if it were a development of significant impact. In addition, those yards fronting on People Streets must meet the requirements of Section 47-12.4.C.*

- b. *Yards not abutting a public right-of-way.*
 - i. *Side yard: ten (10) feet.*
 - ii. *Rear yard: twenty (20) feet.*
- c. *The side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback requirements be less than an amount equal to one-half the height of the building when this is greater than the above minimums.*

City of Fort Lauderdale Unified Land Development Code
Chapter 47-12 Central Beach Districts

By applying the minimum side and rear yard setbacks, the project is afforded greater flexibility in shifting the mass of the building from its base to higher floors and applying distinctive design elements that make the building more transparent, allowing for light and openness in design. Of most importance is the ability to provide more usable open space areas for pedestrian enhancements at the ground level, as well as at higher points in the building.

Design features have been incorporated into the Vintro Hotel with sensitivity to the history and culture of South Florida through the use of Mid-Century Modern design elements.

These include design features that break up the mass and scale of the building with moderation in the vertical plane through the use of balconies, fenestration, a roof garden and eyebrow projections, cantilevers, spiral stair motifs, glass walls and decorative screening – architectural design elements found in Mid-Century Modern style of architecture.

A comparison of setbacks for hotel buildings that were approved after the establishment of the Central Beach Area zoning regulations illustrates that setbacks proposed for the Vintro Hotel are similar to the setbacks of other hotels located in the ABA zoning district that have previously been approved by the City.

Setbacks Comparison Chart							Existing Hotels Setback Range
Hotel	ULDR Standards	Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel In Comparison
Zoning District	ABA	ABA	ABA	ABA	ABA	ABA	
Setbacks							
Front	Min. 20' - abutting ROW	Base - 20' Tower - 25'	20.7'	5.5' - 10'	50'-6" (East)	38'	5.5' - 38' Within Range

Rear	½ height -- Allows for request of minimum setback of 20'	Min. 20' Not abutting ROW	Base – 20' Tower – 30'	20.7'	20'	20' (South)	20' Min	20' – 20.7' Greater rear setback of Tower
Side	½ height -- Allows for request of minimum setback of 10'	Min. 10' Not abutting ROW	Base - 10' Tower West side 19.2' East side 19.2'	12.4'	10' – 27'	20' (North)	20' Min	10' – 27' Within Range

Complies with Sec. 47-12.5.B.2. HEIGHT:

The Vintro Hotel proposes a height of 164' 4", which is significantly less than the maximum height permitted in the ABA, which is 200 feet with the ability to increase to a height of 240 feet.

The proposed height for the Vintro Hotel is also comparable, and in most cases, significantly less in height than the heights of other development that has been approved in the ABA zoning district, as well as in the adjacent PRD and IOA Central Beach zoning districts.

A comparison of heights of hotel buildings that were approved after the establishment of the Central Beach Area zoning illustrates that the proposed height of the Vintro Hotel is significantly less than other hotels approved in the ABA zoning district.

Height Comparison Chart							Existing Hotels Height Range
T							
Hotel	ULDR Standard	Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel in Comparison
Zoning District		ABA	ABA	ABA	ABA	ABA	178' – 245'
Height	200' (240')	164'-4"	233'	178'	245'	229'-2"	164.4' Less than by 8% -49%

Hotel has been designed in full compliance with the reduced height that is in effect in the ABA zoning.

In 2002, the City instituted a Zoning in Progress and then subsequently adopted amendments in 2004 (Ord. No. C-04-10), reducing the maximum height permitted for development in the Central Beach area. Included in those amendments was a reduction in the maximum height permitted in the ABA zoning district, reducing the maximum height permitted in the district from 250 feet with the ability to request an increase in height to 300 feet, to a maximum permitted height of 240 feet, with the ability to request an increase in height up to 300 feet.

These changes included extensive input and study by the City with input from neighborhood representatives, and were based on an analysis of existing development patterns and the recommendations of the Urban Land Institute as provided in the 2002 ULI study.

(Minutes City Conference Meeting July 25, 2002)

Complies with Sec. 47-12.5.B.3. FLOOR AREA RATIO:

The Vintro Hotel proposed a Floor Area Ratio of 4.0, which is in compliance with the permitted FAR in the ABA.

The ABA zoning permits greater FAR when additional design enhancements are incorporated into the design of the proposed development.

Although the project is not seeking an increase in FAR beyond the 4.0 maximum, the design of the Vintro Hotel has incorporated the additional design enhancements, which would otherwise allow an even greater FAR under the ABA zoning district.

These additional design enhancements include the following:

- A distinctive design that reflects positively on the overall character of the City, bringing together the tropical South Florida location and the urban character of Fort Lauderdale's Central Beach District by providing an active streetscape, glass balconies, concrete eyebrows, color banding, and unique spiral staircase that creates a distinctive design that adds to the character of the City's Central Beach Area skyline.
- An architectural character that reflects a particular sensitivity to the history and culture of South Florida. The design of the proposed hotel reflects sensitivity to the history and culture of South Florida through the use of Mid-Century design elements.

The building's design and informal feel is characteristic of the Mid Century period apartments and motels found throughout the Central Beach District. The combination of the use of these architectural elements and the chic, boutique nature of the proposed hotel strengthen the Fort Lauderdale Central Beach Area's standing as a world-class resort destination while preserving the history and culture of the region.

- Utilization of the natural colors and composition of South Florida by framing the

building in white concrete with splashes of tropical colors added through strategically placed color banding.

- o Providing an architectural design that represents a deviation from "sameness" through the adaptation of historical architectural features from the Mid Century period to provide several unique building elements that are not generally seen on other buildings in the Central Beach Area or the City.

A comparison of the FAR of hotel buildings that were approved after the establishment of the Central Beach Area zoning illustrates that the proposed FAR of the Vintro Hotel is similar, and in most cases significantly less than the FAR of other hotels approved in the ABA zoning district.

FAR Comparison Chart							Existing Hotels FAR Range
Hotel	ULDR Standard	Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel in Comparison
Zoning District		ABA	ABA	ABA	ABA	ABA	3.97 – 6.63
FAR	4.0	4.0	6.63	5.65	3.97	4.83 (w/underground parking)	4.0 Within Range

Complies with Sec. 47-12.6 Central Beach Development Permitting and Approval.

The Vintro Hotel is in compliance with Section 47-12.6 Central Beach Development Permitting and Approval, as follows:

A. *Beach development permit required.*

The Vintro Hotel complies with the standards and criteria as set forth in Section 47-12.6.A. as follows:

Complies with Sec. 47-24.2 Development Permits and Procedures, Site Plan Development Permit.

The Site Plan Level IV application for the proposed hotel use, has been submitted, and processed for review in accordance with the provisions of Section 47-24.2, which requires DRC, Planning and Zoning Board, and City Commission review and approval of the site plan application.

Complies with Sec. 47-25.2 Adequacy Requirements

Sec. 47-25.3 Neighborhood Compatibility Requirements

Sec. 47-25.3 Community Compatibility Criteria

The Site Plan Level IV application is also in compliance with all of the design and community compatibility criteria provided in Section 47-25.3, as further described below.

1. **The proposed boutique hotel is compatible with the character of the overall plan for development that has been established for the Central Beach area for more than 20 years.**

The Central Beach Revitalization Plan was created for the express purpose of encouraging private sector development in the revitalization of the Central Beach area as a center of regional tourist activity.

2. **The architectural design of the Vintro Hotel is compatible with the design guidelines provided in Section 47-25.3, Neighborhood Compatibility requirements, as follows:**

1. *Adequacy requirements.*

ULDR Section 47-25.2 establishes citywide standards to evaluate the demand on public services and facilities to ensure that new development within the City meets or exceeds the basic infrastructure needs of the proposed project.

The City's Development Review Committee (DRC) met on October 9, 2012 and provided review comments, including review of application responses regarding adequacy of development services and facilities. According to the City Staff Planning and Zoning Board Memorandum, dated March 20, 2013, all review comments have been addressed by the applicant.

2. *Smoke, odor, emissions of particulate matter and noise.*

The Vintro Hotel does not involve activities that will produce any smoke, odor or emissions of particulate matter and noise. The proposed hotel includes sixty-one (61) hotel units, 2,000 square feet of restaurant use, 500 square feet of bar use and structured parking with forty-eight (48) parking spaces. The hotel and its ancillary uses (lounge and restaurant) have been designed and will be operated in such a manner to ensure that any activities that may occur within the hotel will not produce unreasonable noise levels or otherwise disturb the surrounding community.

3. *Design and performance standards.*

- a. *Lighting.*

The Vintro Hotel is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the subject property are developed with primarily commercial uses including hotels, motels and restaurants.

The north and east sides of the subject property, which abuts residential structures, is heavily landscaped with a mix of trees. In addition, the proposed development is designed to include a six foot (6') high privacy wall along the north and east portions of the subject property abutting the existing residential structures. The parking garage will also be screened from the view with the use of metal screens.

The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the site y from the south.

Additionally, the light fixtures employed for the proposed development were chosen to reduce spillage onto adjacent properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact from illumination on adjacent properties.

b. Control of appearance.

The character of the area abutting the subject property has been established by the Central Beach Revitalization Plan and by the Central Beach Regional Activity Center Future Land Use Designation as a high density, high intensity multi-use area, with the character of the ABA zoning district established for the purpose of promoting resort hotel uses.

The properties abutting the subject property are all zoned ABA. The Vintro Hotel has been designed with consideration of the potential redevelopment of the surrounding properties as hotel resort uses, in accordance with the ABA zoning, as well as incorporating design features to complement existing surrounding residential structures, as follows:

i. Architectural features.

The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The proposed development also includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the proposed development on adjacent uses.

The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the hotel and a water feature is proposed to the west of the entrance.

The hotel design also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor.

Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on the fifth through eleventh stories.

Color and material banding are also employed in the design of the proposed hotel. Specifically, a concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade and on a portion of the west side of the south building façade. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors.

An open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades.

The combination of the concrete eyebrow, balconies, roof gardens and spiral staircase create variations in building mass including projection and recession and variations in the rooflines.

ii. Loading facilities.

The loading facilities for the Vintro Hotel will be located in the parking area, which will be screened from view as described above. As such, no loading area will be visible from the surrounding properties.

iii. Screening of rooftop mechanical equipment.

The Vintro Hotel is designed to screen all rooftop mechanical equipment. Specifically, the hotel's design employs an additional floor of façade as a parapet to screen the required mechanical equipment. As the parapet façade will be screened with the same metal screen as the parking garage, the material screening the equipment will match the material used for the principal structure and is at a minimum six inches (6") above the top most surface of the equipment.

c. Setback regulations.

The subject property is not contiguous to residential property, as defined by Section 47-35 of the ULDRs; as such this subsection is not applicable.

d. Buffer yard requirements.

The subject property is not contiguous to residential property, as defined by Section 47-35 of the ULDRs; as such this subsection is not applicable.

e. The Vintro Hotel specifically complies with Neighborhood Compatibility Section 47-25.3.A.3.e.i.a. and b., as follows:

The Vintro Hotel is compatible with and preserves the character and integrity of adjacent neighborhoods.

- **The adjacent neighborhood is described in both the Central Beach Revitalization plan as the entire Central Beach area.**
- The areas to the north, south, east and west of the subject property all have an ABA zoning designation.

The buildings surrounding the subject property range in height from 2 to 16 stories – with many of the lower story buildings existing prior to the time that the Central Beach Revitalization Plan and Central Beach Regional Activity Center Future Land Use Designation was established for the neighborhood and prior to the time that the ABA zoning district regulations were adopted by the City.

- The proposed hotel is similar to the mass and scale of development approved for high-rise resort hotels within the ABA zoning.

The Vintro Hotel has been designed to mitigate any potential adverse impacts on the adjacent neighborhood as follows:

- Parking has been internalized into the building, including the parking ramps, and has been designed so that the parking is screened from view with decorative screening to mitigate any potential impacts from noise, glare from vehicles.
- Trash disposal has been internalized to mitigate any potential noise, odors generated from trash disposal to
- Mechanical equipment has also been screened from view to with decorative screening to mitigate potential visual nuisances.
- Alteration of building mass and scale has been achieved through vertical and horizontal design features which break of the mass and scale of the building.
- Shadow study has been submitted with the application – with no adverse impacts identified by the City.
- Although not required, the project includes a six-foot (6') high privacy wall along the north and east property boundaries. In addition, a ten foot (10') wide landscape buffer strip is provided along the east and west property lines and a portion of the north and south property lines including trees, shrubs, and ground cover, designed to screen the use from the view of adjacent properties to the north, east and south.
- Incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor.
- Consideration has been given to the adopted "master plan" that is applicable to the subject property. This would include the Central Beach Revitalization Plan, the Central Beach RAC (FLUE), and although not yet adopted, the Central Beach Master Plan Update 2009.
- A shadow study was submitted; illustrating no adverse impacts or adverse effects on the Beach and on the adjacent neighborhood is created by the

proposed development.

The Vintro Hotel specifically complies with all of the provisions contained in Sec. 47-25.3 Community Compatibility review criteria contained in Sec. 47-25.3.A.3.e.iv. - a) thru o), as follows:

b. Bulk Controls

- **Building Floor Area.** The project complies with the maximum permitted FAR of 4.0
- **Maximum Height.** The project is significantly less in height than the maximum permitted height.
- **Yards.** Proposed yards are in compliance with the minimum yard setback requirements.

c. Massing Guidelines

- **Height.** Building height is significantly less than the maximum height permitted, and comparable to the heights of buildings permitted within the ABA zoning.
- **Vertical Plane Moderation.** Vertical Plane moderation is provided through the use of variation in colors, glass walls, roof gardens, balconies, cornices and other similar features.
- **Façade Treatments.** Façade treatments include cornices, cantilevered eyebrows, and transparency using windows, doors, glass walls, water features, roof gardens, tropical colors contrasting with white background color, spiral stairway motifs, and sculptural elements.
- **Street Level Guidelines.** Active first floor providing for pedestrian environment – seating areas, open views, connections to sidewalk, enhanced landscaping and water feature.
- **Parking.** Structured parking is contained within building envelope and is screened with architectural elements.
- **Fenestration.** Fenestration has been provided, including but not limited to, cornices, cantilevered eyebrows, transparency using windows, doors, glass walls, water features, roof gardens, tropical colors contrasting with white background color, spiral stairway motif.
- **Canopies.** Cantilevered building crates pedestrian arcade at ground floor main entrance to building

d. Trash / Loading Facilities. Trash services have been incorporated within the building volume and screened from street and pedestrian circulation areas.

e. Other Guidelines

Energy Conservation. Exterior white color used to encourage maximum reflection/ minimum transmission of heat.

Building Separation. There is only one building proposed on the development site.

Rooftop Design. Mechanical equipment is designed to be an integral part of the building, and adequately screened.

f. Vehicular Circulation

Ingress and Egress – access drive provided on south side, designed in a manner that does not conflict with pedestrian or vehicular traffic.

g. Pedestrian Circulation – open space areas

An outdoor seating area is provided at the street level along Alhambra Street, with decorative water feature next to main front building entrance.

h. Perimeter Treatments

Screening. Trash disposal areas have been incorporated into the building envelop.

Paving. Paving shall be provided in accordance with city paving and drainage standards.

Landscape. Landscaping has been designed consistent with the requirements of Sec. 47-12 and Sec. 47-21 Landscape Code.

i. Site Furnishings

Site furnishings providing for seating areas on the street level, have been designed as an integral component of the streetscape and designed accordingly.

j. Signage. One sign is proposed with a sign area of approximately fourteen (14) square feet, identifying the branding of the Project and is located on the ground floor to the west of the Project entrance. The proposed sign is in compliance with City regulations of Sec. 47-12 and 47-22 Sign Code.

k. Lighting. Lighting has been designed to be compatible with the proposed use, adjacent development and as required by the code. Additionally, all lighting will be recess lighting, respecting the turtle lighting in compliance with the guidelines as per ULDR Section 6-49.

l. Utilities. Utilities will be underground at the point they enter the development site.

m. Site Plan Objectives

n. Usable outdoor spaces – open space area provided at ground level with pedestrian seating area. Roof gardens, pool deck also provide usable outdoor spaces,

o. Defensible Space - security for the residents and guests is incorporated into a secure parking garage entry/exit and elevators, protected lobby entrance. Lighting and landscaping has been designed consistent with the City's DRC for compliance.

COMPLIES WITH SEC. 47-20 - PARKING AND LOADING REQUIREMENTS

The Vintro Hotel complies with the City's Parking and Loading Requirements.

A parking systems evaluation was prepared by Hughes Hughes Inc., Transportation Engineers and Planners, dated May 6, 2013. A review of this study confirms that the proposed development is in compliance with City's parking and loading requirements, and with the trip generation demands established for the Central Beach area. This information is summarized below:

Parking: The Vintro Hotel provides for 48 parking spaces, which satisfies the minimum number of parking spaces required by the code.

Section 47-20.2. Table 3 of the City's Unified Land Development Regulations provides a parking rate for hotels located in the Central Beach Districts of 0.67 spaces per room. If a hotel includes a bar, such as the Vintro project, the parking requirement is 13.21 spaces per 1,000 gross floor area of bar space.

The hotel rooms require 40.87 parking spaces and the bar/lounge within it requires another 6.58 spaces, for a total of 47.45 = 48 spaces required

Based on the Barrier Island Parking Study policy recommendations identified as Option 1, the alternative adopted by the City on October 16, 2012, the applicant is not required to provide additional parking to support the upper-level restaurant; instead the hotel rate presumes that a restaurant is included in a typical hotel. As stated in the last paragraph on page 7-2 of the Barrier Island report, the City has eliminated the practice of generating separate parking for resort area hotel spas, restaurants and meeting space.

Trips: According to the trip generation study performed by Hughes Hughes Inc., the project is projected, based on standard trip rates, to generate 37 trips during the morning peak hour, and 41 trips during the afternoon peak hour, with another 166 trips occurring during the other 22 hours of an average weekday.

685 trips will remain (including all pending projects) in the Central Beach Regional Activity Center.

Based on the trips analysis provided, the roadway network providing access to the project site has adequate capacity to accommodate the estimated traffic.

Loading: Hotels are not required by Code to provide loading bays.

According to the analysis prepared by Hughes Hughes Inc., with regard to truck activity in general, hotels of this nature experience only limited truck deliveries and those are of such limited duration that it is generally considered counterproductive to provide a separate space for such occasional activities. Unwarranted loading zones diminish the aesthetics and spacial efficiencies of a building and site unnecessarily.

When smaller delivery trucks do arrive at the hotel site, they will be parked internally in one of the 5 ground floor standard parking spaces at the north end of the first-floor garage. When a truck's length exceeds the 18-foot standard parking space or otherwise prevents internal circulation from continuing during the duration of the truck delivery, the truck will stand in the driveway's southbound (outbound) lane. When the southbound lane is utilized, valets will work together to operate the inbound lane as a two-way lane, ensuring as always that the inbound direction takes priority.

To protect the public from any possibility of truck deliveries being conducted from the over-wide street (Alhambra Street is 30 feet wide instead of the standard 22- to 24-foot width), a vehicle overflow plaza has been designed and designated in the southwest corner of the building footprint.

4. COMPLIES WITH SEC. 47-21 - LANDSCAPE AND TREE PRESERVATION

The Vintro Hotel Site Plan application includes a Landscape Plan that has been designed in accordance with the provisions of Section 47-21, as reviewed by the City's Landscape Plans Examiner, as part of the DRC review process.

5. ACCOMMODATES THE FORT LAUDERDALE DRAFT CENTRAL BEACH MASTER PLAN UPDATE (DRAFT 2009).

Per Sec. 47-25.3.A.3.e.i.b, consideration shall be given to the recommendations of the adopted neighborhood master plan where the development is located. As noted in the Staff Report (PZ Memorandum dated March 20, 2012 and City Commission Memorandum dated November 19, 2013) "the draft Central Beach Master Plan is intended to take the place of previous plans for the Central Beach area, and the applicant took certain efforts to accommodate the intent of the Master Plan guidelines as well as the architectural design criteria of the code."

The goals of the Redevelopment Plan are as follows:

- Enhance the resort image of the Fort Lauderdale Beach as a place for tourists and conference groups;
- Make Fort Lauderdale Beach an integral part of the City for use by local residents;
- Improve the circulation for autos, bicycles and pedestrians within and through the Central Beach Area;
- Create and enhance a positive visual and physical image of the Central Beach Area;
- Provide for an active pedestrian environment throughout the Central Beach Area particularly between the Intracoastal Waterway and the beach.

The proposed development is compatible with the design and streetscape guidelines of the plan in that the:

- Project has a 32'6" shoulder pedestal and incorporates Mid-Century Modern architectural style elements such as cantilevers, spiral stair motifs, glass walls and decorative screening that was first introduced in South Florida in the 1940s.
- Project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections throughout. At least one form of moderation is used every (3) stories.
- Ground level includes an open plaza and seating, with landscaping, water feature and shading devices to help create an active, vibrant and comfortable pedestrian environment at the street level. Also screens the two levels of parking above the ground floor with a decorative metal screen that is reflective of the architectural style of the hotel and neighborhood.
- The Vintro Hotel has been designed with a maximum floorplate of 4,000 sq. ft., which is only a ¼ of the maximum floorplate recommended to be permitted under the new design guidelines contained in the City's CBMP.
- The Vintro Hotel has 20 foot front yard setbacks of which 7-foot is the sidewalk width as recommended in the CBMP to encourage pedestrian movement.

As further reflected in the City staff report, the Vintro Hotel,

"...is located in the Mid-Beach character area, which has a defining characteristic of resort, hotel and residential uses for this district."

The project is responsive to the building design guidelines of the Master Plan by maintaining a street wall length of 85 feet, which is less than the maximum 200 feet. The building floor plate is approximately 4,000 square feet, which is significantly less than the maximum of 16,000 square feet for hotels above 65 feet in height in the Mid-Beach Area. In addition, the building provides active ground-level uses and screens two levels of parking above with a decorative metal screening solution.

The proposed structure will help improve the visual experience with prominent architecture and an active, human-scale pedestrian environment.

The Vintro Hotel proposal, together with other recently approved projects in the Central Beach Area, can help to support a setting for a more cohesive and vibrant environment, as well as an enhanced resort atmosphere for residents and tourists alike. "

See City Manager/Staff Memorandum –
dated 11/19/2013 13-0761

The CBMP also includes a market analysis that re-affirms that the resort and hotel market is one of the strongest market opportunities for achieving the redevelopment plan adopted for the Central Beach. This Plan continues to **encourage the promotion of world-class hotel resort uses in the ABA area. In fact, the CBMP actually identifies the City-owned surface lot across the street from the Vintro Hotel as an opportunity for a mixed use, hotel site. Specifically, it provides for a "10 floor 350 room hotel and 500 parking spaces of which 150 would be dedicated to the public...[and] the 10 floor hotel**

building set back from AIA and on the north side of the parcel would not create a shadow on the beach.”

The CBMP also recognizes the significant private and public investment that has gone into redevelopment of the public and private realm, thereby changing the character of the Central Beach area from what existed prior to the adoption of the Central Beach Revitalization Plan in 1988, which has led to the in re-positioning of the Central Beach area as a resort destination.

This change in character is reflected in the several larger scale hotel resorts which have been approved by the City in the ABA zoning district, and in the Planned Resort (PRD) District to the south of the subject property.

The CBMP also discusses the opportunity and appropriateness for locating mixed use development with retail, restaurant and hotel uses this area of the City, citing the development opportunity for these uses on the City's Sebastian /Alhambra lots, which are located directly south of the proposed Vintro Hotel development site. As such the City's own analysis of what is appropriate redevelopment in the Sebastian Alhambra area supports the redevelopment of the Vintro development site for a boutique hotel, as proposed.

The CBMP also included an analysis of the Central Beach design guidelines and the pattern of development that has occurred since the adoption of Central Beach design regulations in 1988. The CBMP proposes a maximum floorplate for hotels that are 65 feet or higher that are located in the Mid Beach Area, which includes the ABA zoning area and the subject property. According to the CBMP, the maximum floorplate that should be permitted for a hotel that is 65 'or taller in when located in this area of the Central Beach, should be 16,000 sq. ft.

6. Conclusion:

- **The City staff is correct:**
 - In their findings that the proposed Vintro Hotel is consistent with the City's Comprehensive Plan, Central Beach Design Guidelines and applicable ULDRs; and,
 - In their findings that the proposed Vintro Hotel accommodates the 2009 Central Beach Master Plan Update design guidelines, including enhancement of the pedestrian environment; and
 - In their recommendation of approval of the proposed Vintro Hotel based on the above.
- **The project has been revised to respond to and address the review comments of the City's Planning and Zoning Board:**
 - Including redesign of the project so that there is no longer a request for additional FAR, while still maintaining the projects significant design enhancements.

As such, it is my professional opinion that the Vintro Hotel is in compliance and consistent with the City's:

➤ 1988 Central Beach Revitalization Plan

- Adopted Comprehensive Plan
- 2009 Central Beach Master Plan Update
- Unified Land Development Regulations

It is also my professional opinion that the Vintro Hotel is compatible with:

- The character of the Central Beach neighborhood established for the ABA zoning district of the Central Beach; and
- The pattern of hotel development that has been approved by the City over the last 25 years in this area of the City.



HUGHES HUGHES INC.

May 6, 2013

Enrique Colmenares
Vintro Ft. Lauderdale, LLC
2216 Park Avenue
Miami Beach, FL 33139

Delivered Via Email

RE: Vintro Hotel, Ft. Lauderdale Beach, Parking System Evaluation
DRC# 70-R-12
HHI Project No. 12009.1

Dear Mr. Colmenares:

Your Vintro Hotel project's land use attorney, Scott Backman of Dunay, Miskel, Backman and Blattner, LLP, and architect, Jose L. Gomez, AIA, Vice President of Beilinson Gomez Architects P.A., requested that Hughes Hughes Inc. (HHI) conduct an operations analyses for the hotel's then-proposed access and parking system. Subsequently, the project site plan was modified, necessitating this update to our original March 19, 2013 evaluation. The following project elements formed the basis for our analysis.

Project Description

Though originally proposed to include 72 rooms, the hotel is now proposed to provide only 61 rooms. In addition, the applicant proposes to operate a 2,000 square-foot restaurant and a 500 square-foot bar/lounge—expected amenities at such hotels. The site plan is attached (see Attachment 1). The clientele is planned to be comprised of the adult market (40s and up) who prefer small boutique luxury accommodations.

The project is located near the east end of Alhambra Street, with a street address of 3029 Alhambra Street. The single lot is currently the site of a single-family residence owned by Vintro Fort Lauderdale, LLC. To its immediate east, the project site is adjacent to the Casablanca Café on Fort Lauderdale Beach's SR A1A. To the site's northeast is The Seasons, a 16-story condominium, and between the condo and café is the 4-story Ocean Holiday Motel. Directly north of the project site is a 2-story multi-family apartment building at 3028 Seville Street. To its immediate west is the Alhambra Beach Resort hotel, at 3021 Alhambra Street.

TRANSPORTATION ENGINEERS & PLANNERS
728 SW 4 Place ■ Suite 103 ■ Ft. Lauderdale, FL 33312-2595
954/563-1121 ■ Fax 954/563-9790 ■ www.HughesHughesInc.com

The site's access is obtained via Alhambra Street near the southeast corner of the site. The two-way driveway will connect to several ground-floor accessible parking spaces, as well as ground floor and second-floor mechanical parking. While the site is visible and accessible from SR A1A, the site benefits from Alhambra Street's connection to Birch Road, a north-south neighborhood spine road providing easy access to the north and south.

Site Access/Internal Circulation

Alhambra Street is a very low volume local street, and provides the only access to the proposed hotel. The project driveway is 20 feet wide (clear) and serves a 48-space parking garage, as well as taxi drop-off, trash and recycling removal vehicles and delivery vehicles. The parking garage will be fully served by valets, and the applicant intends to execute a valet parking agreement with the City solidifying its intentions. Trash and recycling pickups will occur within the ground floor of the parking garage and be facilitated by on-duty staff.

Between the Alhambra Street property line and the rear of the building, up to 5 vehicles can stand in the approximately 105-foot by 10-foot (clear) inbound lane until they can be parked on the ground floor or moved, one at the time, into the car elevator to be taken to the second floor garage level. Five standard parking spaces and one disabled space are located along the north end of the ground floor garage. When unoccupied, these spaces will be used to temporarily augment incoming vehicle storage until they can be valet-parked, increasing the number of vehicles that can be stored within the building prior to being moved by valets to alternate parking spaces.

Project Trip Generation

Projected trip generation for the proposed hotel was updated for this analysis using trip generation rates for "Hotel," Land Use Code 310, contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 9th Edition, published late last year. While the project can be best described as a luxury boutique hotel, ITE does not provide trip generation rates for this specific use at this time, and so the "Hotel" rate was utilized as a best-fit.

As shown in Attachment 2, without considering site-specific factors, the facility is projected on an average weekday to generate 32 morning peak hour trips, and 37 the afternoon peak hour trips. These trips are included in the weekday daily projection of 173 total trips. As noted in the ITE manual's description of the Hotel land use, whether private or open to the public, any external

Enrique Colmenares

May 6, 2013

Page 3

vehicular trips generated by the hotel's restaurant and bar/lounge are reflected in the hotel room trip generation rate.

Luxury boutique hotels generate fewer trips than a typical hotel because many guests do not drive to the destination in personal or rental cars. Instead, typically half or more arrive in the area by plane and take a taxi to the hotel, which was selected by the guest as a "destination" in and of itself. From that point, these guests generally stay in the area (i.e., walk to the beach, lunch, etc.) and occasionally use a taxi for a longer trip or in inclement weather. For this reason, the suburban ITE "Hotel" trip generation rate overestimates the number of trips entering and exiting the site. Further reducing site trip generation is the applicant's transportation demand management program described below.

Voluntary TDM Program

To further reduce vehicular trips and parking demand, the applicant is proposing a transportation demand management (TDM) program, and will accept a TDM condition of approval expressing the applicant's commitment to the following TDM measures:

- A. To encourage employees to consider transit, and get in the habit of riding the bus to and from work, institute an employee program that reimburses employee transit riders for 100% of the cost of their bus fares.
- B. To encourage employees to make a habit of riding a bike to work, institute a program that provides a \$5 credit on the employee food and beverage allowance for each day that the employee rides a bicycle to work.
- C. To encourage local restaurant and bar patrons to ride bicycles to the hotel, provide visible on-site bike racks and institute a program offering all patrons who arrived by bicycle a 10% discount on their bar and food bills.
- D. To encourage ride sharing among employees, organize and maintain a car-pooling rider-match program that assists site employees in locating other employees that work the same shift and originate from the same approximate location.
- E. To discourage employees from driving to work, refrain from reimbursing employees for off-site parking costs.

The nature of luxury boutique hotel trip making, as well as the effects of these specific programs on the project's projected trip generation was evaluated by HHI. The evaluation was conducted for the Saturday peak hour of the hotel, and is summarized in the second part of the trip generation table shown in Attachment 2. As shown in the summary, the travel demand programs are estimated to reduce inbound trips by approximately 6 trips in the peak hour. The TDM program reduces outbound trips by 5 trips in the peak hour; however, outbound taxi trips contributes an additional 13 outbound trips over use of a private vehicle, for a net increase of 8 trips.

The net effect is that, during the Saturday afternoon peak hour, the "Hotel" trip rate suggests the project will generate 26 inbound and 20 outbound trips without the travel demand programs, and only 20 inbound trips (and 29 outbound trips) with these programs in operation at a luxury boutique hotel. These characteristics and programs reduce inbound queues and parking demand without creating any capacity or experiential negatives.

Parking Requirements and Provisions

Section 47-20.2. Table 3 of the City's Unified Land Development Regulations provides a parking rate for hotels located in the Central Beach Districts of 0.67 spaces per room. If a hotel includes a bar, such as the Vintro project, the parking requirement is 13.21 spaces per 1,000 gfa of bar space. These calculations are detailed in the table shown on Attachment 3. As shown in the table, the hotel rooms require 40.87 parking spaces and the bar/lounge within it requires another 6.58 spaces, for a total of 47 spaces.

Based on the Barrier Island Parking Study policy recommendations identified as Option 1, the alternative adopted by the City on October 16, 2012, the applicant is not required to provide additional parking to support the upper-level restaurant; instead the hotel rate presumes that a restaurant is included in a typical hotel. As stated in the last paragraph on page 7-2 of the Barrier Island report, the City has eliminated the practice of generating separate parking for resort area hotel spas, restaurants and meeting space.

The applicant's TDM program, at a minimum, will ensure that the project's vehicular parking demand (calculated using the new beach area parking rate) is not exceeded, and is expected to reduce parking demand below the new rate.

As noted above, the nature of luxury boutique hotel trip-making also influences parking demand. This type of hotel guest relies primarily on taxis rather than personal or rental cars to visit

Enrique Colmenares
May 6, 2013
Page 5

destinations such as Fort Lauderdale Beach. The project's projected parking demand in this regard was also evaluated by HHI, and the evaluation is summarized in the second part of the parking calculations table shown in Attachment 3. As shown in the summary, the higher use of taxis is estimated to reduce parking demand by approximately 50% based on local antidotal evidence. At 50%, the total parking demand is reduced by approximately 24 parking spaces even without consideration of the applicant's TDM program incentives which could further reduce demand. However, as shown in the attached parking calculation table, the project meets its full Code parking requirement in its two-floor garage.

As noted above, 5 standard parking spaces and one disabled space are located along the north end of the ground floor garage. The two other ground floor parking stalls will be outfitted with hydraulic lifts allowing two vehicles to occupy each parking stall: one on the floor and one on an overhead lift. On the second floor of the hotel, another 19 parking stalls are provided, each outfitted with a lift. A brochure describing the proposed lift equipment is provided as Attachment 4. A car (large freight) elevator provides access to the 38 second-floor parking spaces.

Though currently uncommon in Broward County, at the urging of land planners and environmentalists, developers throughout the world are increasingly turning to more efficient and less detrimental ways to construct projects, including the use of car lifts and elevators. Car lifts allow a project to more efficiently absorb parked vehicles, reducing the amount of land and building materials, and reducing building mass. Likewise, use of a car elevator, which eliminates the need for garage ramps, significantly reduces the amount of space and resources needed to construct a multi-floor parking garage. These construction technique improvements benefit the public by facilitating more compact development which, in turn, increases pedestrianism and transit usage, and accommodates the same number of people in less space leaving more open areas and green space within the urban district. It is also good for the environment in that, as noted above, fewer building materials are needed to accommodate a given number of people (and their transportation vehicle of choice). With reduced building surfaces (walls), there is less reflected heat and other environmental benefits. In general, these new construction techniques are welcomed by planners and environmental professionals.

As outlined above, the applicant proposes to provide 48 parking spaces, 40.87 of which the Code rates assume will be utilized by hotel guests (including the restaurant) and 6.58 spaces assumed to be needed by bar patrons not otherwise associated with the hotel. One extra space is provided in excess of the Code requirement, even given the likelihood that many fewer spaces will be needed.

Enrique Colmenares

May 6, 2013

Page 6

Parking System Evaluation

Three questions have been raised by the public in relation to the proposed parking operation system. The questions, requested information and our analysis are outlined below. The valet operational analysis is based on our parking experience, timing information from local studies, and interviews with valet service providers who currently operate the proposed equipment. The equipment (of similar) proposed to be utilized in this project was identified by the project architect during the preliminary project design phase, and product data for the selected equipment was provided to us through the architect.

Question 1: Using the proposed elevator/lift system, will valets be able to move incoming vehicles to storage quickly enough to avoid queue backup onto Alhambra Street?

Based on the peak hour trip generation shown in Attachment 2, the afternoon peak hour of the generator on Saturday can be anticipated to represent the hotel's peak parking demand. As shown in the table, approximately 20 vehicles are projected to enter during the peak 60 minutes, and 29 are projected to exit. A review of tables provided in the Urban Land Institute's *Shared Parking* manual (1st Edition) shows that the peak parking accumulation for a hotel with restaurant and bar can be anticipated to occur around 6pm on Saturday. Antidotal evidence suggests that the inbound trip peak hour of the generator is usually the 60 minutes following the hotel's (beginning) check-in time, typically 3:00pm.

The queuing analysis conducted for this evaluation is comprised of two elements: the estimated peak hour arrival volume and pattern, and the estimated cumulative amount of time the garage operator (the valet) will need to "process" each vehicle.

To identify the appropriate arrival pattern, a successful beach area boutique hotel with a similar clientele, The Pillars Hotel, was studied during the afternoon peak period on March 7, 2013, when the hotel was 100% occupied. The inbound and outbound vehicular movements, including taxis, were recorded in five-minute intervals beginning at 4:00pm in order to obtain a detailed arrival pattern. The two-hour study showed that no more than one vehicle entered or exited in any single 5-minute period—a very flat arrival pattern. (In two-thirds [i.e., 16] of the 24 five-minute periods, no vehicle arrived or departed at all.) Based on this evidence, the tested arrival patterns were each comprised of a peak arrival period that was flat with a graduated lead-up and fall-off pattern at either end of the peak arrival period to approximate the entire hour of arrivals.

In addition to determining the appropriate arrival pattern that can be expected at this location and type of hotel, it was also necessary to estimate the amount of time required to process incoming

Enrique Colmenares

May 6, 2013

Page 7

vehicles. To do this, several everyday operating procedures were assumed including giving inbound vehicles priority over exiting vehicles. Among other procedures, this translates into the practice of returning the car elevator from the second floor to the ground floor empty (after delivering a vehicle to the second floor) if an inbound vehicle that must be transferred to the second floor is waiting. To facilitate this, the analysis also assumes there will be no shortage of valets to respond immediately and efficiently to incoming vehicles, including the stationing of one or more valets on the second floor to remove incoming vehicles from the elevator as they arrive (on the second floor) so that the initial valet can return the elevator to the ground floor immediately on delivery of the vehicle to the second floor so that the next incoming vehicle can be processed. Finally, it was assumed that all equipment will be in good operating order. To ensure that these assumptions are valid, the applicant is committed to provide a high level of valet service utilizing highly trained valets in a sufficient number to minimize vehicle processing time. In addition, the applicant intends to maintain on-going maintenance agreements to service the car elevator and lifts, thereby insuring their fitness for service.

To be conservative, the analysis was conducted for the longest time line in the vehicle parking process. Because it takes longer to park a vehicle on the upper floor we assumed that each entering vehicle would need to be parked on the second floor. However, to be consistent with the assumption that inbound vehicles would be prioritized over outbound vehicles, we also assumed the car elevator would be returned to the ground floor empty.

While all of the parking demand was evaluated assuming use of the elevator, the following analysis is conservative because 5 parking spaces (or 6, counting the disabled space) are standard spaces located on the ground floor, and two others on the ground floor (the lower parking spots of the two lift-equipped spaces) are available for initial use by incoming vehicles without use of the elevator. These 7 to 8 spaces will be treated as temporary spaces for the immediate servicing of incoming vehicles that can later be re-parked on the second floor during off-peak parking periods.

Following is a summary of the increments of time needed to process a request to park a vehicle, from its arrival time until the car elevator has returned to the ground floor and is available to park the next waiting vehicle. The time increments include greeting the guest, entering the vehicle, moving the vehicle onto the car elevator (which takes longer than placing the vehicle on a downstairs lift), raising the vehicle to the second floor and exiting the elevator, and returning the elevator to the ground floor to be available to accept a subsequent parking request.

The performance times assume the car elevator is parked at the 1st floor level and not in use when the parking operation begins, and considers the time required to achieve this. These performance times were identified from a elevator study conducted by HHI at the Eden Rock Hotel on Miami Beach on March 7, 2013. The Eden Rock uses elevators manufactured by ThyssenKrupp

Elevator Americas, the car (freight) elevator manufacturer of the elevator under consideration for the Vintro Hotel. (Similar elevators manufactured by others are expected to provide similar performance times.) After repeated operations, the average time necessary to complete the elevator sequence was 2 minutes and 11 seconds. (The [upstairs] lift operational times were not considered, as the delivered vehicle can be parked on or under the lift by another valet while the car elevator is returning to the ground floor to process the next incoming vehicle.)

- 05 seconds to activate the hall call (assumed start-up time)
- 07 seconds for door to open assuming 84" power vertical bi-parting doors
- 83 seconds for loading, lifting & exiting the elevator*
- 36 seconds to return the empty elevator to ground level*
- 131 seconds for total turnaround (2 minutes and 11 seconds)

Documentation of the estimated times provided by the vendor is provided in Attachments 5a and b. The data shown with an asterisk represents actual observations conducted by HHI.

Attachments 6a, b and c show the queue analysis results for three sample arrival scenarios, incorporating the arrival pattern and cumulative "processing time" data collected for this project. As noted above, the analysis was conducted for the peak hour of operations, expected to be Saturday afternoon.

The Peak Hour of the Generator Queue Analysis illustrated in Attachment 6a (Arrival Scenario 1) assumes an even arrival distribution over a 60-minute period; that is, 100% of the peak hour arrival demand spread over 60 minutes. In this scenario all arriving vehicles can be parked without forming a queue. The analysis illustrated in Attachment 6b (Arrival Scenario 2) assumes an even arrival distribution over a 30-minute period; that is, 100% of the peak hour arrival demand spread over only 30 minutes. In this scenario the arriving vehicles would generate a maximum queue of 7 vehicles. The analysis illustrated in Attachment 6c (Arrival Scenario 3) assumes a 60% arrival distribution over a 15-minute period; that is, 60% of the peak hour arrival demand is spread over only 15 minutes. In this scenario the arriving vehicles would generate a maximum queue of 5 vehicles.

At an estimated 20 feet of queue length per vehicle when valet parked, the maximum queues resulting from Scenarios 1 and 3 are 0 feet and 100 feet, respectively, less than the 105 feet of driveway queue storage provided on-site. Scenario 2 (if 100% of the peak hour demand ever actually occurs in 30 minutes) results in two vehicles arriving within the peak hour needing to be received. In this case, once arriving vehicles begin to stack back toward the south end of the driveway, the hotel doorman will alert valets by radio that he will begin directing any approaching inbound vehicles

Enrique Colmenares

May 6, 2013

Page 9

to the City's Sebastian Parking Lot diagonally across the street from the hotel, and a valet with pocket change for the meter will be assigned to greet any arriving taxi or personal vehicle, monitor the hotel driveway queue and eventually move the vehicle to the queue when shorter.

An added benefit to the garage operation, and to queuing in general, is that the 24-space reduction in actual parking demand described above (but not accounted for in this analysis) helps ensure that the 6 ground floor standard and disabled parking spaces and the two on-floor spaces underneath the two ground-floor lifts, all of which can be quickly accessed, are likely to be available to valets for short term parking and staging of inbound vehicles that will eventually be moved to longer-term parking on the second floor.

If some unique event causes more arrival demand than reflected in the analysis and accommodated as described above, other alternatives are available. As noted above, under heavy incoming parking demand, entering vehicles will be given priority over exiting vehicles. Under these circumstances, no outbound vehicles would be processed and so none would be utilizing the outbound driveway lane, freeing up the outbound lane to be used temporarily for inbound storage—another 5 vehicles could be stored on-site. In addition, should such circumstances occur, immediate use of the Sebastian Parking Lot could be employed by valets with pocket change to temporarily store arriving vehicles until they can be moved into the hotel garage. (The City's expansion of the existing Sebastian Parking Lot is currently out for bid and will increase the current 75-space lot to a total of 140 metered spaces. These 65 additional spaces will be more than enough to satisfy Casablanca Café's patrons' parking needs, the hotel's potential arrival pattern peaks and other area needs.

Given the design and unique characteristics of the hotel, the applicant's TDM program, the use of the Sebastian Parking Lot, and the garage operating procedures, the proposed hotel is not expected to generate queues on Alhambra Street.

Question 2: How will sanitation operations which include the unloading, emptying or collection of waste and recyclable containers, truck loading and other deliveries be accomplished on-site so that Alhambra Street is not impacted by these activities?

The ground floor (including overhead clearances) has been designed to accommodate rear-end loading garbage and recycle trucks within the building envelope, allowing waste pick-up to take place within the building. The hotel's waste and recycle chutes are located near the northwest corner of the interior of the building. The proposed system includes a Wilkinson Hi-Rise Waste/Recycling Chute Model BSE-2RUC, which includes a model 350-C5 compactor. Wastes will be collected in a 2-yard compacted container, and recycles will be collected similarly in a 2-yard compacted container. For pickup, the containers can be rolled out of the northwest corner storage room into

Enrique Colmenares

May 6, 2013

Page 10

the central vehicular area at the north end of the interior ground floor by building staff, once the service truck arrives at the site. This will not only ensure that waste containers and the collection of wastes is not visible to the public, but much of the noise associated with this activity will also be absorbed within the building. City staff have reviewed and approved the proposed waste removal access program.

Solid waste removal is expected to occur three times weekly using a rear load truck. Waste removal will be scheduled to avoid peak guest arrival periods (see below). During waste removal, up to 5 inbound cars can be stored in the hotel's inbound driveway lane while the waste removal truck is on the site, though data collected for this evaluation indicates that 5 vehicles are not expected to arrive in the short off-peak time frame during which the waste removal truck is on site.

Though City Code only limits solid waste pickup to the hours between 7:00 am and 10:00 pm daily, the applicant has determined that the best period to schedule solid waste pickup is between 8:00 and 9:30am on weekdays, when street volumes are light, inbound hotel vehicles are at a minimum and any noise generated by approaching or departing garbage trucks is not likely to disturb the neighborhood. The applicant also plans to complete this activity prior to the opening of Casablanca Café for lunch to avoid any impacts on the Café's outdoor seating areas. (Casablanca Café is not open for breakfast.)

As noted above, hotels are not required by Code to provide loading bays. In fact, outside the City's Regional Activity Center (RAC) in the downtown area, City Code requires loading zones only for free standing sales and/or services buildings, free standing office buildings and multi-tenant commercial buildings. Hotels are not required by Code to provide loading bays. With regard to truck activity in general, hotels of this nature experience only limited truck deliveries and those are of such limited duration that it is generally considered counterproductive to provide a separate space for such occasional activities. Unwarranted loading zones diminish the aesthetics and spacial efficiencies of a building and site unnecessarily.

When smaller delivery trucks do arrive at the hotel site, they will be parked internally in one of the 5 ground floor standard parking spaces at the north end of the first-floor garage. When a truck's length exceeds the 18-foot standard parking space or otherwise prevents internal circulation from continuing during the duration of the truck delivery, the truck will stand in the driveway's southbound (outbound) lane. When the southbound lane is utilized, valets will work together to operate the inbound lane as a two-way lane, ensuring as always that the inbound direction takes priority.

Enrique Colmenares

May 6, 2013

Page 11

To protect the public from any possibility of truck deliveries being conducted from the over-wide street (Alhambra Street is 30 feet wide instead of the standard 22- to 24-foot width), a vehicle overflow plaza has been designed and designated in the southwest corner of the building footprint as pictured in Attachment 7 (lower left corner A1). At 10 feet by 54 feet, it is of sufficient size and clearance to accommodate larger trucks. When needed, hotel staff will clear this area of any bystanders and assist the truck driver in backing into the designated area. As previously stated, all routine truck deliveries will be scheduled for off-peak vehicular periods.

Many routine and non-routine deliveries are made by vans that can be accommodated in the 5 standard parking spaces in the hotel garage's first floor. Larger truck deliveries by routine vendors of the hotel will be instructed to approach the site from the west and back into the hotel's main driveway or, when necessary, the vehicle overflow plaza. Attachment 8 illustrates various truck design vehicles' movements as they back into the hotel's driveway or the vehicle overflow plaza. A WB-40 tractor trailer, a Single Unit truck and a Service Vehicle (SVEH) are shown entering the vehicle overflow plaza. The waste removal vendor's Heavy Garbage Truck (KO 2N+1) is shown entering the hotel's main driveway to access the trash receptacles. (The KO 2N+1 design vehicle was chosen to represent the vendor's garbage truck because it is among the largest garbage design vehicles for which turning templates are available, and it reflects a rear-load truck as planned to be utilized at this site.)

Question 3: Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?

As referenced in the section above, removal of wastes and recyclables will be strictly scheduled to coordinate with environmental considerations. Most particularly, waste removal will occur when the noise generated by the trucks themselves is of least impact on the surrounding residences and businesses. The timing of waste removal should be tightly controlled to occur at a consistent time of day, and days of the week. This will allow the hotel to post the schedule and otherwise advise hotel guests that they will encounter a slight delay when calling for a car to leave the site during these time periods, as it will not be possible to deliver a previously-parked vehicle to a guest until waste removal activity is completed.

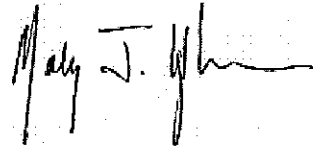
As clarified in the "Site Access/Internal Circulation" section of this evaluation, truck loading and other deliveries are anticipated to occur within the garage, by shorter trucks from the 5 standard parking spaces along the north end of the garage, and by longer trucks standing in the southbound (outbound) driveway lane. The vehicle overflow plaza in the southwest corner of the building footprint will be used to resolve any inadvertent conflicts.

Enrique Colmenares
May 6, 2013
Page 12

As detailed in the response to the first question, above, up to 5 inbound vehicles can accumulate and be stored off the Alhambra Street travel lanes during waste removal. The arrival pattern analysis outlined in response to the first question above suggests that this number is unlikely to be reached or exceeded.

If you have any further questions, please don't hesitate to contact me.

Sincerely,



Molly J. Hughes, AICP, PTP, AVS
President

Vintro Hotel Parking System Eval.wpd
Attachments

Attachment 2

**Trip Generation
Vintro Hotel**

Land Use	(ITE Land Use Code)	Scale	Units	AM Peak Hour Trips		PM Peak Hour Trips		Daily Trips		
				Entering	Exiting	Entering	Exiting	Entering	Exiting	Total
Hotel (310)*		61	room	19	13	19	18	86	86	173
peak hour of the generator		61	room	20	17	22	16	37	37	
Saturday peak hour of the generator		61	room			26	20	46	46	
Sunday peak hour of the generator		61	room			6	7	13	13	
*Urban Site Characteristics Expected to Impact Automobile Trips (example, Sat. pk hr of the generator):										
Walk		-8%				-2	-2	-4	-4	
Bike		-6%				-2	-1	-3	-3	
Pedicabs		-1%				-0	-0	-0	-0	
Taxi		50%				n/a	13	13	13	
Water Taxi		-1%				-0	-0	-0	-0	
Shared Ride		-3%				-1	-1	-1	-1	
Sun Trolley		-1%				-0	-0	-0	-0	
Transit Bus		-4%				-1	-1	-2	-2	
Subtotal		26%				-6	8	2	2	

Net Vehicular Trip End Projections (Sat. pk hr of the generator):

20 29 48

Notes:

The site is located at 3029 Alhambra Street, Fort Lauderdale Beach, Florida. The hotel includes a 2,000 sf restaurant and a 500 sf bar/lounge. As noted in the Institute of Transportation Engineers (ITE) "Trip Generation" manual description for this land use, trips associated with these ancillary uses, whether private or open to the public, are reflected in the hotel room trip generation rate. Regarding taxi trips, the inbound vehicle volume is not effected by the substitution of a taxi for a private vehicle, but the outbound volume is increased by departing taxis.

Based on the following rates from the Institute of Transportation Engineers' "Trip Generation" manual, 9th Edition:

Unit of Measure	AM Peak Hour	PM Peak Hour	Daily
Hotel (310)	Average Rate = .53	Average Rate = .60	T = 8.95(X) - 373.16
peak hour of the generator	$\text{Ln}(T) = 0.85 \text{Ln}(X) + 0.12$	Average Rate = .61	
Saturday peak hour of the generator		$T = 0.69(X) + 4.32$	
Sunday peak hour of the generator		$T = 0.70(X) - 29.89$	

*ITE's "Trip Generation" manual states that "The hotels surveyed were primarily located outside central business districts in suburban areas."

Attachment 2

**Trip Generation
Vintro Hotel**

Land Use	(ITE Land Use Code)	Scale	Units	AM Peak Hour Trips		PM Peak Hour Trips		Daily Trips		
				Entering	Exiting	Entering	Exiting	Entering	Exiting	Total
Hotel (310)*		61	room	19	13	32	19	18	86	173
peak hour of the generator		61	room	20	17	37	22	16	37	37
Saturday peak hour of the generator		61	room				26	20	46	46
Sunday peak hour of the generator		61	room				6	7	13	13

*Urban Site Characteristics Expected to Impact Automobile Trips (example, Sat. pk hr of the generator):

Walk	-8%	-2	-4
Bike	-6%	-2	-3
Pedicabs	-1%	-0	-0
Taxi	50%	n/a	13
Water Taxi	-1%	-0	-0
Shared Ride	-3%	-1	-1
Sun Trolley	-1%	-0	-0
Transit Bus	-4%	-1	-2
Subtotal	26%	-6	2

Net Vehicular Trip End Projections (Sat. pk hr of the generator):

AM Peak Hour	20
PM Peak Hour	29
Daily	48

Notes:

The site is located at 3029 Alhambra Street, Fort Lauderdale Beach, Florida. The hotel includes a 2,000 sf restaurant and a 500 sf bar/lounge. As noted in the Institute of Transportation Engineers (ITE) "Trip Generation" manual description for this land use, trips associated with these ancillary uses, whether private or open to the public, are reflected in the hotel room trip generation rate. Regarding taxi trips, the inbound vehicle volume is not effected by the substitution of a taxi for a private vehicle, but the outbound volume is increased by departing taxis.

Based on the following rates from the Institute of Transportation Engineers' "Trip Generation" manual, 9th Edition:

Unit of Measure	AM Peak Hour	PM Peak Hour	Daily
Hotel (310)	Average Rate = .53	Average Rate = .60	T = 8.95(X) - 373.16
peak hour of the generator	$\ln(T) = 0.85 \ln(X) + 0.12$	Average Rate = .61	
Saturday peak hour of the generator		$T = 0.69(X) + 4.32$	
Sunday peak hour of the generator		$T = 0.70(X) - 29.89$	

*ITE's "Trip Generation" manual states that "The hotels surveyed were primarily located outside central business districts in suburban areas."

Attachment 3
Parking Calculations
Vintro Hotel

Land Use	Scale	Code Requirement	Spaces Required
Hotel	61 Rooms	0.67 Spaces/Room	40.87
Restaurant	2,000 GFA		N/A*
Bar/Lounge	500 GFA	1.00 Space/76 GFA	6.58
Total Required per Code Rates			47.45
On-site Parking Provided			48.00

*Luxury Boutique Hotel Characteristics Expected to Reduce Parking Demand:

Walk	8%	n/a
Bike	6%	n/a
Pedicabs	1%	n/a
Taxi	50%	23.7
Water Taxi	1%	n/a
Shared Ride	3%	n/a
Sun Trolley	1%	n/a
Transit Bus	4%	n/a
Subtotal	74%	23.7

Net Parking Projection: 23.7

Notes:

The site is located at 3029 Alhambra Street, Fort Lauderdale Beach.

*Barrier Island Parking Study policy recommendations identified as Option 1, the alternative adopted by the City on 10/16/12, permit the applicant to provide a reasonably-sized restaurant in a resort hotel without providing additional parking spaces beyond those required utilizing the hotel parking rate.

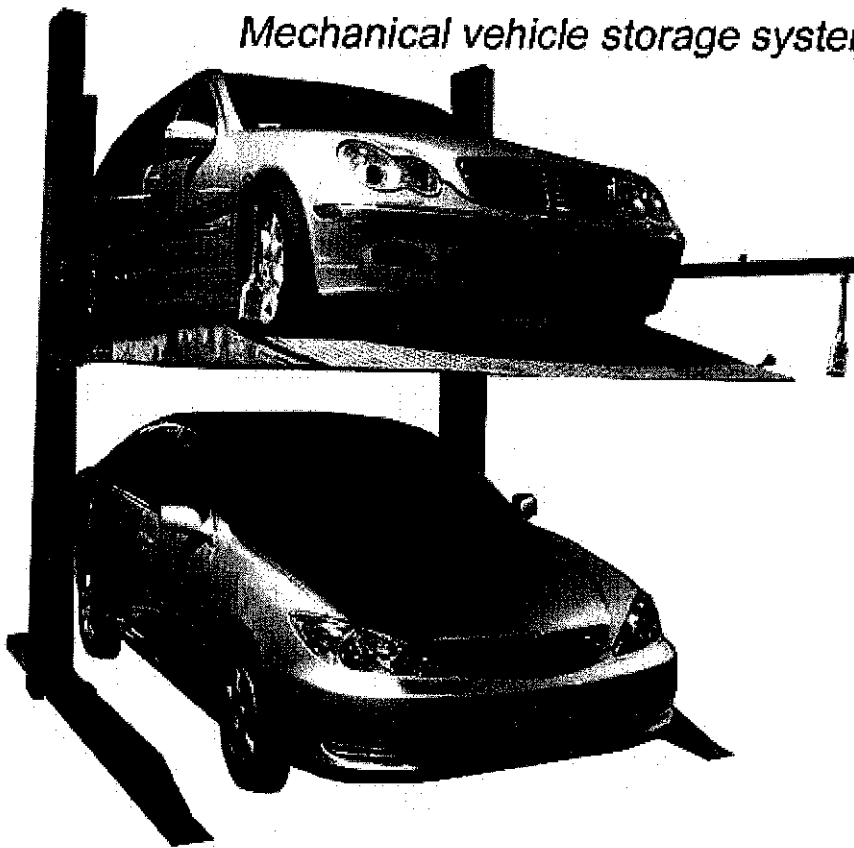
n/a - Consideration of this characteristic is already incorporated in the new beach area parking rate.



Leaders in high density parking equipment

Double Parking System

Mechanical vehicle storage systems



- Valet parking system
- Cost effective solution
- Free-standing (no ground bolts)
- Conforms to USA seismic codes
- Interior/Exterior use
- Full safety features
- MEA Approved -
- ISO Compliant



Website: www.parkplusinc.com



Double Parking System Mechanical vehicle storage systems

Technical Specifications

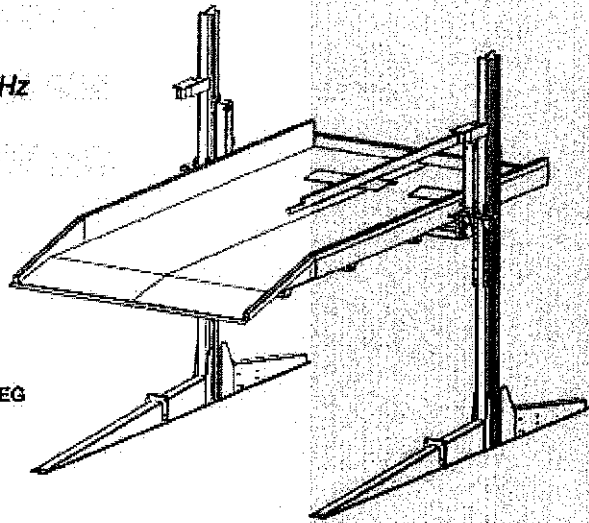
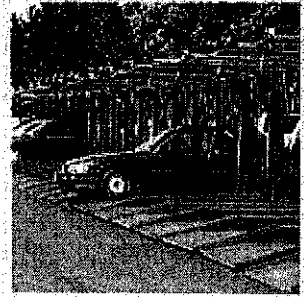
DP005 and DP006

EQUIPMENT DIMENSIONS:

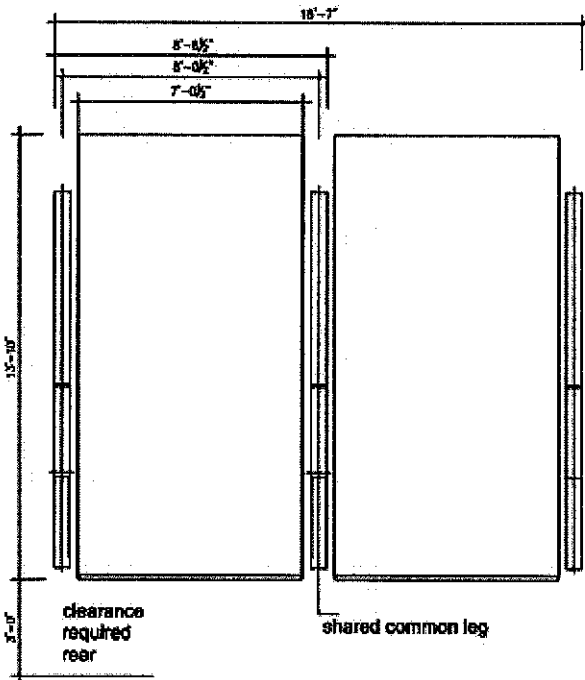
Length	13'-10"
Width	8'-0.5"
Platform Height DP005	4'-11" to 5'-7"
Platform Height DP006	5'-11" to 6'-7"
Overall Height (H3)	11'-7"
Certified lifting capacity	6000 lbs

LIFTING SPEED	13 ft/min
OPERATION	Hydraulic/Electric
CONTROL	Push Button
ELECTRICAL POWER	110-220V 3-phase 60Hz

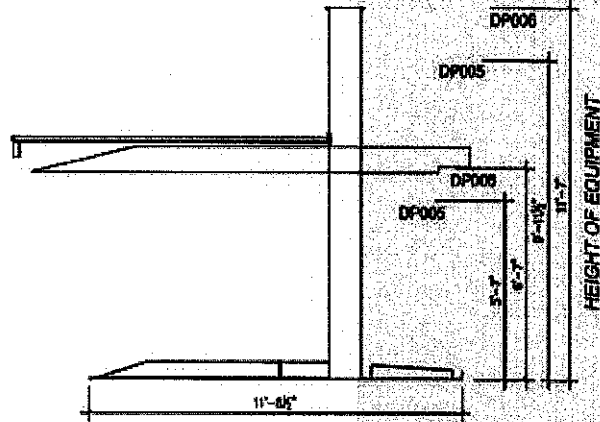
*Specifications subject to change without prior notice



ALL UNITS AVAILABLE AS SINGLE STANDING OR SHARED WITH COMMON LEG



DP005 AND DP006
SCHEMATIC PLAN



DP005 AND DP006
SCHEMATIC ELEVATION

Double Parking System Mechanical vehicle storage systems

Molly Hughes

From: Jose L. Gomez, AIA [jg@beilinsonarchitectspa.com]
Sent: Tuesday, November 20, 2012 9:21 AM
To: 'Molly Hughes'
Cc: 'George Kousoulas'
Attachments: Vintro Hotel Fort Lauderdale - Freight Elevator - Performance Time.pdf.pdf

Molly,

Attached (and below) is a study prepared by the Thyssenkrupp rep. who we been working with for the car elevator. As I understand you need this information for the study you'll be preparing. I should be receiving information on the lifts today, which I will send to you as soon as I get it.

Please let me know if there anything else you'll need.

Thank you,

Jose

Good speaking with you Jose. See attached per our discussion.

Assuming the elevator is parked at the 1st floor and not in use.

- Hall call is activated.
- 7 seconds for door to open assuming 84" power vertical bi-parting doors
- X seconds for the valet to load the vehicle
- 7.5-8 seconds for door to fully close
- 26.5-27 seconds the elevator will arrive at the 2nd landing

Hope this information is helpful. Let me know if you need anything further.

Thanks.

Spencer Davidson, LEED Green Associate
New Installation Sales Manager
Miami Branch - Southeast Region

ThyssenKrupp Elevator Americas
7481 NW 66th Street
Miami, FL 33166

Phone: (305) 592-7722, Direct: (786) 336-5334
Mobile: (407) 467-9895
Fax: (866) 248-8924
spencer.davidson@thyssenkrupp.com

<http://www.thyssenkruppelevator.com/>

As you are aware, messages sent by e-mail can be manipulated by third parties. For this reason our e-mail messages are generally not legally binding. This electronic message (including any attachments) contains confidential information and may be privileged or otherwise protected from disclosure. The information is intended to be for the use of the intended addressee only. Please be aware that any disclosure, copy, distribution or use of the contents of this message is prohibited. If you have received this e-mail in error please notify me immediately by reply e-mail and delete this message and any attachments from your system. Thank you for your cooperation.

ThyssenKrupp Elevator - Performance Time

November 20, 2012

Project Name	Vintro Hotel Fort Lauderdale
Elevator number	Parking Elevator #3
Location	3029 Alhambra Street, Fort Lauderdale, FL

Elevator type	Oildraulic		
Speed (feet per minute)	75		
Distance between floors	14	feet	6 inches
Door Type	Two Speed		
Door opening width	73	inches	

Performance Times

Door Close Time	7.60 sec
Door Open Time	4.20 sec
Floor to Floor Time with doors 3/4 open	25.4 sec*
Floor to Floor Time with doors fully open	26.5sec**

door open time closer to 7 seconds assuming 84" power freight doors

For Pre-Opening door operation	
Floor to Floor Time with doors 3/4 open	
Floor to Floor Time with doors fully open	

NOTE: *FLOOR TIME IS CALCULATED FROM START OF DOOR CLOSING UNTIL CAR IS STOPPED AND LEVELED AT NEXT LANDING AND DOORS ARE 3/4 OPENED.

**FLOOR TIME IS CALCULATED FROM START OF DOOR CLOSING UNTIL CAR IS STOPPED AND LEVELED AT NEXT LANDING AND DOORS ARE FULLY OPENED.

*** IT IS ASSUMED THAT THE LEVELING TIME=200 ms, LVELEING SPEED=7fpm, FINAL STOP RATE=100fpm/s, BRAKE RELEASE/DROP TIME=0.5 sec. THE FLIGHT TIME HAS BEEN EXTENDED BY 0.1 sec FOR CONSERVATIVE ESTIMATION

Attachment 6a

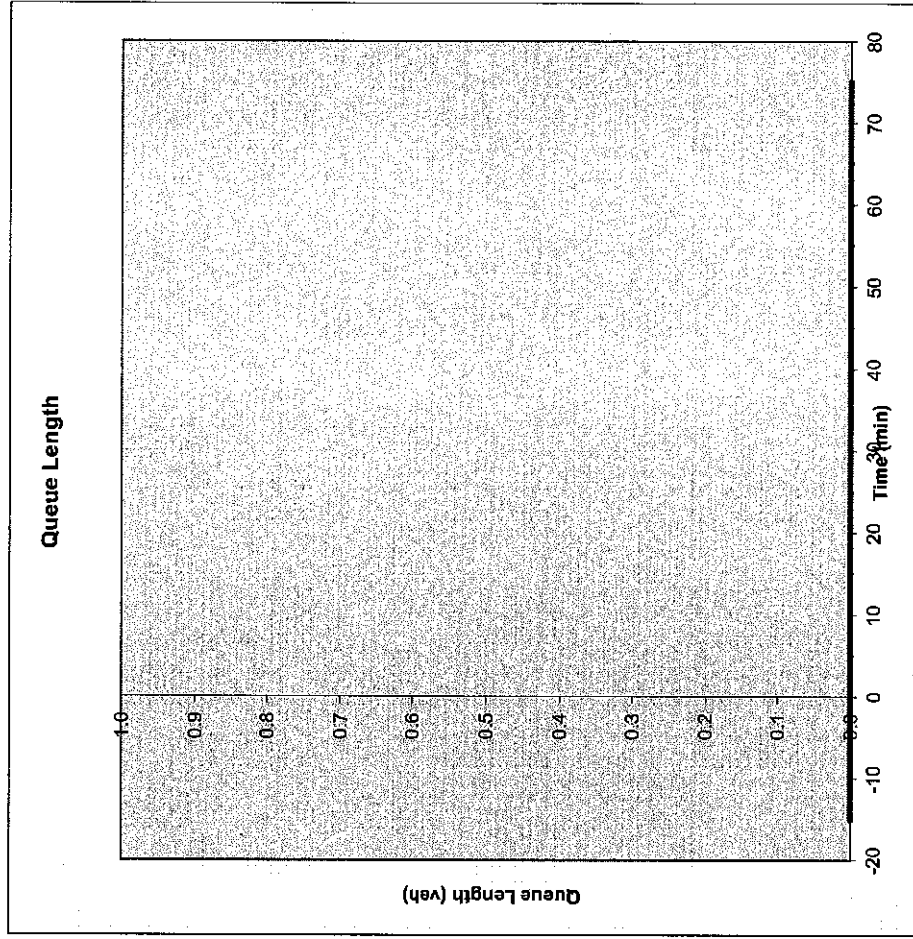
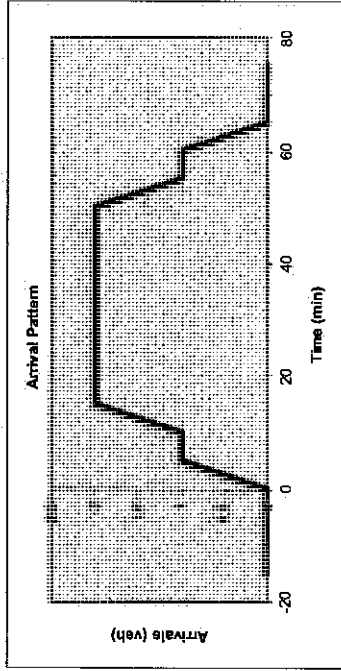
Peak Hour of the Generator Driveway Queue Analysis
 Arrival Scenario 1: Even Distribution - 100% Arrival Over 60 Minutes
 Vintoro Hotel

This scenario assumes the hourly demand arrives at a constant rate over a 60-minute period.

Service Rate	0.46 veh/min
	2.29 veh/5-min

Average Arrival Rate	20 veh/hr
	0.33 veh/min
	1.67 veh/5-min

Initial Queue Length	0 veh
----------------------	-------



Time Interval	Time		Vehicles Arriving	Vehicles Serviced	Queue Formed	Cumulative Queue
	Start	End				
-3	-20	-15	0	0.0	0.0	0.0
-2	-15	-10	0	0.0	0.0	0.0
-1	-10	-5	0	0.0	0.0	0.0
0	-5	0	0	0.0	0.0	0.0
1	0	5	1	1.0	0.0	0.0
2	5	10	1	1.0	0.0	0.0
3	10	15	2	2.0	0.0	0.0
4	15	20	2	2.0	0.0	0.0
5	20	25	2	2.0	0.0	0.0
6	25	30	2	2.0	0.0	0.0
7	30	35	2	2.0	0.0	0.0
8	35	40	2	2.0	0.0	0.0
9	40	45	2	2.0	0.0	0.0
10	45	50	2	2.0	0.0	0.0
11	50	55	1	1.0	0.0	0.0
12	55	60	1	1.0	0.0	0.0
13	60	65	0	0.0	0.0	0.0
14	65	70	0	0.0	0.0	0.0
15	70	75	0	0.0	0.0	0.0
Totals			20	20	0	0
Max Queue (Formed and Cumulative)						0

Attachment 6b

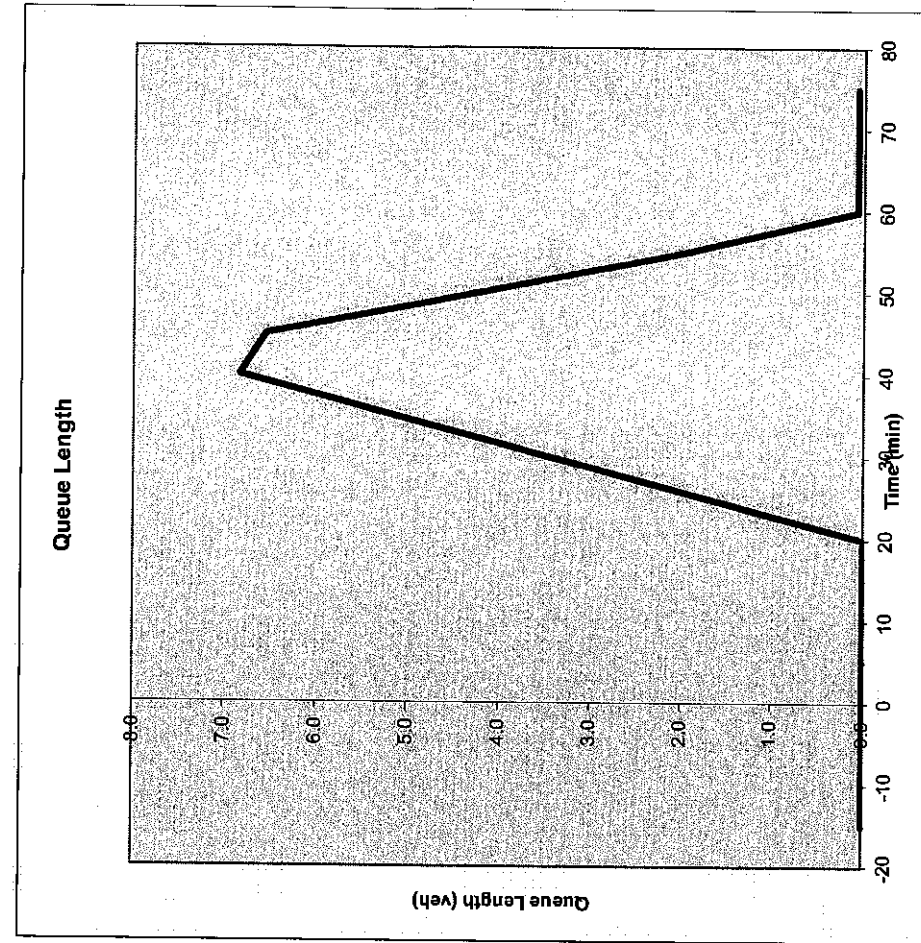
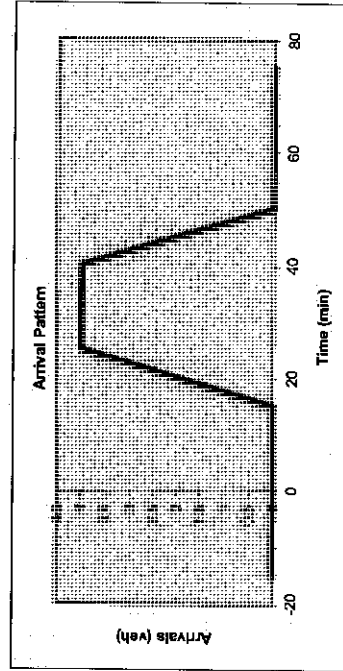
Peak Hour of the Generator Driveway Queue Analysis
 Arrival Scenario 2: Even Distribution - 100% Arrival Over 30 Minutes
 Vintro Hotel

This scenario assumes the hourly demand arrives at a constant rate over a 30-minute period.

Service Rate	0.46 veh/min
	2.29 veh/5-min

Peak Arrival Rate	40 veh/hr
	0.67 veh/min
	3.33 veh/5-min

Initial Queue Length	0 veh
----------------------	-------



Time Interval	Time		Vehicles Arriving	Vehicles Served	Queue Formed	Cumulative Queue
	Start	End				
-3	-20	-15	0	0.0	0.0	0.0
-2	-15	-10	0	0.0	0.0	0.0
-1	-10	-5	0	0.0	0.0	0.0
0	-5	0	0	0.0	0.0	0.0
1	0	5	0	0.0	0.0	0.0
2	5	10	0	0.0	0.0	0.0
3	10	15	0	0.0	0.0	0.0
4	15	20	2	2.0	0.0	0.0
5	20	25	4	2.3	1.7	1.7
6	25	30	4	2.3	1.7	3.4
7	30	35	4	2.3	1.7	5.1
8	35	40	4	2.3	1.7	6.8
9	40	45	2	2.3	-0.3	6.6
10	45	50	0	2.3	-2.3	4.3
11	50	55	0	2.3	-2.3	2.0
12	55	60	0	1.9	-1.9	0.1
13	60	65	0	0.0	0.0	0.1
14	65	70	0	0.0	0.0	0.1
15	70	75	0	0.0	0.0	0.1
Totals			20	20	2	7
Max Queue (Formed and Cumulative)						7

Attachment 6c

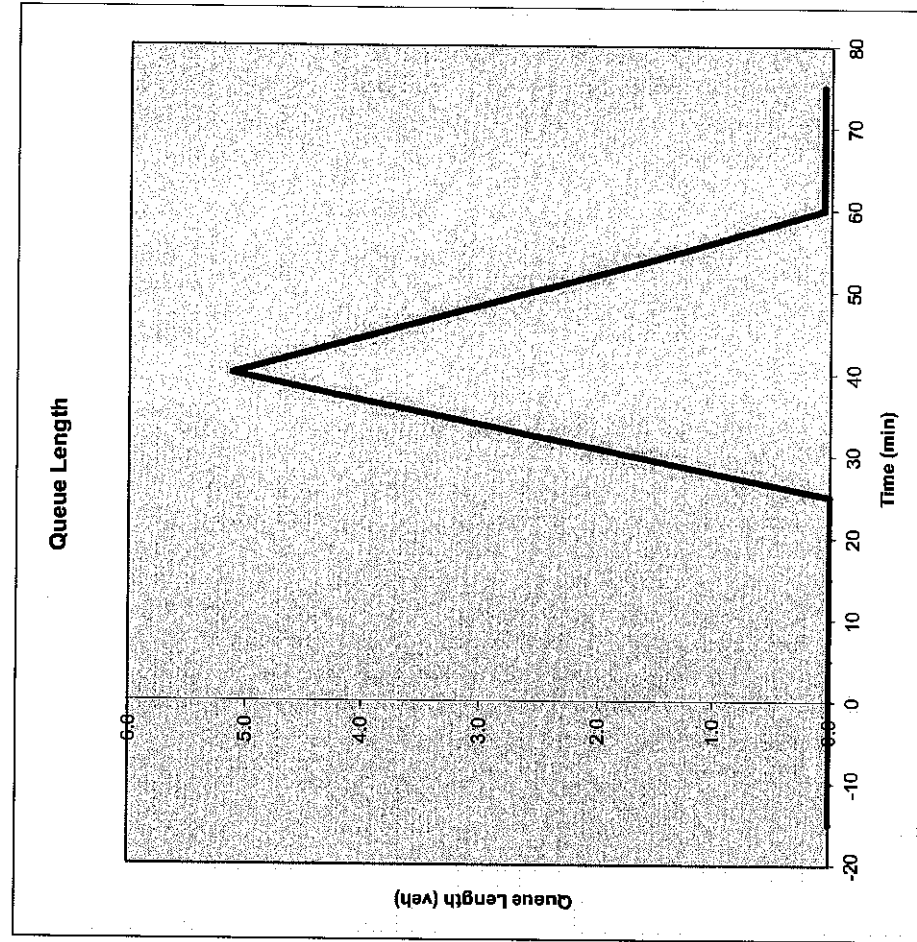
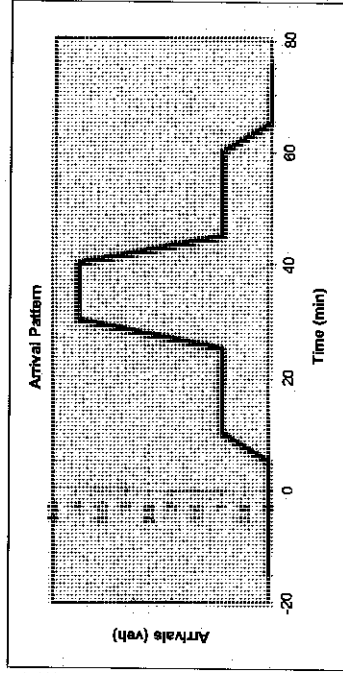
Peak Hour of the Generator Driveaway Queue Analysis
 Arrival Scenario 3: Peak Distribution - 60% Arrival Over 15 Minutes
 Vintro Hotel

This scenario assumes 60% of the hourly demand arrives over a 15-minute period.

Service Rate	0.46	veh/min
	2.29	veh/5-min

Peak Arrival Rate	48	veh/hr
	0.80	veh/min
	4.00	veh/5-min

Initial Queue Length	0	veh
----------------------	---	-----



Time Interval	Time		Vehicles Arriving	Vehicles Serviced	Queue Formed	Cumulative Queue
	Start	End				
-3	-20	-15	0	0.0	0.0	0.0
-2	-15	-10	0	0.0	0.0	0.0
-1	-10	-5	0	0.0	0.0	0.0
0	-5	0	0	0.0	0.0	0.0
1	0	5	0	0.0	0.0	0.0
2	5	10	1	1.0	0.0	0.0
3	10	15	1	1.0	0.0	0.0
4	15	20	1	1.0	0.0	0.0
5	20	25	1	1.0	0.0	0.0
6	25	30	4	2.3	1.7	1.7
7	30	35	4	2.3	1.7	3.4
8	35	40	4	2.3	1.7	5.1
9	40	45	1	2.3	-1.3	3.8
10	45	50	1	2.3	-1.3	2.6
11	50	55	1	2.3	-1.3	1.3
12	55	60	1	2.2	-1.2	0.1
13	60	65	0	0.0	0.0	0.1
14	65	70	0	0.0	0.0	0.1
15	70	75	0	0.0	0.0	0.1
Totals			20	20	2	5
Max Queue (Formed and Cumulative)						5



CITY OF
FORT LAUDERDALE

Venice of America

Transportation and Mobility Department

Memorandum

Date: August 19, 2013

To: Molly J. Hughes, AICP, PTP, AVS, President, Hughes, Hughes, Inc.

From: Eric Czerniejewski, P.E., Transportation Manager

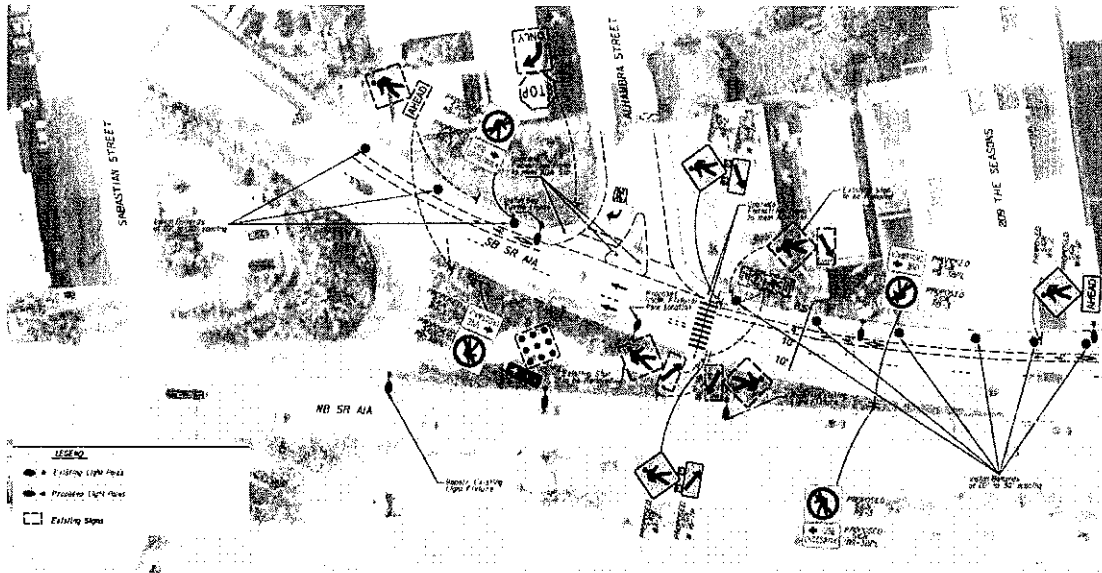
CC: Ella Parker, AICP, Urban Design and Planning Manager
Diana Alarcon, Director, Transportation and Mobility Department
Thomas Lodge, Planner II
Dennis Girisgen, P.E., Land Development Manager
Scott Backmen, Esq., Dunay, Miskel, Backman and Blattner, LLP

Re: **Vintro Hotel Traffic/Parking Mitigation- DRC 70-R-12**

Please accept this memorandum as a response to your August 12, 2013 response to the Vintro Transportation Planning Review letter dated May 23, 2013 from Thomas A. Hall, Inc.

- 1) Daily Trip Generation- the Transportation and Mobility (TAM) Department agree with the peak hour trip generation as previously calculated for the proposed use.
- 2) Trip Generation Adjustments- The TAM Department agree with the adjustments in the trip generation which yields a more conservative scenario than the standard trip generation rates provided by the ITE Trip Generation Manual, 9th Edition.
- 3) TDM Program—The TAM Department recommended the TDM program for this site which is consistent with other recent development approvals. These TDM measures will have a positive impact on the traffic flow in this area once the development is constructed.
- 4) Arrival Patterns- The TAM Department is satisfied with the methodology used to estimate the arrival patterns for the Vintro Hotel projected trips.
- 5) Queue Analysis- The TAM Department is satisfied with the applicant's proposed traffic operations including the site parking as agreed to in the development order conditions.

CITY OF FORT LAUDERDALE



In regard to the proposed streetscape improvement project, it is our intent to come to a resolution to build a project that will be permit able through FDOT and also align with the goals of the City of Fort Lauderdale as well as your immediate neighbors along Alhambra Street. Per the Safety Study/technical memorandum prepared by FDOT and their traffic consultant, ATEC, the District ultimately proposes the above enhancements which include the placement of a Rectangular Rapid Flashing Beacon signal treatment as well as some additional signage, turtle friendly lighted bollards, etc. (reference above proposed improvements). The City will meet with you directly to discuss in more detail your proposed improvements west of SR A1A within the Alhambra Street right of way.

Memo To: HHI Project file - #12009.1
Re: Vintro Hotel - DRC #70-R-12
Subject: Review of Hall's 5/23/13 Letter
Date: 8/12/13



HUGHES HUGHES INC.

Attached is an annotated copy of the May 23, 2013, transportation review undertaken by Thomas A. Hall, Inc. The five highlighted statements represent technical distinctions between Mr. Hall's analysis and Hughes Hughes Inc.'s (HHI's) May 6, 2013 operation analysis. Our responses to each of those five distinctions are outlined below.

1. Page 3, paragraphs 2 - 4 - "... when applying the trip generation characteristic information for daily trips, the fitted curve equation was used, ($T = [8.95(\text{no. of rooms})] - 373.16$) resulting in an artificially low number of daily project trips."
 - As indicated in Mr. Hall's letter, the applicant's daily trip generation calculation used ITE's fitted curve equation, which is associated with a R^2 coefficient of .98, where .75 is the minimum coefficient recommended for application of the fitted curve equation and 1.00 is a perfect correlation. Volume 1, page 18 of the ITE's *Trip Generation* manual states "The closer the R^2 value is to 1.0, the better the relationship between the number of trips and the size of the independent variable." The R^2 coefficient of .98 suggests that the use of subject equation is more than adequate.
 - In any event, Mr. Hall fails to relate his observation to any of the applicant's analytical conclusions, and this would be difficult since none of HHI's analysis was performed based on daily trip making. He does, however, agree with the applicant's peak hour trip generation calculations—the calculations upon which all HHI's analyses were based.
2. Page 3, last paragraph - "It is possible that the [suburban ITE] rates do overestimate project trips [for a project located in the core of Fort Lauderdale Beach], however, no proof is provided to validate this assertion."
 - The applicant's report outlines the reasoning supporting the estimated impacts of the urban condition found at Fort Lauderdale Beach vs. suburban trip data published by ITE.
 - As shown in the applicant's trip generation table and later acknowledged by Mr. Hall, the adjustments made by the applicant result in a *higher* total trip generation than ITE rates suggest, so it is unclear why Mr. Hall would reject the adjustments without

From the desk of...

Molly J. Hughes, AICP, AVS
President
Hughes Hughes Inc.
728 SW 4 Place, Suite 103
Fort Lauderdale, FL 33312-2595

954/563-1121
Fax: 954/563-9790
Molly@HughesHughesInc.com

further specialized studies.

- The percentage adjustments were discussed with City staff who agreed that they were reasonable based on professional experience.
- Given the concurrence of opinion between the applicant's consultant (HHI) and staff, the cost of undertaking independent studies to confirm the adjustment factors is not warranted.

3. Page 4, paragraphs 1 and 2 - ". . . this [TDM Program's estimated distribution impact] assertion is just that, an assertion with no supporting evidence provided."

- The proposed TDM Program is not required, but was offered by the applicant as a tool to help reduce area traffic. As such, there is no regulatory requirement to meet any level of success.
- The projected TDM Program results were discussed with staff and the estimated benefits, as presented in the analysis, were approved in concept by staff for use in this analysis.
- Similar TDM programs are currently in place in other local businesses at the request of Fort Lauderdale-based public agencies (without documenting support studies), with the expectation that results similar to estimates incorporated in this analysis are being experienced.
- City staff is aware that, at this time, there are no available existing studies establishing the specific results of such efforts, but did not think that the conservative estimates would be unlikely to be achieved.
- A similar TDM Program proposed for another site on Fort Lauderdale Beach that included similar projected impacts was praised by the City's Planning and Zoning Board as "a very sensible proposal" (see 12/19/12 Planning & Zoning Board Minutes, page 10).

4. Page 4, last paragraph - ". . . what the Hughes Hughes, Inc. study fails to mention is that The Pillars Hotel has a total of only 18 rooms. As such, it is no surprise that the arrival and departure rates of vehicles were minimal during the afternoon peak period . . ."

- Mr. Hall has confused "trip rates" with "arrival patterns." The Pillars Hotel observations were used to estimate the *arrival pattern* applied to inbound peak hour trips generated using ITE rates. As such, the number of rooms is irrelevant, as boutique hotels can be expected to experience similar arrival patterns, regardless of the size of its trip volume or trip rate.

5. Page 5, 1st paragraph thru page 6, 2nd paragraph - "The [Hall alternative queuing] analyses demonstrate that both the two-way (entering and exiting vehicle) and one-way (entering vehicles only) queue storage are expected to be exceeded more than five percent of the time . . . " and " . . . the five-vehicle queue storage area is expected to be exceeded . . . "

- Mr. Hall does not dispute the applicant's queue analysis, but offers a different methodology without asserting that it is better in any way than that utilized in the applicant's analysis.
- Mr Hall's alternative analysis considers operations that the applicant will prohibit (outbound vehicles when there is an inbound queue; operation using only 2 valet attendants) in prioritizing inbound vehicles in order to prevent inbound queue spill back onto Alhambra Street.
- Mr. Hall's analysis fails to recognize that the car elevator is not needed to access all of the project's parking spaces, invalidating his methodology and conclusions.
- Mr. Hall's conclusions fail to consider that, under proposed operations which the applicant has committed to through development order conditions, the vehicle overflow plaza and the driveway's outbound lane are available to store an additional 8 vehicles on-site augmenting the 5-vehicle queue he recognized. The additional storage alleviates any "overflow" queue projected using his alternative queue-estimating methodology.
- As relates to emergency off-site parking arrangements, agreement has already been reached with the City's managing director securing parking spaces at the City's expanded Sebastian Parking Lot located diagonally across the street from the project. There is an accompanying binding commitment by the applicant that sufficient valet attendants will be used to facilitate efficient service.

In summary, the technical distinctions identified in Mr. Hall's summary do not warrant any modifications to HHI's May 6, 2013 operation analysis or conclusions.

Thomas A. Hall, Inc.
1355 Adams Street
Hollywood, FL 33019
954-288-4447
tomhall1234@gmail.com

May 23, 2013

Mr. James Novick
209 North Birch Road
Fort Lauderdale, FL 33304

RE: Vintro Transportation Planning Review
Project No. 201304.01

Dear Jim:

As requested, Thomas A. Hall, Inc. has completed a review of the Site Plan Package, Parking System Evaluation and other transportation-related elements of the proposed Vintro Hotel. The new hotel is to be located at 3029 Alhambra Street in the City of Fort Lauderdale. As currently planned, the hotel will have 61 rooms in 13 floors and will also have a 2,000-square-foot restaurant and a 500-square-foot bar/lounge. A discussion of our review and findings follows:

Site Plan Review

A revised site plan package was provided to the City of Fort Lauderdale on May 13, 2013. The new site plan reflected an attempt by the applicant to address concerns raised at the April Planning and Zoning Board meeting. Revisions include a reduction from 69 rooms to 61, although the building height, 164 feet, remains the same.

The proposed hotel will have access via a two-way driveway on the east side of the site. In addition, an auxiliary driveway is provided on the west side of the property to accommodate large vehicles. It should be noted, however, that the first floor clearance height for either driveway as proposed is 13 feet, which is six inches shorter than the American Association of State Highway and Transportation Official's (AASHTO) "Green Book" design height for both Single Unit Trucks and Tractor and Semi-trailer Trucks. Since delivery of everything from foodstuffs to linens are made to hotels on a regular basis, and by means of Single Unit and Tractor/Semi-trailer Trucks, clearance height may result in at least some of those trucks parking on the street rather than within the building as planned. Garbage trucks, on the other hand, have an average height of 12.5 feet so they should clear the first floor ceiling without difficulty.

Sheet C-9, of the site plan package, shows the turning radii for various sizes of vehicles which may seek to access the proposed hotel. As Sheet C-9 shows, the largest vehicle that can manage to use either site driveway is a WB-40 tractor/semi-trailer combination. A WB-40 rig is the smallest tractor/semi-trailer truck in general use and, due to its small

Mr. James Novick
May 23, 2013
Page 2 of 8

size, is generally found only within seaports, since the trailer is the size of ship freight containers. Actual tractor/semi-trailer trucks used on Florida highways are significantly larger (WB-50 and WB-62) and cannot be accommodated within the hotel's driveways. Sheet C-3, of the site plan package, is the first floor site plan. As Sheet C-3 shows, the project proposes to narrow the existing width of Alhambra Street by approximately three feet. We assume that this is due to a desire to better accommodate pedestrian traffic. Note, however, that narrowing the roadway will also reduce the parallel parking opportunity along Alhambra Street—a parallel parking opportunity that will be needed if trucks are not able to park within the hotel's property. The average width of a single unit truck or tractor/semi-trailer truck is approximately nine feet. This means that a truck parked against the curb is going to leave, at best, 18 feet in roadway width for the east and westbound through traffic on Alhambra Street, which is well below the Central Beach Master Plan's minimum of 20 feet for two lanes. Even without the narrowing of the roadway, as proposed by the applicant, parallel-parked trucks narrow the road to 21 feet, which is less than the desired 22 feet of width for a two-way street and only one foot wider than the roadway design minimum of 20 feet.

One further consideration regarding tractor/semi-trailer trucks is that, due to their length, if they are parallel parked in front of the hotel, and loading/unloading operations are underway at the rear of the truck, the entire length of the proposed hotel's frontage may be taken up by a single truck. This would result in other vehicle's access to the hotel driveways and parking area being blocked for as long as the tractor/semi-trailer truck was there. Since it is unlikely that the proposed hotel's management would tolerate this condition, large trucks are likely to be parked elsewhere along Alhambra Street instead blocking neighboring development's access.

Sheet SW-101 of the site plan package shows the method proposed for garbage collection. It appears that garbage collection will be done within the parking garage's first floor. During the time of garbage collection, no other vehicular movements will be able to be made on the ground floor. However, garbage collection happens once per day, a few days per week and shouldn't create a significant disruption in garage operations.

The parking scheme proposed for the Vintro Hotel is an efficient, vehicle-lift system. Most of the parking spaces provided within the building (42 out of 48 spaces) double stack one car on another so that 42 vehicles are parked in 21 parking spaces. In addition, a freight elevator is to be used to move vehicles between the first and second floors of the building. The freight elevator can carry one vehicle at a time. Sheets A-301 and A-302, of the site plan package, show the parking arrangement on the first and second floors, respectively.

In addition to the 48 parking spaces contained on site, the inbound (northbound) lane of the building's eastside driveway is capable of storing five vehicles until such time as the valet attendants can attend to them. All parking is proposed to be done by valet, which should increase the efficiency of movement within the garage space.

Mr. James Novick
May 23, 2013
Page 3 of 8

The site plans for the project show a ten-foot setback from the building to the property lines east-west. Since ordinary setback requirements are one-half the building height, this small setback demonstrates the tight design being employed on this site—a design that doesn't have room for the movement of larger vehicles through the site or permit traditional parking garage designs. In fact, there isn't even a porte cochère for dropping off and picking up guests arriving and departing by taxi or limousine.

Parking System Evaluation *Trip Generation*

A "Parking System Evaluation," dated May 6, 2013, was prepared by Hughes Hughes, Inc. on behalf of the Vintro Hotel development. The Parking System Evaluation includes a discussion of project trip generation for the proposed hotel and relies upon the Institute of Transportation Engineer's (ITE) *Trip Generation* manual, ninth edition, for trip generation characteristics. The ITE manual provides trip generation characteristics for a wide variety of land uses, including Hotel (Land Use 310). The independent variable chosen by Hughes Hughes, Inc. was rooms. This seems entirely appropriate. However,

1

when applying the trip generation characteristic information for daily trips, the fitted curve equation was used, ($T = [8.95(\text{no. of rooms})] - 373.16$) resulting in an artificially low number of daily project trips.

A review of the trips characteristic data shown in the graph provided in the ITE manual reveals that there were ten studies of Hotel trip generation used to develop the rates provided in the manual. Of those ten studies, eight were of hotels ranging from 100 to 300 rooms in size. Two studies, however, were of extremely large hotels (1,600 rooms and 1,850+/- rooms). These two "outlier" studies have the effect of skewing the fitted curve equation results. That is to say, the results have a very high Coefficient of Determination (R^2 value) within the range of 100 rooms and 1,850+/- rooms, but, below that range, begin to behave irrationally. For example, using the fitted curve equation, and assuming a 40-room hotel, would result in negative numbers of trips generated! With only 61 rooms, the Vintro Hotel's daily trips should have been estimated using the average rate (8.17 trips per room) rather than the fitted curve equation. Had this been done, the daily trips for the proposed hotel would be 498, not 173.

Morning and afternoon peak-hour trips appear to have been estimated correctly.

2

It is asserted on page 3 of the Hughes Hughes, Inc. study that the trip generation rates provided in the ITE *Trip Generation* manual are suburban rates and, as such, overestimate the trips that may be expected to be generated by the proposed Vintro Hotel. It is possible that the rates do overestimate project trips, however, no proof is provided to validate this assertion. It is recommended that three similar sites be studied to determine the actual trip generation from such boutique hotels. If observations of those three (or more) sites during peak days and peak hours reveal a lower trip generation rate than that provided by ITE, such information would be welcome. However, anything less than three similar sites is statistically insignificant.

3

A "Voluntary TDM Program" is provided in the Hughes Hughes, Inc. report. The Transportation Demand Management (TDM) program includes five elements:

- A. Employees will be reimbursed 100 percent of the cost of bus fares.
- B. Employees will be given a \$5.00 credit on the employee food and beverage allowance for each day that the employee rides a bicycle to work.
- C. Provide on-site bike racks for patrons of the proposed restaurant and bar and offer patrons who arrive by bicycle a 10 percent discount on bar and food bills.
- D. Organize and maintain a ride-match program to encourage carpooling among employees.
- E. Refrain from reimbursing employees for off-site parking costs to discourage them from driving to work.

The report continues and asserts that this TDM program will result in a reduction in Saturday Peak Hour of the Generator inbound trips from 26 to 20 and an increase in outbound trips from 20 to 29. So, the TDM program will actually increase the trips generated by the site during the peak hour of demand from a two-way total of 46 to 49, but, according to the assertions made in the Hughes Hughes, Inc. study, will change the distribution from majority inbound to majority outbound. Again, this assertion is just that, an assertion with no supporting evidence provided.

Beginning on page 6 of the Hughes Hughes, Inc. study is a section entitled "Parking System Evaluation." This section seeks to address three questions "...raised by the public in relation to the proposed parking operation system." Those three questions are:

1. *Using the proposed elevator/lift system, will valets be able to move incoming vehicles to storage quickly enough to avoid queue backup onto Alhambra Street?*
2. *How will sanitation operations which include the unloading, emptying or collection of waste and recyclable containers, truck loading and other deliveries be accomplished on-site so that Alhambra Street is not impacted by these activities?*
3. *Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?*

4

Question 1 is addressed via a discussion of the parking garage operation and a review of arrival patterns at another hotel site, The Pillars Hotel, which was asserted to have similar characteristics to the proposed Vintro Hotel. There is no doubt that The Pillars Hotel is, in fact, a boutique hotel. However, what the Hughes Hughes, Inc. study fails to mention is that The Pillars Hotel has a total of only 18 rooms. As such, it is no surprise that the arrival and departure rates of vehicles were minimal during the afternoon peak period on Thursday, March 7, 2013 when operations were observed. With so few rooms, there is likely to never be a time when arrival and departure rates are very high or when peaking characteristics can be evaluated in a manner that is valid for comparison to the proposed hotel. Moreover, for field observations to have any statistical significance of any sort there would have to be a minimum of three observations. That is, three sites that are

similar to the proposed hotel should be observed and the parking demand characteristics measured.

Queuing Analysis for the Valet Operation

5

As an alternative to the Hughes Hughes, Inc. study, Thomas A. Hall, Inc. completed a queuing analysis in the manner prescribed by the ITE's *Transportation and Land Development* manual. Three scenarios were examined:

1. Two-way (entering and exiting) access to the hotel via valet parking with a five percent probability that the available queue storage length will be exceeded.
2. One-way (entering only) access to the hotel via valet parking with a five percent probability that the available queue storage length will be exceeded.
3. One-way (entering only) access to the hotel via valet parking with a determination of the maximum percentage of the peak hour in which the available queue storage length will be exceeded.

Using the Saturday peak hour of parking demand from the applicant's study and their estimate for arriving and departing vehicle service rates for parking, a probability analysis was completed to determine whether the parking demand could be accommodated within the proposed five-vehicle storage length. In Scenario 1, since the parking elevator can accommodate exiting vehicles on the way down from the second floor of the proposed hotel as well as arriving vehicles on the way up, a two-way analysis was completed to determine whether the entire 46 peak-hour trips could be accommodated by two valet attendants—one receiving arriving vehicles and the other delivering departing vehicles. Scenario 2 was a one-way analysis that only looked at the 26 arriving vehicles in the peak hour. Finally, a third analysis calculated the percentage of the peak hour in which the number of arriving vehicles exceeded the available five-vehicle queue storage length.

The analyses demonstrated that both the two-way (entering and exiting vehicle) and one-way (entering vehicles only) queue storage are expected to be exceeded more than five percent of the time, which is generally used as a test of queue storage adequacy and means that additional waiting vehicles are sitting in the through lanes of Alhambra Street. In the third test, the analysis was performed to determine what percentage of an hour would experience a backup of more than the available five-vehicle queue storage length. As the third analysis shows, the five-vehicle queue storage area is expected to be exceeded 65 percent of the time (39 minutes of the peak hour).

In normal valet operations this excessive queue storage problem can be addressed by simply adding more valet attendants. However, with a single freight elevator to move vehicles between floors, an increase in the number of valet attendants becomes largely irrelevant since it is the freight elevator that controls parking service rates. Relying upon a single freight elevator also increases the likelihood of 38 vehicles being trapped on the second floor when the elevator inevitably breaks. It is noted in the Hughes Hughes, Inc. study (Page 7) that, "...the applicant intends to maintain on-going maintenance

Mr. James Novick
May 23, 2013
Page 6 of 8

agreements to service the car elevator and lifts, thereby insuring their fitness for service." We agree with Hughes Hughes, Inc.'s implicit support of the applicant's intention. However, even if a ThyssenKrupp technician remained on site continuously, when elevators break, it takes time to repair them. For this reason, the redundancy of two freight elevators is recommended to insure uninterrupted service to the second-floor parking area.

The use of overflow parking across the street in the new City of Fort Lauderdale parking lot is proposed by the applicant should the planned valet operation experience a backup. On the basis of our analysis, this overflow parking appears to be needed and, of course, also takes time for the valet attendants to use.

A question remains as to the availability of parking in the City's parking lot during the tourist season when the adjacent Casablanca Restaurant, and the beach in general, draw people to this new parking lot. With beach parking intentionally reduced by code, the new parking spaces created by the City's parking lot are expected to be used in full during the very peak time examined by the applicant's study. How, then, will several parking spaces be available for overflow parking from the Vintro development as the queuing analysis indicates will be required?

Returning to the public's questions mentioned in the Hughes Hughes, Inc. study, Question 2 "*How will sanitation operations which include the unloading, emptying or collection of waste and recyclable containers, truck loading and other deliveries be accomplished on-site so that Alhambra Street is not impacted by these activities?*" appears to be well answered. The garbage will be collected within the parking area on the first floor of the building on site. However, the Hughes Hughes, Inc. report goes on to also address truck deliveries to the proposed hotel. The report notes that larger trucks will be kept off of the street by using the westside auxiliary driveway. As was noted in the Site Plan Review section of this letter, the larger trucks will not fit in this driveway due to its too low ceiling height and too small turning radius.

Question 3 "*Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?*" is addressed in the Hughes Hughes, Inc. study by noting that "The timing of waste removal should be tightly controlled to occur at a consistent time of day, and days of the week." We agree that this should be the case but question how this is to be accomplished. Again, the report relies upon truck access to the interior of the hotel which cannot be assured with a too low ceiling height and a too small turning radius to accommodate the larger trucks that often service hotels.

Noise

The Hughes Hughes, Inc. study seeks to address noise from garbage collection in its answer to Question 3 above. They note that "...waste removal will occur when the noise generated by the trucks themselves is of least impact on the surrounding residences and businesses." Again, we would ask: How is this to be accomplished?

Mr. James Novick

May 23, 2013

Page 7 of 8

Trucks that make deliveries and can't fit inside the building may very well add to the noise levels for neighbors as will the garbage trucks entering the ground floor to empty the waste receptacles. Of course, the choice of exterior wall materials may or may not serve to keep the noise of vehicles and parking machinery within the structure from being heard by the project's neighbors.

The parking system proposed for the Vintro Hotel is a mechanical storage system that relies upon Park Plus, Inc.'s mechanical lifts to park two vehicles in a space ordinarily used by a single vehicle. In addition, the system uses a ThyssenKrupp freight elevator to move vehicles between floors in the parking garage. A review of online literature found no information on the Park Plus, Inc. mechanical lift's noise production. The ThyssenKrupp Company states that their elevator creates noise in the 55-75 decibel range. Fifty-five decibels is not terribly loud (It's roughly equivalent to the sound pressure level of a normal conversation three feet away). Seventy-five decibels, however, is comparable to loud singing three feet away and is much more likely to be perceived as uncomfortable noise. As the sound pressure levels increase, containing those sounds within the proposed hotel structure becomes more difficult.

Other Observations

We will leave it to others to determine the intent of the beach zoning, but all of the many beach projects on which we have worked over the years accumulated several small parcels, such as the site proposed for the Vintro Hotel, and built a larger development on the assembled properties. If the Vintro Hotel is the way of the future, then the following scenario may well come to pass: Assuming that 498 daily trips are generated by the 61-room hotel, and assuming that other sites on the block between Alhambra Street and Seville Street were similarly developed, it is estimated that the remaining parcels west and north of the proposed Vintro Hotel would add a combined total of approximately 2,600 additional daily trips. These trips, when added to the Vintro Hotel daily trips would add 3,098 new daily trips from this single block.

Of course, given the minimal ten-foot setback proposed in the Vintro Hotel site plan, were the same setback used for other developments on the block, the entire block west of the Casablanca Restaurant would have 13-story buildings with a combined total of 20 feet of land between each of them.

Conclusions and Recommendations

Based on these findings, we believe that the developer of the proposed Vintro Hotel has failed to demonstrate, in a statistically valid manner, that their trip generation for the hotel is correct, has failed to demonstrate that the parking system will avoid backups of vehicles onto the public roadway, has failed to demonstrate that delivery trucks will be kept on site and has failed to demonstrate that noise from deliveries, the parking machinery and garbage collection will be contained on site.

Mr. James Novick
May 23, 2013
Page 8 of 8

In addition to addressing the conclusions stated above, it is recommended that the applicant consider adding a second freight elevator to the proposed hotel to insure that access to the second-floor parking area remains available at all times. This would have the added benefit of reducing the backup of vehicles waiting to be parked as two valet attendants could be moving vehicles from the first floor to the second-floor parking area at any one time.

Should you have any questions or comments regarding this review, please do not hesitate to contact me.

Very truly yours,



Thomas A. Hall
President

TAH/kh

Enclosure

Queue Analysis for Vintro Hotel Valet Parking (Using service rate and trip generation from applicant's parking analysis)

Scenario 1 - Saturday Peak Hour two-way parking demand:

P=	0.05 (probability of backup onto the adjacent street)
M=	5 (queue length which is exceeded p percent of the time)
N=	2 (number of service positions)
Q=	27.52 (service rate)
p=	0.836 (utilization factor)
q=	48 (demand rate - vehicles per hour)
Q _M =	0.762 (tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.762]}{\ln 0.836} - 1$$

$$M = \frac{[-2.9957 - (-0.2718)]}{-0.1795} - 1$$

M = 14.17, say 14 vehicle queue versus 5 vehicle queue storage availability.

Scenario 2 - Saturday Peak Hour entering vehicle only parking demand:

P=	0.05 (probability of backup onto the adjacent street)
M=	5 (queue length which is exceeded p percent of the time)
N=	1 (number of service positions)
Q=	27.52 (service rate)
p=	0.945 (utilization factor)
q=	26 (demand rate - vehicles per hour)
Q _M =	0.945 (tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.945]}{\ln 0.945} - 1$$

$$M = \frac{[-2.9957 - (-0.0569)]}{-0.0569} - 1$$

M = 50.83, say 51 vehicle queue versus 5 vehicle queue storage availability.

Scenario 3 - Saturday Peak Hour entering vehicle only parking demand just barely exceeding the available queue storage:

P=	0.65 (probability of backup onto the adjacent street)
M=	5 (queue length which is exceeded p percent of the time)
N=	1 (number of service positions)
Q=	27.52 (service rate)
p=	0.945 (utilization factor)
q=	26 (demand rate - vehicles per hour)
Q _M =	0.945 (tabled value of the relationship between queue length, number of channels, and utilization factor)

$$M = \frac{[\ln P(x>M) - \ln Q_M]}{\ln p} - 1$$

$$M = \frac{[\ln 0.05 - \ln 0.945]}{\ln 0.945} - 1$$

$$M = \frac{[-0.4308 - (-0.0569)]}{-0.0569} - 1$$

M = 5.57, say 6 vehicles waiting for service--occurring over 65 percent of the studied hour.

Re. Vintro Hotel - Fort Lauderdale

Attn. Jose Gomez, AIA, AOR,
Beilinson-Gomez Architects; management

Attn. George Kousoulas, NCARB
Block 53; development

Miami, August 19th, 2013

Jose, George, Ladies, Gentlemen

We have completed our calculations regarding the anticipated sound levels that could be potentially perceived in the vicinity of the planned **Vintro Hotel**, 3029 Alhambra Street, Fort Lauderdale, FL 33304.

Summary

Some concern was voiced over noise that could potentially be generated by mechanically stackable car park lifts at ground (2 x 2 stacks for a total of 10 parking spaces) as well as at second floor (19 x 2 stacks for a total of 38 parking spaces), as well as that generated by the elevator that takes cars from ground to second floor.

We were asked to measure noise levels from similar equipment in similar settings to determine the noise levels that can be expected at 3029 Alhambra Street. Based on our measurements, observations, and analysis, we can state that noise generated by the equipment will be **inaudible** at the property lines.

As no sound levels or noise emitting data is available from manufacturer's, we went to sample sound levels from similar [floor to floor] elevators used at **Eden Rock hotel**, 4525 Collins Ave., Miami Beach, as well as from similar stackable parking lifts at **St Regis hotel**, 9703 Collins Ave., Bal Harbor.

Noise from these machineries was extrapolated from data collected as to what could be anticipated at adjacent sidewalk or adjacent buildings from a given distance, comments as follows;

Findings

1. **Ambient noise** Our measurements include, short of the ability to be turned-off, traffic and life's noises, which are accounted for in our calculations. Measured noise levels Lpn were **54.6dBA** and **49.8dBA** at **Eden Rock** and **St Regis** hotels parking garages, respectively.
2. **Car Elevator** Measured noise Lpn from car elevator was well below that of street provenance at **Eden Rock** parking garage, and in the area of 8 to 12dB below ambient, yielding an **hypothetical 45 dBA** ambient noise with no traffic, no passers-by, no people or life's noise outside. There was no car elevator available for measurements at St Regis

3. **Stackable lift** Measured noise L_{pn} from stackable lifts was also below that of street provenance at St Regis parking garage, in the area of 6 to 10dB below ambient of 49.8dBA, albeit with a short burst of metal to concrete peaking at 98dBA, yielding an hypothetical 40 dBA long-term ambient noise with a short burst in the area of **88dBA**. There was no stackable lift available for measurements at Eden Rock.
4. **Room influence** Overall absorption can be calculated and/or measured for the new Vintro hotel, with a cheap and easy to apply fire-retardant absorbent to be applied, resulting in a decrease in ambient of 9 to 14dB, yielding a short noise level burst in the area of **74dBA**.
5. **Discharge attenuation** This loss of energy is called diaphragmatic absorption and is related to the opening area, with calculations showing here a loss of about 8dB. This yields a short noise burst of about **66dBA**, which concern we already said twice to be resolved, and falls 1dB short from what permitted by Codes.
6. **Distance attenuation** Loss of energy related to distance will take care of the rest, as 10' from face of building to property line will provide 20 dB's attenuation, yielding about **46 dBA**.
7. **Summary** Through measurement, room influence, and attenuation the noise level at the property line will be about **46 dBA**, lower than the typical ambient noise levels (see 54.6 dBA and 49.8 dBA, above). By comparison, conversation at 1 m is around 50 dBA. A vacuum cleaner at 3 m is about 70 dBA.

Commentary

1. **Directing rules.** Wherever applies, measurements and calculations were done in accordance with City of Fort Lauderdale (FLL) Noise Codes & Ordinances (copy available).
 - a. Accordingly, we did, or did not, follow the guidelines set-up by FLL as they apply or not, to the best of our professional judgment.
2. **Choice of Units: dBA/dBC.** *A-weighted sound levels* are measured in **dBA**, whence an "A" correction network approximates the human ear's perception of sounds at low to moderate intensity and with little low frequency components. *C-weighted sound levels*, measured in **dBC**, apply an almost-flat "C" weighting network better suited in analyzing mechanical impact of low frequency components upon structures.
 - a. The **dBA** was solely used in our instance.
3. **Ambient noise** is the summation of all sounds coming from discrete sources that affect a given site at any time, and theoretically exclude, short of the ability to be turned-off, traffic and life's noises, including extraneous sounds added to those from the source under investigation.
4. **Car elevator**, for all intents in this memorandum, are essentially lifts that continuously go up and down, and that are enclosed in a concrete or wire mesh cage that secludes (or not) the noise from nearby immediacies.
5. **Stackable lifts** are basic elevators whose purpose is to shelf-store a vehicle for prolonged periods in an upward-located volume, as if stacked on a shelf, for instance.
6. **Room influence.** Every room presents a greater or lesser amount of [acoustical] absorption, least of which a garage structure, which is usually concrete upon concrete upon concrete, with resulting increase of ambient noise level.
7. **Discharge attenuation.** When released from a confined (e.g. reverberant) area into a large volume of air (like; outside) sound encounters a considerable mass of inert gas it has to set into motion in order to dissipate its energy.
8. **Distance attenuation** Sound levels diminish about 2 dBA per foot.

9. Note calculations mentioned above present a worst case noise levels condition at property lines of [open] sides and back of the building, as all other positions feature some kind of noise barrier (such as closed room, doors, walls, etc.), with such eventually resulting in the betterment at street or at any other point of observation not specifically covered in this report.

Based upon explanations and basic calculations above, we hereby can confidently declare that usage of the said car elevators and stackable lifts shall present no audible noise concern as detected from the street. We avail ourselves at your convenience for any further explanation.

If you have any question, please do not hesitate to call me personally.

Yours truly



Claude H. Venet, President,
Acoustinet, Inc.

NCAC National Council of Acoustical Consultants.

Member AAAS, AES, AIP, ASA, CNOA, CICF, NCAC, NYASc, assoc. AIA.

Em cvenet@acoustinet.com (Pro.)

claudevenet@hotmail.com (Pers)



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Alison Meyer

**Vintro Hotel
3029 Alhambra Street**

Narrative regarding Changes to the Development Plan through the Review Process

Vintro Fort Lauderdale, LLC ("Petitioner") has submitted applications to the City of Fort Lauderdale to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property"), which is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center.

Petitioner has made several changes to the plan throughout the development review process. The initial site plan application submitted September 18, 2012 requested approval for a seventy-two (72) room, 54,998 square foot hotel including a parking structure (4.4 FAR), a 500 square foot lobby bar/lounge and a 3,287 square foot restaurant. Petitioner subsequently revised the development plans during the DRC process and presented the project at the March 20, 2013 Planning & Zoning Board meeting requesting sixty-nine (69) hotel rooms, 52,475 square feet (4.2 FAR), a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant. At the Planning & Zoning Board meeting some Board members felt as though the increased FAR and the request to provide five (5) fewer parking spaces than required by the ULDR through the fee-in-lieu of parking program were too much and the Board voted 4-3 recommended against the development.

Petitioner is now requesting approval of a sixty-one (61) unit, 49,963 square foot hotel (4.0 FAR), a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). Petitioner has reduced the scale of the Project by eleven (11) units and 5,035 square feet, which results in reduced FAR and on-site compliance with all parking requirements. The ground floor of the Project has also been reduced to create a pedestrian plaza extension that can be utilized for trucks to service the Property. The extension to the pedestrian plaza is designed to integrate the detailing and materials proposed for the plaza. In addition, the building height has been reduced from fifteen (15) stories, one hundred seventy-six feet and six inches (176'-6") to thirteen (13) stories, one hundred sixty-four feet and four inches (164'-4") to the top roof level. The distance between the ground floor and the 2nd floor increased from thirteen feet (13') to fourteen feet (14') in order to provide additional clearance. The distance between the 3rd floor and the 4th floor was decreased by one foot (1') from nineteen feet four inches (19'-4") to eighteen feet four

inches (18'-4") in order to maintain the height of the building. Furthermore, the building's façades have been refined to lighten the buildings appearance and emphasize its vertical orientation, which is now more evident on the north where eight (8) of the units were removed. The Project is now designed to comply fully with the City's Unified Land Development Regulations with no need for bonuses, waivers or variance.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by:


Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with A-1-A Beachfront Area Zoning Regulations

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the standards for the ABA zoning district set forth in Section 47-12.6.B. of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. *Setbacks.* The Project has been designed to meet the required minimum front (20'), rear (20') and side (10') yard setbacks.
2. *Height.* The proposed height of the Project is 164'4", while the permitted height in the District is 200'.
3. *Floor Area Ratio.* The proposed floor to area ratio for the Project is 4.0, which is the permitted maximum floor to area ratio within the ABA zoning district.
4. *Required Parking.* The Project complies with the parking requirements set forth in Section 47-20. Specifically, the Project provides forty-eight (48) parking spaces where forty-seven (47) parking spaces are required.
5. *Permitted Uses.* The Project is a permitted use in the ABA District. The ABA District requires hotels, such as the project, to be processed as a Site Plan Level IV Development. The Project, therefore, automatically qualifies as a development of significant impact.
6. *Design Compatibility and Community Character Scale.* The Project is designed to comply with the requirements of the ABA zoning district. As such, this section is not applicable.
7. *Minimum Distance between Buildings.* This criteria is not applicable as there is only one (1) building proposed on the Property.

8. *Length and Width.* The proposed length and width of the Project are substantially below the permitted 200' maximum.

In addition to the foregoing, the Project provides several outdoor amenities for pedestrians and hotel guests. The landscaped front yard area on the ground floor acts as an open plaza to be used by pedestrians as well as hotel guests. Seating, landscape, water feature and shading devices will define the space as an urban oasis where casual breakfast and drinks will be served. The main hotel lobby is located on the third floor. To the east of the lobby is a sculpture plaza surrounded by a tropical landscaped planter that will provide an intimate quiet space for the hotel guests to experience. The space serves as a link between the tower and building's base. The pool is located at the roof level and is connected to the restaurant level below by a circular monumental stair. All lighting will be indirect recess lighting, respecting the turtle lighting guidelines as per ULDR Section 6-49. In addition, speakers will be placed in a manner that will restrict the sound within the property's envelope from disturbing the surrounding urban environment.



**DUNAY
MISKEL
BACKMAN
BLATTNER** LLP

Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by:

Scott E. Backman, Esq.

**Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Central Beach Development
Permitting and Approval Design Criteria**

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the Central Beach Development Permitting and Approval Design Criteria requirements set forth in Section 47-12.6.A. of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. *The Project is compatible with the character of the overall plan of development contemplated by the revitalization plan for the Central Beach Area.*

The Project is compatible with the goals and design criteria established by the July 1990 *Fort Lauderdale Beach Revitalization Design Guidelines* ("Revitalization Plan"). The Project meets the goals of the Revitalization Plan by improving the overall physical environment and appearance of the Central Beach Area, complimenting other projects in the area and supporting the overall image of Fort Lauderdale Beach as a tropical resort destination. The Project enhances the public realm by upgrading and improving Alhambra Street in accordance with the most recent Community Redevelopment Agency ("CRA") right-of-way improvement plans. In addition, the Project is compatible with the scale and design of other projects located in the Central Beach Area while providing historical architectural interest through the use of Miami Modern ("MiMo") design elements such as cantilevers, spiral stair motifs, glass walls and decorative screening that were introduced in south Florida in the 1940s. The combination of the use of MiMo architectural elements and the chic, boutique nature of the Project strengthen the Fort Lauderdale Central Beach Area's standing as a world-class resort destination.

In addition to meeting the goals of the Revitalization Plan the Project complies with the design objectives as follows:

1. *Bulk Controls.*

- a. *Density.* No residential development is proposed. Therefore, this criteria is not applicable.
- b. *Floor Area Ratio.* The proposed floor area ratio is 4.0, which is consistent and compatible with adjacent development and the ULDR.
- c. *Maximum Height.* The building height proposed is consistent and compatible with surrounding development and the requirements of the ULDC. The maximum building height permitted by the regulations of the ULDC is two hundred feet (200'). The proposed building height is approximately one hundred sixty-four feet and four inches (+/- 164'-4").

2. *Massing Guidelines.*

- a. *Overall Height.* The overall height of the Project varies. The first two (2) story pedestal containing the parking garage has a maximum height of approximately twenty-nine feet (+/- 29'). The tower is then setback between five feet (5') and ten feet (10') from the edge of the top of the second floor and is a maximum height of approximately one hundred sixty-four feet and four inches (+/- 164'-4").
- b. *Cornice Height.* The Project does not front on A-1-A, a "people street" or a significant corridor and as such this guideline is not applicable.
- c. *Vertical Plane Moderation.* The Project's vertical plane is moderated through the use of balconies, fenestration, a roof garden and eyebrow projections throughout the façade on each side of the building. At least one form of moderation is used every three (3) stories. The various moderations employed are not repetitive and provide a unique structure from all directions.
- d. *Façade Treatment.* The first thirty-five feet (35') of the exterior façade vertical plane enhances the pedestrian environment by incorporating appropriate architectural features. The south building façade includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor. An open air spiral staircase is provided from the twelfth to the

thirteenth floor on the east façade, a section of which can be seen on the north and south façades.

3. *Street Level Guidelines.*

- a. *Active Use.* The landscaped front yard acts as an open plaza for pedestrians and hotel guests alike. It includes seating, landscaping, a water feature and shade devices to create a welcoming pedestrian environment. In addition, the ground floor includes a bar and lounge with outdoor seating where breakfast and drinks will be served thus promoting an active pedestrian environment.
- b. *Fenestration.* Approximately fifty percent (50%) percent of the first floor of the southern building façade is a mixture of transparent fenestration including doors and windows. In addition, a water feature is provided, which adds variety to the streetscape.
- c. *Arcades/Canopies.* The Property does not border directly on SR A1A northbound or Las Olas Boulevard and therefore this provision is not applicable. However, the Project incorporates a pedestrian arcade on the ground floor by cantilevering the remainder of the building over the Project's entrance.
- d. *Trash/Loading Facilities.* The trash and loading facilities for the Project will be located in the parking area, which is screened by a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. As such, no trash or loading will occur within the Alhambra Street right-of-way.

4. *Energy Conservation.* The Project is oriented to take advantage of southeasterly breezes for summer cooling and to withstand strong northeasterly winds. In addition, the roof and exterior wall finishes are white to encourage maximum reflection and minimum transmission of heat loadings.

5. *Building Separation.* The Project provides the required ten foot (10') setbacks on both sides of the building allowing for the passage of natural breezes.

6. *Parking.* Parking for the Project is provided consistent with the proposed use and adjacent development. The Project is designed to provide forty-eight (48) parking spaces where forty-seven (47) parking spaces are required by the ULDR. There is one (1) access drive proposed on the south side of the Property, which provides access to the structured parking and is designed to minimize conflict between pedestrian and automotive traffic. The structured parking is located on the first two (2) floors of the Project and all circulation is internal to the garage. The parking structure is screened on all sides with decorative metal screening in addition to the landscape buffers required along the perimeter of the Property.

7. *Screening.* All trash, loading and equipment storage facilities are located within the structured parking discussed above and are thus screened from the view of adjoining public corridors. All mechanical equipment located on the roof of the Project is screened from view by a decorative parapet.
 8. *Landscape.* Landscaping proposed for the Project is designed to be consistent with the proposed use, adjacent development and the requirements of the City's ULDRs. The landscaping proposed along the south Property line includes Manila Palm and Montgomery Palm combined with various shrubs and ground cover to create a lush, tropical environment in keeping with the visual quality of the beach. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron.
 9. *Site Furnishings.* The site furnishings proposed for the Project are designed to be an integral part of the urban streetscape along the south Property line. Built-in benches are provided in the lushly landscaped plaza. In addition, shade devices are provided to create a welcoming pedestrian environment.
 10. *Signage.* The signage proposed for the Project is consistent with the proposed use, adjacent development and the City's ULDRs. One sign is proposed with a sign area of approximately fourteen (14) square feet. The proposed signage identifies the branding of the Project while maintaining integration with the building architecture. The proposed sign is located on the ground floor to the west of the Project entrance.
 11. *Lighting.* The lighting proposed for the Project is consistent with the theme of the immediate context and compatible with the lighting of adjacent parcels. The light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.
 12. *Utilities.* The utilities proposed for the Project are consistent with the proposed use, adjacent development and the City's ULDRs. Petitioner is coordinating with all local utility companies in an effort to place all overhead lines underground for the Project.
2. *The architectural design of the Project is compatible with the design guidelines provided in Section 47-25.3, Neighborhood Compatibility Requirements, of the City's ULDR as follows:*
- A. *Lighting.* The Project is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the Property are developed with primarily commercial uses including hotels, motels and restaurants. That said, there are also a number of multi-family residential

developments immediately surrounding the Property. The Alto Brisa apartment complex abuts the Property on the north, Seasons Condominiums abuts the Property on the northeast, and the Casa Alhambra apartment complex is located to the south of the Property across Alhambra Street. The design utilized ensures that these surrounding residential properties are not affected by lighting of the Project on the Property. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron. In addition, the Project is designed to include a six foot (6') high privacy wall along the north and east portions of the Property abutting the existing residential uses. The parking garage will also be screened from the view of the residential properties by metal screens. The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the Property from the south. Additionally, the light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.

B. Control of appearance. The Project is designed to protect the character of the surrounding residential area from any negative visual impact as follows:

i. Architectural features. The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The Project includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor. Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on

through the installation of lush landscaping along the Property lines combined with decorative metal screening on the garage façade.

- iii. *Dumpster regulations.* The dumpster for the Project will be located on the ground floor of the structured parking garage, which, as noted above, will be screened from view through the use of metal screen and lush landscaping.
- iv. *Wall requirements.* The Project provides a six foot (6') high privacy wall along the north and east Property lines abutting residential uses.
- v. *Application to existing uses.* No existing uses will remain on the Property.

E. *Neighborhood compatibility and preservation.* The Project is compatible with the surrounding community. The dynamic design and functional use of the Project add to the overall character and integrity of the neighborhood. The Project scale and varying massing is compatible with surrounding structures and uses and is designed to ensure that neighboring uses are not adversely impacted. The Project will revitalize the north side of Alhambra Street and infill underutilized property with an innovative design meeting the intent and purpose of the ABA, A-1-A Beachfront Area. The architectural style of the Project is innovative and will create an architecturally expressive and unique addition to the Fort Lauderdale Beach skyline, maximizing air and light to the ocean. Overall, the Project is designed to be compatible with the existing neighborhood and provide an example for future redevelopment in the Central Beach Area.

- 3. *The Central Beach Development Permitting Design Criteria 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.*

This section is not applicable as the Project is consistent with the Central Beach Development Permitting Design Criteria as demonstrated herein.

- 4. *The Project incorporates design and architectural elements which mitigate the impacts, if any, on existing uses in the immediate vicinity of the proposed development.*

As described above, the Project includes a six foot (6') high privacy wall along the north and east Property lines abutting residential uses. In addition, a ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Philodendron. These design elements mitigate any potential impacts of the Project on the surrounding properties.

5. *Approval of the Project will facilitate development of the Central Beach Area as a world-class destination resort.*


As described above, the Project is a chic boutique hotel designed in the MiMo architectural vernacular commonly used in south Florida from the 1940s through the 1970s. Specifically, the Project features cantilevers, spiral stair motifs, glass walls and splashes of tropical color. The combination of the tropical modern architecture and the high quality lodgings that will be provided facilitate development of the Central Beach Area as a world-class resort destination.



**DUNAY
MISKEL
BACKMAN
BLATTNER** LLP

Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by: 
Scott E. Backman, Esq.

**Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Neighborhood Compatibility Requirements**

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the neighborhood compatibility requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

1. Adequacy requirements.

Adequacy requirements have been provided under separate cover.

2. Smoke, odor, emissions of particulate matter and noise.

The Project does not involve activities that will produce any smoke, odor or emissions of particulate matter and noise. The Project includes sixty-one (61) hotel units, 2,000 square feet of restaurant use, 500 square feet of bar use, and structured parking with forty-eight (48) parking spaces. The hotel and its ancillary uses (lounge and restaurant) will be operated in such a manner to ensure that any activities that may occur within the hotel will not produce unreasonable noise levels or otherwise disturb the surrounding community.

3. *Design and performance standards.*

a. *Lighting.*

The Project is designed such that it is illuminated in compliance with the ULDR. The properties surrounding the Property are developed with primarily commercial uses including hotels, motels and restaurants. That said, there are also a number of multi-family residential developments immediately surrounding the Property. The Alto Brisa apartment complex abuts the Property on the north, Seasons Condominiums abuts the Property on the northeast, and the Casa Alhambra apartment complex is located to the south of the Property across Alhambra Street. The design utilized ensures that these surrounding residential properties are not affected by lighting of the Project on the Property. The north and east sides of the Property, which abut residential properties, are heavily landscaped with a mix of trees, including Silver Button Wood, Orange Geiger, Redburry Stopper, Shrubby Yew and Manila Palm, and shrubs, including Silver Button Wood and Phildendron. In addition, the Project is designed to include a six foot (6') high privacy wall along the north and east portions of the Property abutting the existing residential uses. The parking garage will also be screened from the view of the residential properties by metal screens. The combination of the privacy wall, landscaping and metal screens will provide screening that will eliminate any potential adverse impact of lights from automobiles accessing the Property from the south. Additionally, the light fixtures employed for the Project were chosen to reduce spillage onto adjacent residential properties. Specifically, the fixtures are as low to the ground as possible to reduce the impact of the Project illumination on adjacent residential properties. Please refer to Sheets A-116 and A-117, Ground Floor Photometrics Plan – Day Operation and Night Operation, which are included with this submittal.

b. *Control of appearance.*

The Project is designed to protect the character of the surrounding residential area from any negative visual impact as follows:

i. *Architectural features.*

The Project is designed to complement the surrounding residential structures on all sides of each building. As detailed above, there is lush landscaping and a privacy wall along the north and east property lines. The Project includes structured parking in the north half of the first floor and the entirety of the second floor. The design of the parking garage incorporates a metal screen to improve the aesthetic quality of the Project adjacent to existing residential uses and reduce potential impact on the residential uses. The south building façade on the ground floor includes fenestration including doors and windows serving as the main entrance to the Project and a water feature is proposed to the west of the entrance. The Project also incorporates a roof garden on the eastern half of the third floor of the building that extends vertically such that the eastern half of the fourth floor is open-air. The wall adjacent to the

roof garden is primarily glass thus creating an open and airy ambience. In addition, roof gardens are proposed on the southwest quadrant of the third floor extending vertically to the fourth floor, the southeast quadrant of the seventh floor, the southwest quadrant of the ninth floor and the southeast quadrant of the tenth floor. Balconies with glass railings are provided along the entirety of the southern façade on the fourth floor and along portions of the southern building façade on the seventh through twelfth floors. Balconies with glass railings are provided along the entire length of the eastern building façade on the fourth, eighth, twelfth and fourteenth stories. Balconies with glass railings are also provided along a portion the east building façade of the seventh and tenth floors. Balconies with glass railings are provided along the entirety of the northern building façade on the fourth floor and portions of the north building façade on the fifth through eleventh stories. Color and material banding are also employed in the design of the Project. Specifically, a concrete eyebrow runs horizontally along the bottom of the fourth floor on the south, east and north building façade. The concrete eyebrow also runs vertically on the entire length of the west side of the north building façade and on a portion of the west side of the south building façade. Color banding is employed on the south façade on the southwest portion of the ninth through eleventh stories and the southeast portion of the seventh through tenth floors. An open-air spiral staircase is provided from the twelfth to the thirteenth floor on the east façade, a section of which can be seen on the north and south façades. The combination of the concrete eyebrow, balconies, roof gardens and spiral staircase create variations in building mass including projection and recession and variations in the rooflines..

ii. Loading facilities.

The loading facilities for the Project will be located in the parking area, which will be screened from view as described above. As such, no loading activity will occur within the Alhambra Street right-of-way.

iii. Screening of rooftop mechanical equipment.

The Project is designed to screen all rooftop mechanical equipment. Specifically, the Project's design employs an additional floor of façade as a parapet to screen the required mechanical equipment. As the parapet façade will be screened with the same metal screen as the parking garage, the material screening the equipment will match the material used for the principal structure and is at a minimum six inches (6") above the top most surface of the equipment.

c. Setback regulations.

The Project complies with required setbacks on all sides of the Property. The setback along the south Property line is required to be twenty feet (20') for all structures with height greater than thirty-five feet (35'). The Project complies with this provision with the building setback twenty

feet (20') from the south Property line and the tower setback an additional five feet (5'). The side setback requirement is ten feet (10'). The Project complies with this requirement with the building setback ten feet (10') from both the east and west Property lines. The rear setback requirement is twenty feet (20'). The Project complies with this requirement with the building setback twenty feet (20') from the north Property line.

d. Buffer yard requirements.

The Project is designed to screen the use from the view of the residential properties to the north, east and south as follows:

i. Landscape strip requirements.

A ten foot (10') wide landscape buffer strip is provided along the east and west Property lines and a portion of the north and south Property lines including trees, shrubs, and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements.

ii. Parking restrictions.

All parking provided for the Project is located within the structured parking garage that is effectively screened from the view of the surrounding properties through the installation of lush landscaping along the Property lines combined with decorative metal screening on the garage façade.

iii. Dumpster regulations.

The dumpster for the Project will be located on the ground floor of the structured parking garage, which, as noted above, will be screened from view through the use of metal screen and lush landscaping.

iv. Wall requirements.

The Project provides a six foot (6') high privacy wall along the north and east Property lines abutting residential uses.

v. Application to existing uses.

No existing uses will remain on the Property.

e. *Neighborhood compatibility and preservation*

The Project is compatible with the surrounding community. The dynamic design and functional use of the Project add to the overall character and integrity of the neighborhood. The Project scale and varying massing is compatible with surrounding structures and uses and is designed to ensure that neighboring uses are not adversely impacted. The Project will revitalize the north side of Alhambra Street and infill underutilized property with an innovative design meeting the intent and purpose of the ABA, A-1-A Beachfront Area. The architectural style of the Project is innovative and will create an architecturally expressive and unique addition to the Fort Lauderdale Beach skyline, maximizing air and light to the ocean. Overall, the Project is designed to be compatible with the existing neighborhood and provide an example for future redevelopment in the Central Beach Area.



Gary S. Dunay
Bonnie Miskel
Scott Backman
David K. Blattner

Marissa A. Faerber

Prepared by:

Scott E. Backman, Esq.

Vintro Hotel
3029 Alhambra Street
Statement of Compliance with Adequacy Requirements

Vintro Fort Lauderdale, LLC ("Petitioner") proposes to redevelop the +/- .287-acre property located at 3029 Alhambra Street ("Property") with a sixty-one (61) unit hotel including structured parking, a 500 square foot lobby bar/lounge and a 2,000 square foot restaurant ("Project"). The Property is generally located on the north side of Alhambra Street west of North Atlantic Boulevard/A-1-A ("Property") within the City of Fort Lauderdale ("City"). The Property is currently developed with a +/- 2,763 square foot single-family residential home and zoned ABA, A-1-A Beachfront Area, with an underlying land use designation of Central Beach Regional Activity Center. In order to complete the Project, Petitioner is requesting approval for a hotel within the ABA, which is automatically classified as a Site Plan Level IV approval for a development of significant impact. In order to complete the Project, Petitioner is requesting approval for Site Plan Level IV. In fulfillment of the application requirements, Petitioner will demonstrate that the Project complies with the adequacy requirements set forth in Section 47-25.2 of the City's Unified Land Development Regulations ("ULDR"), as follows:

A. *Applicability.*

The adequacy requirements set forth in ULDR Section 47-25.2 are applicable to the Project to evaluate the demand it will place on public services and facilities.

B. *Communications network.*

The Project does not interfere with the City's communication network. A search of the County and City records indicated that there are no communications facilities located adjacent to the Property.

C. *Drainage facilities.*

The Project will be designed to meet the required stormwater retention as required by South Florida Water Management District and Broward County – Development and Environmental Regulation Division. The Property will seek to utilize exfiltration trench and drainage wells to achieve the required water quality and retention and discharge of the runoff generated by the Project.

D. *Environmentally sensitive lands.*

The Project will be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, the Project will be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection: Broward County Ordinance No. 89-6, Section 5-198(l), Chapter 5, Article IX of the Broward County Code of Ordinances, and Broward County Ordinance No. 84-60. Petitioner will ensure that the impacts of the Project to any environmentally sensitive lands will be mitigated in accordance with all applicable regulations. In addition to mitigating the impacts pursuant to governmental regulations Petitioner has designed the Project to relocate an existing old growth tree and incorporate it into the Project.

E. *Fire protection.*

The Project will conform will all applicable fire protection codes including access, sprinklers and hydrants. Adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards. The proposed building will be fire sprinklered. An additional fire hydrant has been proposed as well.

F. *Parks and open space.*

Park impact fees will be paid in the manner and amount determined in ULDR Section 47-38.A.

G. *Police protection.*

The Project provides improvements that are compliant with the principles of Crime Prevention through Environmental Design ("CPTED"). A combination of natural surveillance, natural access control, and territorial reinforcement has been used throughout the plans to ensure that the project will be compliant with the CPTED principles. The "See and be Seen" approach to natural surveillance is heavily utilized in the design of this Project with the ultimate design being the integration of residential living and commercial uses providing both seen and perceived surveillance. The use of territorial reinforcement is evident in the proposed pavers and landscaping. The landscaping and water feature promotes a sense of ownership of the Property thereby by increasing the perceived control of the Project.

H. *Potable water.*

Adequate potable water service is available for the needs of the Project, which will meet the requirements of the City Engineering Department as applicable. Initial research of the existing water infrastructure indicates that the existing 6" water mains will be able to handle the additional service demands created by the Project.

a. *Potable water facilities.*

The existing water treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written determination of reservation of available capacity is attached hereto as Exhibit "A".

I. *Sanitary sewer.*

The existing sewer treatment facilities and systems have sufficient capacity to provide for the needs of the Project. The Project will be tied in to the City's treatment facility. A written determination of reservation of available capacity is attached hereto as Exhibit "A".

J. *Schools.*

There will be no impact on the school system as there are no residential units proposed.

K. *Solid waste.*

Petitioner will obtain adequate solid waste collection facilities and service in connection with the Project development and will provide evidence to the City demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

a. *Solid waste facilities.*

Written determination confirming the adequacy of the solid waste collection service and facilities is attached hereto as Exhibit "B".

L. *Storm water.*

Storm water facilities will be designed to provide the required retention and storage of the runoff generated by the Project. The onsite treatment of stormwater will be provided with the design of exfiltration trench and drainage well.

M. *Transportation facilities.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on all transportation facilities is included with the site plan submittal package.

a. *Regional transportation network.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the regional transportation network is included with the site plan submittal package.

b. *Local streets.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the impact on the local streets is included with the site plan submittal package.

c. *Traffic impact studies.*

A licensed traffic engineer has been engaged to complete the required traffic analysis for the Project. A narrative regarding the traffic impact is included with the site plan submittal package.

d. *Dedication of rights-of-way.*

No dedication of rights-of-way is required for the Project.

e. *Pedestrian facilities.*

Pedestrian Facilities have been provided along Alhambra Street to provide a safe and pedestrian friendly environment for those seeking access to the Project and the Beach.

f. *Primary arterial street frontage.*

The property does not abut a primary arterial street.

g. *Other roadway improvements.*

Based on the traffic analysis submitted with the site plan submittal package Petitioner does not anticipate a requirement for roadway improvements.

h. *Street trees.*

Street trees are proposed along the length of the property abutting Alhambra Street. Overhead electrical wires connecting the existing light poles preclude the use of any large growing tree or palm per FPL guidelines. The Manila Palms proposed are allowed per these guidelines and will be consistent with the design of the hotel landscape and surrounding area. The proposed street trees will be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements.

N. *Wastewater.*

No extension of the gravity wastewater mains is necessary. The Project will utilize the existing system with sanitary sewer laterals connecting to the existing system. It is therefore expected that no extension of the system is necessary. Additionally, capital expansion charges for water and sewer facilities will be paid in accordance with Resolution 85-265 should it be required.

O. *Trash management requirements.*

A trash management plan for trash in connection with nonresidential uses that provide prepackaged food or beverages for off-site consumption will be provided prior to Certificate of Occupancy.

P. *Historic and archaeological resources.*

At this time, the Property has not been identified as having archaeological or historical significance.

Q. *Hurricane evacuation.*

Petitioner will determine the agency with jurisdiction over hurricane evacuation and provide the required agency analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity will be maintained without impairment resulting from the Project or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Vintro Hotel
"Myth vs. Fact"

Myth

(1) Cars, waiting to valet, will be backed-up onto Alhambra Street.

(2) The hotel will generate too much traffic.

Fact

(1) On-site queue storage provided at Vintro is more than sufficient for incoming traffic at peak times/days. The max. queuing on peak days requires 100 ft. of storage, which is less than the 105 ft. provided at hotel's front entrance. There is a 55 ft. long second driveway on West side for overflow traffic. If extremely high inbound demand occurs, valets can temporarily suspend exiting vehicles and store up to 5 additional inbound vehicles in the driveway's outbound lane. Full-service valet with sufficient staffing to accommodate all peak hour arrivals and departures is provided and required as a condition of approval. Vehicle elevator sequence is very quick - 2 minutes 11 seconds. There are 6 spaces on the ground floor that will augment incoming valet vehicle storage as well as other traffic mitigation plans that will be covered in the Valet Parking Agreement & Off-Site Parking Agreement required prior to issuance of the hotel's CO.

(2) The hotel does not trigger City Code thresholds for a traffic study; specifically, the hotel only reaches a mere 17% of the 1000 trip threshold. During Saturday peak hour, the hotel will generate an increase of only 48 trips. Luxury boutique hotels generate fewer trips than typical hotels because many guests do not drive to the destination in personal cars. Instead, half or more typically arrive to the area by plane and take taxis to the hotel, which was selected as a "destination" in and of itself. Guests of these boutique hotels typically stay in the area for recreation.

(3) Additional delivery trucks will get backed-up onto Alhambra Street, aggravating the existing problems.

(4) There are too few parking spaces for the size of the hotel.

(5) The hotel is too big for the parcel and does not comply with Code.

(3) Code does not require loading bays for hotels. Hotels of this nature experience limited truck deliveries and for such a limited duration that it is considered counterproductive to provide separate space for such infrequent and brief activities. While a loading area is not required, all loading will be accommodated internally on-site and can accommodate any loading vehicle that might service the hotel. The hotel's ground floor has been designed to accommodate rear-end loading garbage and recycle trucks within the building envelope. Smaller delivery trucks will park in ground floor spaces at the north end of the garage. A vehicle overflow drive has also been designed on the west side of the hotel to accommodate additional vehicles as needed.

(4) The Code requires the hotel to provide 47 parking spaces. The Hotel is providing 48 parking spaces. Thus, the hotel has 1 parking space more than what is required by Code, even though the Code overestimates what would be required for a luxury boutique hotel that attracts fewer vehicle users than other hotels, and even though the applicant will reduce parking demand through voluntary Transportation Demand Management (TDM) measures memorialized in the recommended conditions of approval. A perpetual off-site parking agreement secures parking in the event of parking equipment failure.

(5) The hotel is a much smaller structure than the maximum developable structure permitted under the Code. Though the lot size is 12,500 sq. ft., the hotel's floor plate is only 4,000 sq. ft., a fraction of the maximum allowable by Code for similar structures. The maximum height permitted by Code is 200 ft. (with a 240 ft. option). The height of the hotel is approximately 164 ft. - almost 80 ft. less than the maximum permitted under the design option. The maximum floor area ratio permitted by Code is 4.00 (with option for 4.80). The FAR for the hotel is 3.99. The maximum structure length and width is 200 ft. under the Code, and the hotel has a proposed length of 80 ft. and proposed width of 85 ft.

(6) The hotel's setbacks are not consistent with Code.

(7) The hotel is inconsistent with the character of the neighborhood.

(6) The hotel meets all minimum setback requirements in the ABA zoning district. Setback requirements include a 20 ft. setback at the front if it is abutting a public ROW, unless approved as a development of significant impact, and if not abutting a public ROW, a 10 ft. minimum side yard setback and a 20 ft. minimum rear setback. Unless otherwise approved as a development of significant impact (site plan level IV review), the setbacks must be half the height of the building (if greater than the 10-foot and 20-foot minimum requirement). Importantly, hotels in the ABA zoning district are automatically subject to site plan level IV review (developments of significant impact), and therefore the proposed minimum setbacks meet Code requirements.

(7) The architectural style of the Vintro Hotel enhances the unique characteristics of the Central Beach as an area containing iconic Mid-Century Modern designed buildings. The proposed building incorporates Mid-Century Modern design features including a cantilevered roof, floating planes, glass wall, concrete eyebrows, which are design features that are evident in other existing iconic Fort Lauderdale buildings found in the Central Beach. The areas to the north, south, east and west of the subject property all have A1A Beachfront Area ("ABA") zoning designation.

The buildings surrounding the subject property range in height from 2 to 16 stories - with many of the lower story buildings existing prior to the time that the Central Beach Revitalization Plan and Central Beach Regional Activity Center Future Land Use Designation was established for the neighborhood and prior to the time that the ABA zoning district regulations were adopted by the City. Directly to the northeast of the Vintro Hotel is a 16-story multi-family building. And, across Alhambra Street, on the existing City owned-surface lot, the Beach Master Plan recommends a 10-story, 350 room hotel with mixed use on the ground floor and 500 space parking garage.

The proposed hotel is similar to the mass and scale of development approved for high-rise resort hotels within the ABA zoning. The proposed boutique hotel use is consistent with the intent and purpose of the ABA zoning district, which requires uses that promote the area as a "high quality destination resort" and promotes the

(8) The existing structure is historical.

(9) The Vintro hotel will set a precedent for larger development that is asking for approvals beyond what the Code permits.

(10) The property owner does not plan on actually building the hotel.

Central Beach area as a "world class resort."

(8) The existing structure on the property has never been designated as historic by the City or any other government agency. In fact, the City's "Barrier Island Historic Resources Map" lists the 3 designated/protected properties on the beach and the existing structure on the property is not one of the 3 historically designated properties listed. The structure is located in the ABA zoning district which was established for the purpose of promoting high quality destination resort uses. The structure located on the property was also subject to a major renovation in the early 1950's.

(9) Quite the opposite, the project sets the precedent for a development that meets the City's Revitalization Plan, Beach Master Plan, Comprehensive Plan and Code. Additionally, while the Vintro Hotel is proposing design enhancements that would permit it to seek a larger FAR, 40% more height and a greater dimension of structure east to west, the Vintro Hotel is not only not seeking these deviations from the "maximum requirements" of the ABA zoning district, it is also smaller than what is permitted by Code.

(10) The Fort Lauderdale location will be the third of the new Vintro branded hotels, which is designed to revisit the roots of the boutique hotel. The Miami Beach location is opening in March 2014 and the New York location in late 2014. The brand is also currently scouting locations in Washington, D.C. and the Caribbean.

BEILINSON
GOMEZ

VINTRO HOTEL
Case No. 70-R-12

November 19, 2013
Fort Lauderdale City Commission Meeting

ARCHITECTS *pa*



VINTRO HOTEL FORT LAUDERDALE

Presentation Summary

BEILINSON
GOMEZ

**Vintro Brand
Project Summary
Site Plan Evolution
Final Site Plan
Outreach Efforts**

Architectural Presentation

(Jose Gomez – Beilinson Gomez)

Planning & Compatibility Presentation

(Cecelia Ward – JC Consulting, Inc.)

Operational Presentation

(Molly Hughes – Hughes Hughes Inc.)

Summary / Rebuttal

ARCHITECTS *pa*



SCOTT BACKMAN, ESQ
DUNAY, MISKEY, BACKMAN AND BLATTNER, LLP



ARCHITECTURE
BEILINSON GOMEZ_ARCHITECTS pa



CONSTRUCTION MANAGEMENT
BLOCK53
GEORGE KOUSOULAS



CIVIL
BOHLER ENGINEERING
EDWARD M. McDONALD PE



TRANSPORTATION SPECIALIST
HUGHES HUGHES INC
MOLLY J. HUGHES, AICP, PTP, AVS



HOSPITALITY MANAGEMENT
TAILORED HOSPITALITY
ROBERT TODAK



ACOUSTICS SPECIALIST
ACOUSTINET, INC
CLAUDE VENET

PLANNING SPECIALIST
J.C. CONSULTING, INC
CECELIA WARD, AICP

Development Team



VINTRO HOTEL FORT LAUDERDALE

BEILINSON
GOMEZ,

ARCHITECTS pa

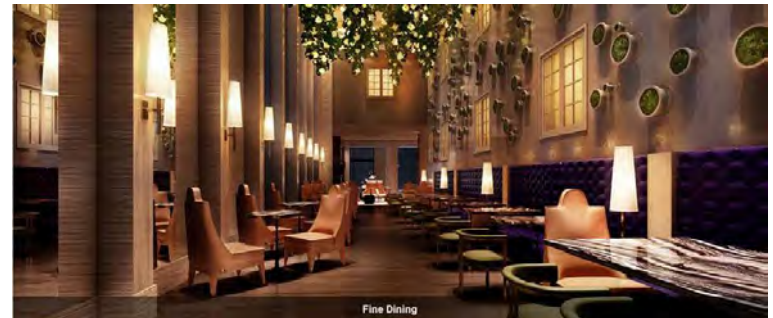
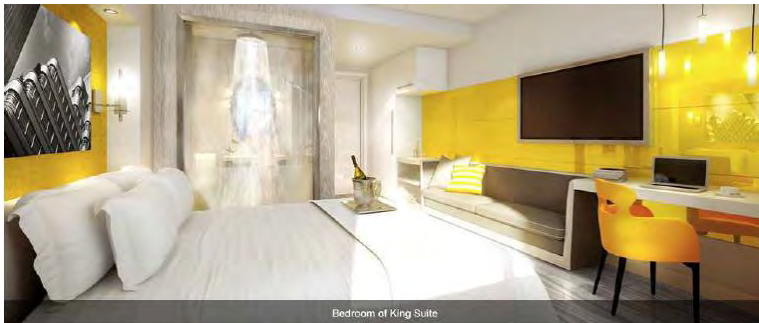
VINTRO BRAND

The Vintro Hotel enhances the resort image of Fort Lauderdale by providing a "boutique hotel" that offers a unique and intimate experience for the business and leisure traveler.



By providing such high quality boutique hotel accommodations, the Vintro Hotel enhances the beach to effectively compete with other resort areas

The boutique hotel experience is attractive to a niche of customers looking for something special in style, distinction, warmth and intimacy, differentiating this type of hotel experience from a chain-hotel experience.



"This will be the first of the new Vintro branded hotels, which is designed to revisit the roots of the boutique hotel revolution," says Robert Todak, President of Tailored Hospitality International (THI). Todak's vision is to "...recapture the essence of the classic boutique hotel to differentiate Vintro Hotels, appealing to savvy independent travelers, tired of the homogenization of what once was a dynamic hospitality option."



Project Location



North side of Alhambra St. between A-1-A & N. Birch Road



Project Summary

Address:	3029 Alhambra Street, Fort Lauderdale, FL 33301
General Location:	North side of Alhambra Street west of A1A (immediately west of Casablanca Café)
Proposed Use:	61 room hotel including structured parking, a 500 square foot lobby lounge and a 2,000 square foot restaurant
Zoning:	ABA, A-1-A Beachfront Area
Future Land Use:	Central Beach Regional Activity Center
Beach Master Plan:	Mid-Beach Character Area



Evolution of Vintro Site Plan

Original Plan

- AREA: 54,998 S.F.
- FAR: 4.4
- No. OF UNITS: 72
- No. OF STORIES: 14
- HEIGHT: 161'-10"
- FRONT (SOUTH SETBACK): 10'-0"



09-18-12

Pre-P&Z

- AREA: 52,475. S.F.
- FAR: 4.2
- No. OF UNITS: 69
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"



01-11-13

Pre-City Commission

- AREA: 49,963 S.F.
- FAR: 3.99
- No. OF UNITS: 61
- No. OF STORIES: 13
- HEIGHT: 164'-4"
- FRONT (SOUTH SETBACK): 20'-0"



05-03-13



Final Site Plan

<u>Code Compliance</u>		
Development Parameter	Code Requirement	Proposed Plan
Maximum Floor Area Ration	4.0 (4.8)	3.99
Maximum Building Height	200' (240')	164' - 4"
Structure Length	200'	85'
Structure Width	200'	80'
Minimum Parking	47	48



Project Timeline

BELLINSON
GOMEZ

Pre-app Meetings w/ City (Summer & Fall 2012)
Submittal (Sept. 2012)
DRC Meeting (Oct. 2012)
Community Outreach (1st meeting w/ CBA in Oct. 2012)
Multiple meetings w/ City staff
(P&Z, Engineering, T&M, CRA)
Resubmit Revised Plans (Dec. 2012)
March 17, 2013 Open House
March 20, 2013 Planning & Zoning Board Meeting
Plan changes to address P&Z Comments
(multiple meetings w/ City staff)
May City Commission submittal for June Meeting
City Commission Summer Break (June-August 2013)
October 16, 2013 Open House
November 19, 2013 City Commission Meeting

ARCHITECTS *pa*

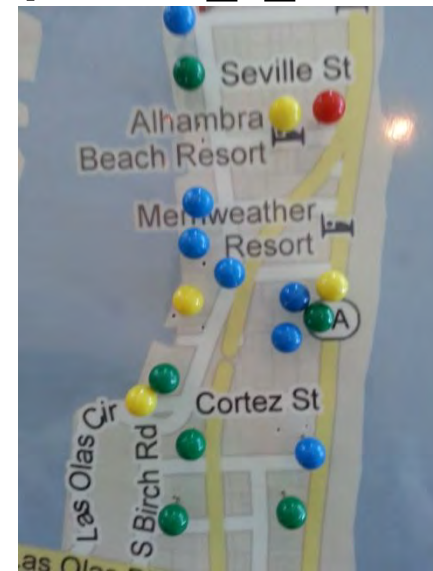
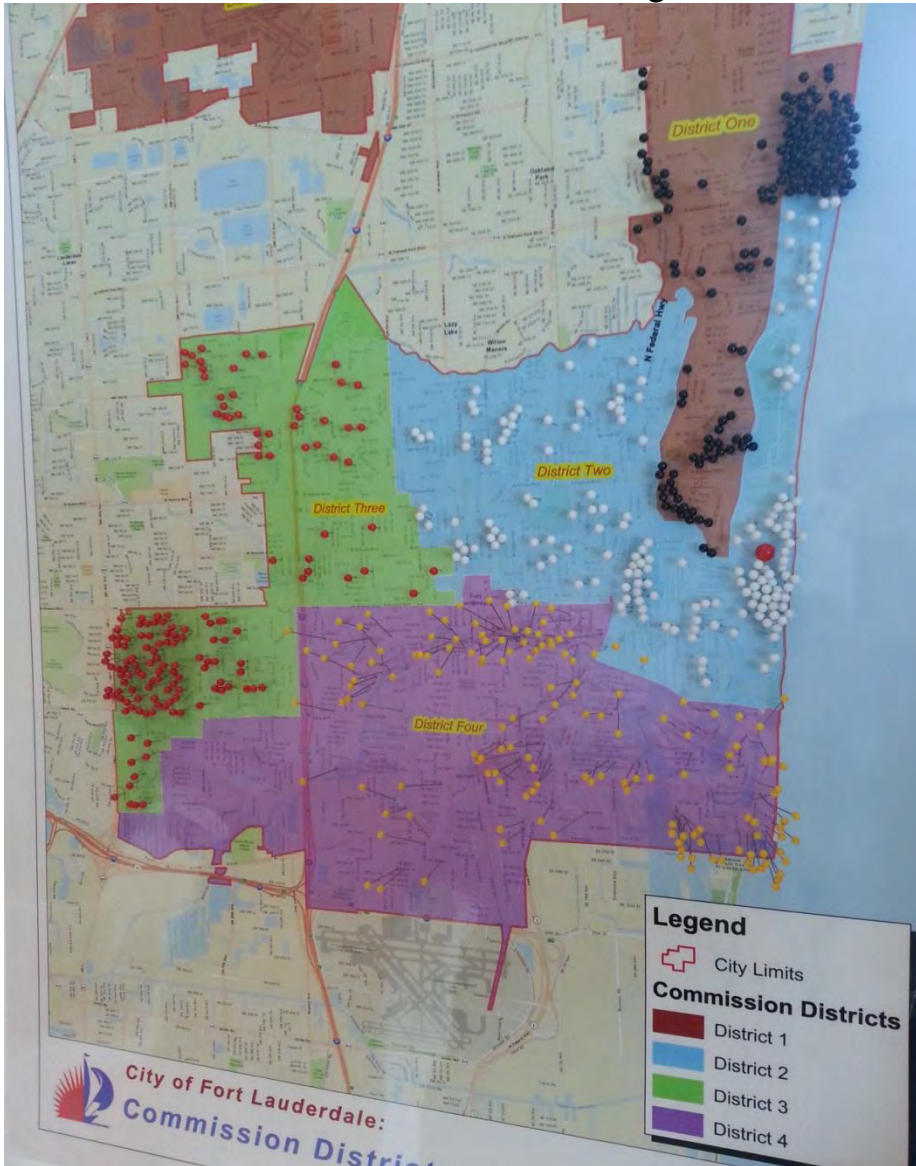
Meetings w/ Interested Parties:

10-4-12 – CBA Board
11-1-12 – Casablanca Café
11-8-12 – CBA General Membership
2-20-13 – Meeting with Florida Restaurant and Lodging Association
3-14-13 – CBA General Membership
3-17-13 – Open House
4-11-13 – Casablanca Café
5-20-13 – John Weaver, CBA President
4/13 – 8/13 – Canvassed neighborhood
7-11-13 – Vintro Support Party at Thasos
8-8-13 – Casablanca Café
8-16-13 – Beach Council Meeting
8-28-13 – Jim Novick, Alhambra Place President
10-16-13 – Open House

In addition to all face to face meetings, there has been consistent verbal and written communications with neighbors and interested parties throughout the review process.



Community Outreach / Support



750+ Letters of Support

- CBA Condos
- CBA Members
- Chamber of Commerce
- Beach Council
- Florida Restaurant & Lodging Assoc.
- City-wide residents & businesses



City of Fort Lauderdale
City Commission Public Hearing
November 19, 2013



Vintro Hotel
Case. No 70-R-12

**JOSE GOMEZ
DESIGN ARCHITECT**

**BEILINSON GOMEZ ARCHITECTS, P.A.
8101 BISCAYNE BOULEVARD
MIAMI, FL 33138**

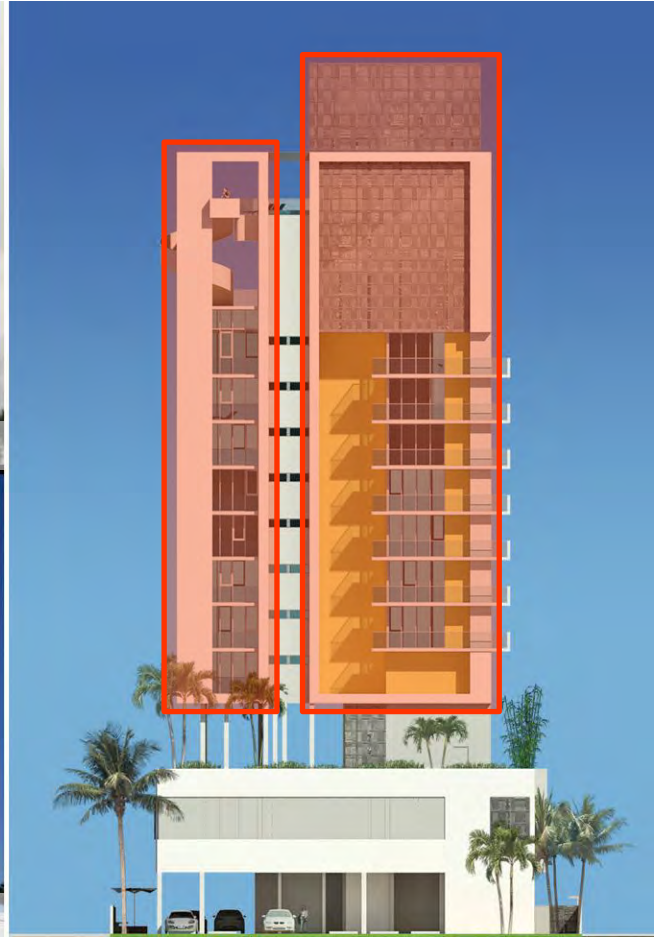




BIRCH TOWER



SEA TOWER

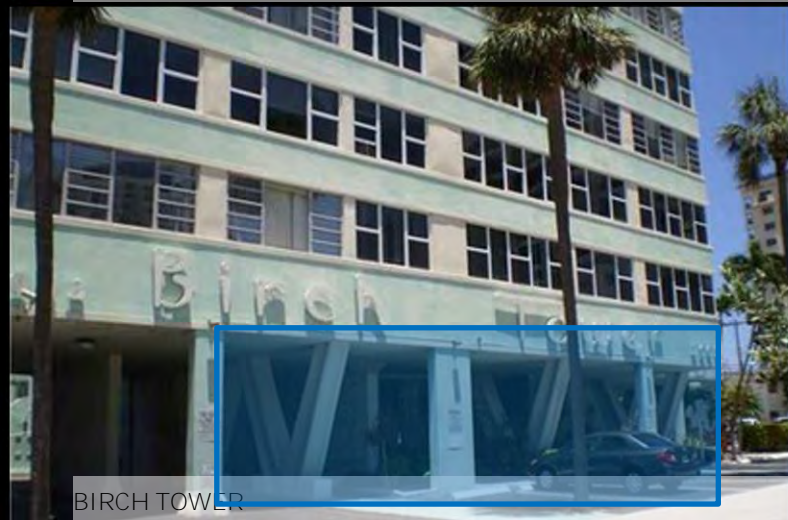
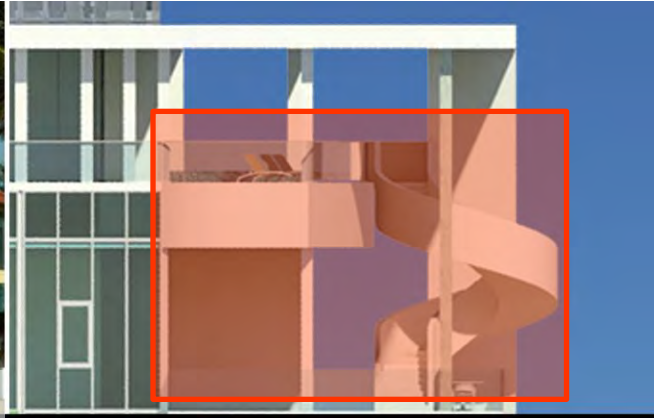




BIRCH HOUSE



SEA CLUB RESORT



BIRCH TOWER







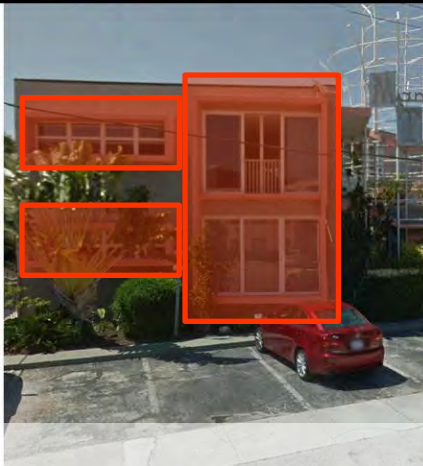
YANKEE CLIPPER



SEA CHATEAU

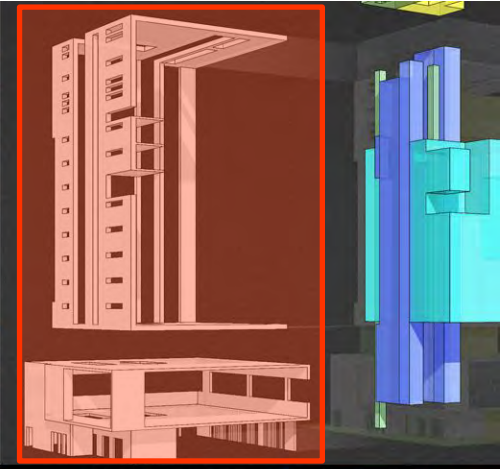


MANHATTAN TOWER





MARINA INN AND YACHT HARBOR

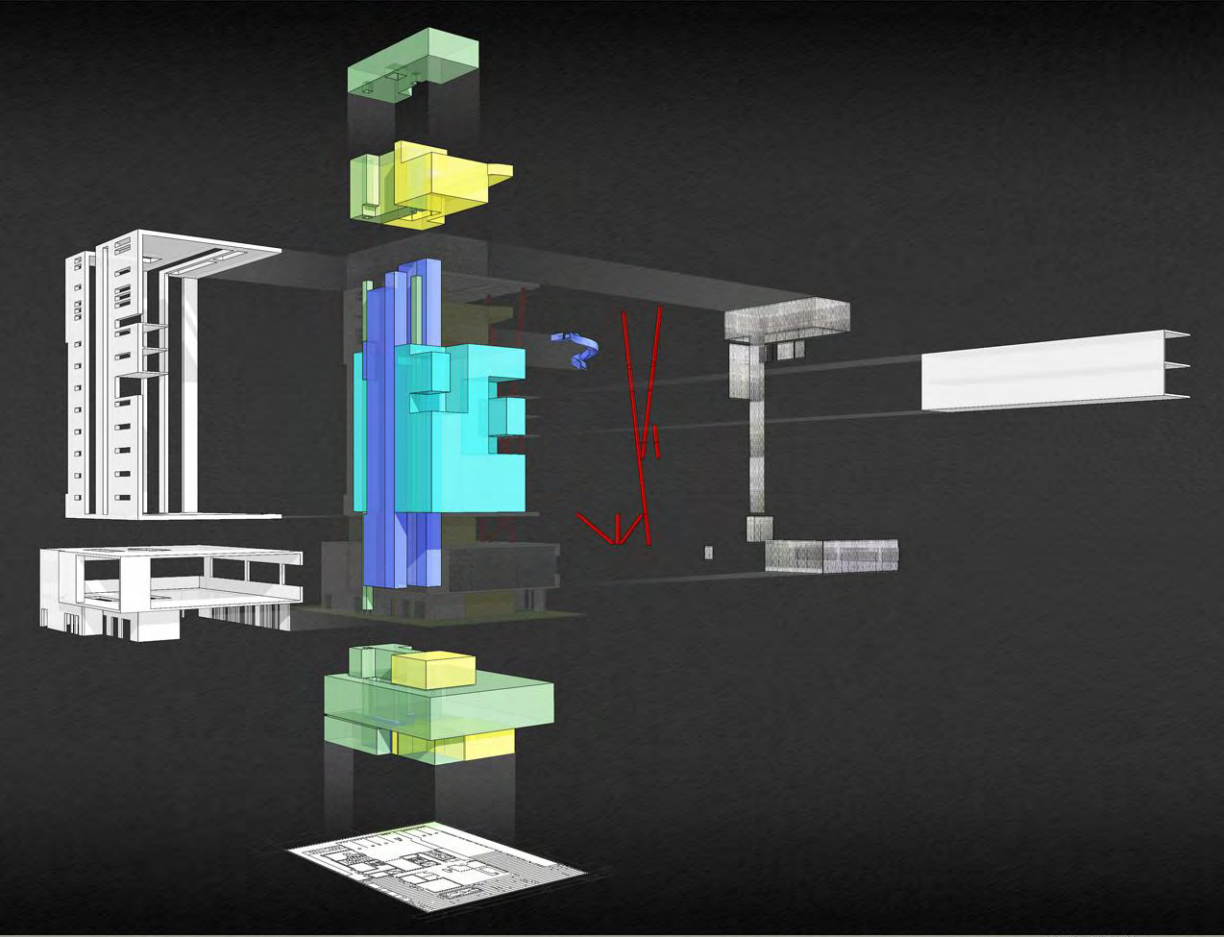


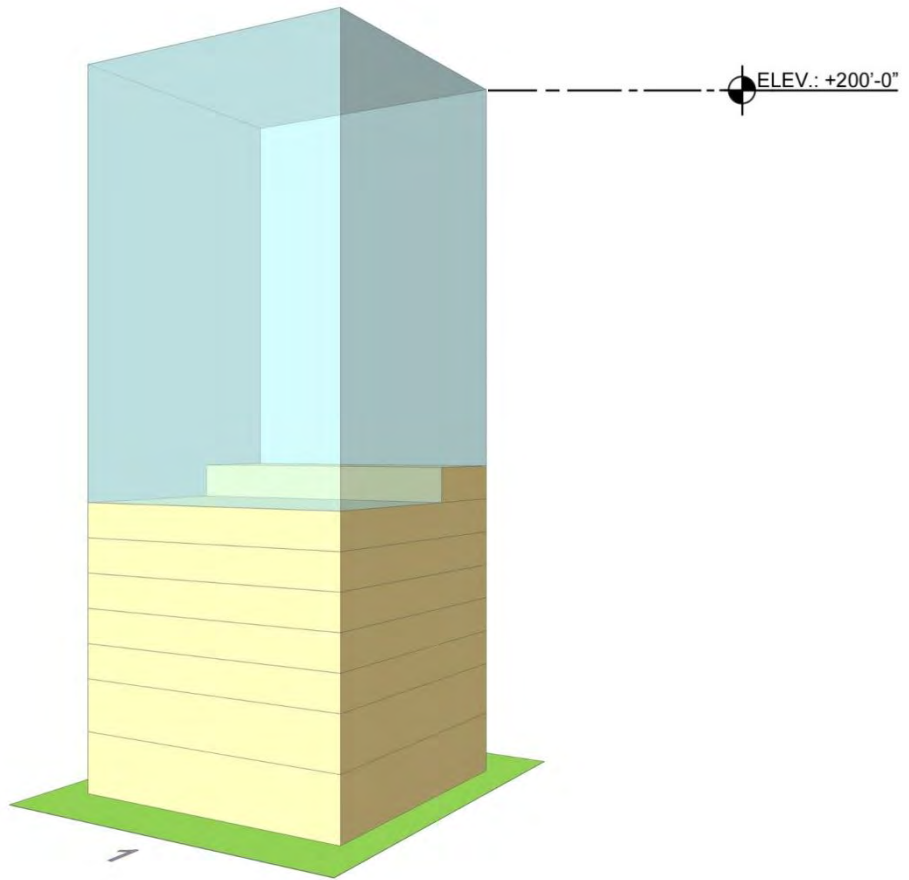
MANHATTAN TOWER

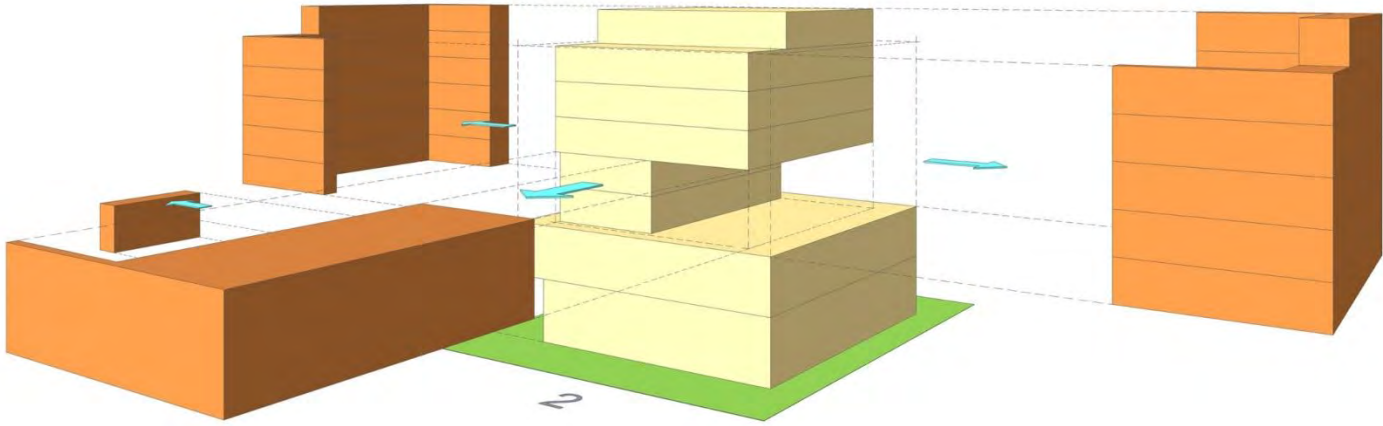


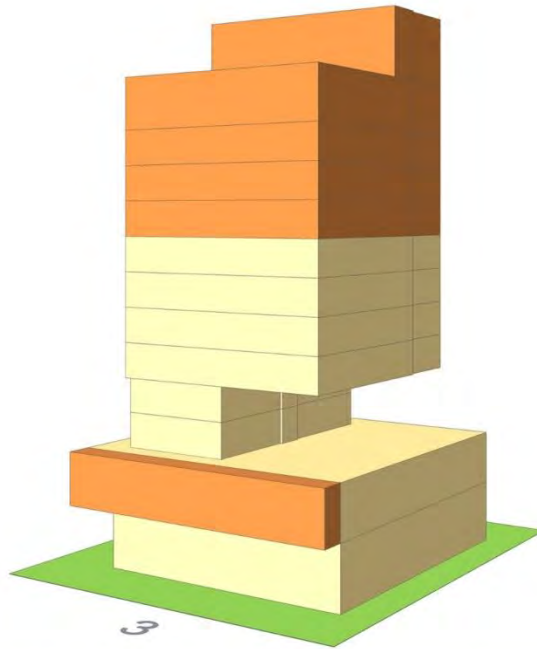
SEA CHATEAU







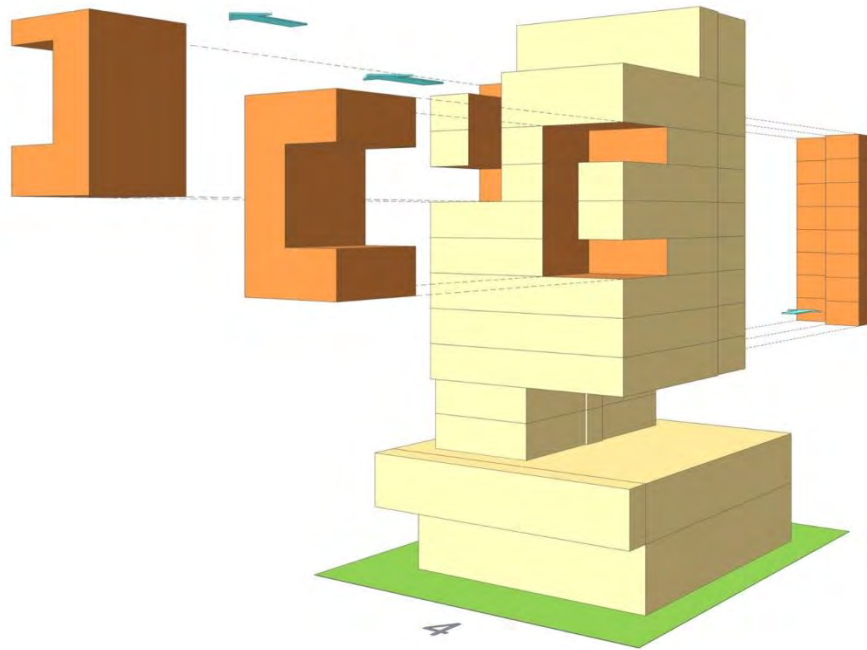


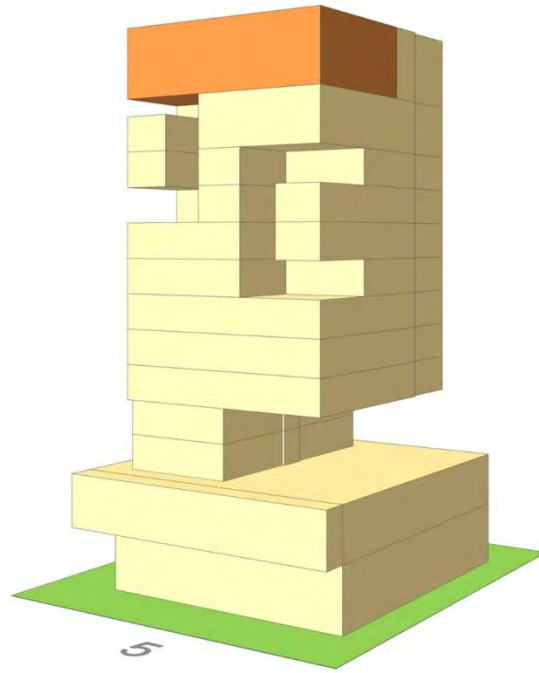


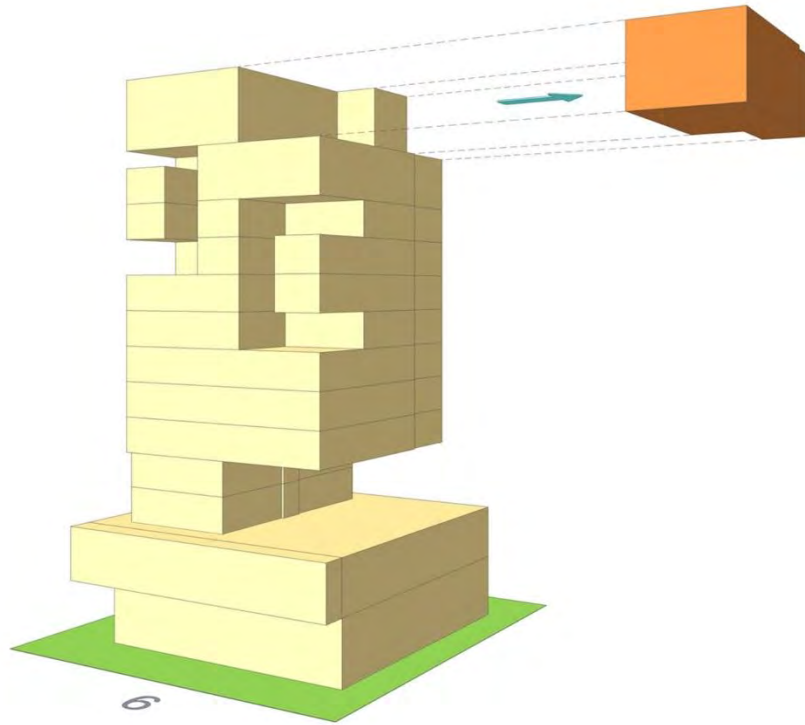
VINTRO HOTEL FORT LAUDERDALE

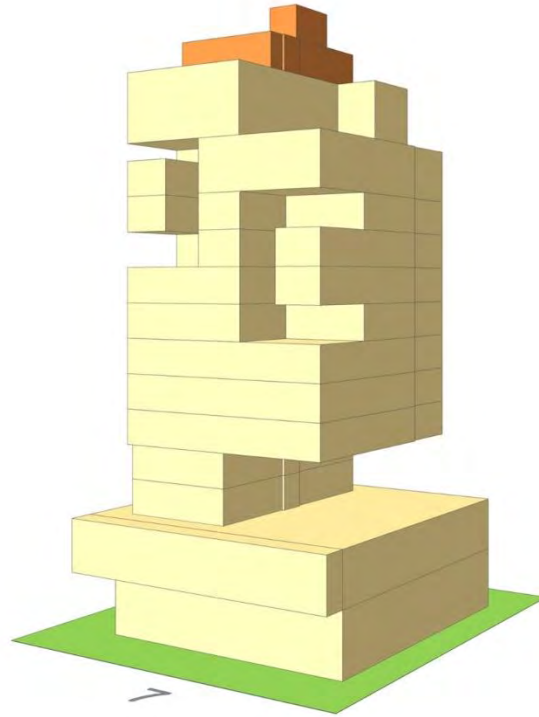
BEILINSON
GOMEZ,
ARCHITECTS PC

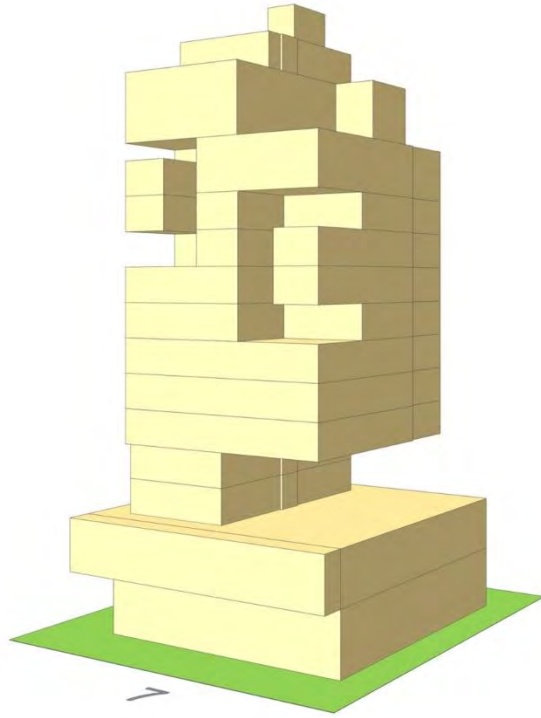


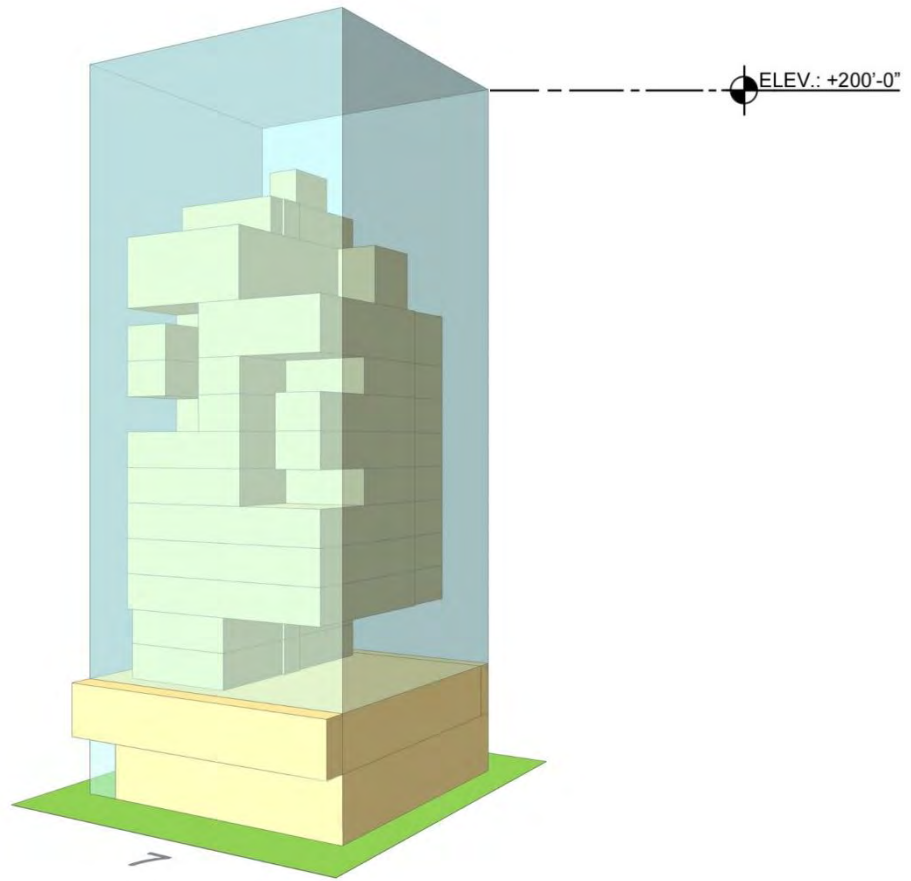














**Building section looking
west to east**





East Elevation



South Elevation





West Elevation



North Elevation







City of Fort Lauderdale
City Commission Public Hearing
November 19, 2013



Vintro Hotel
Case. No 70-R-12

**CECELIA WARD, AICP
PLANNING AND ZONING
FINDINGS AND CONCLUSIONS**

**JC CONSULTING INC.
102 NE 2 STREET #145
BOCA RATON, FL 33432**



SUMMARY OF FINDINGS AND CONCLUSIONS

The Vintro Hotel:



- ✓ **IS CONSISTENT** WITH THE 1988/1989 CENTRAL BEACH AREA REVITALIZATION PLAN
- ✓ **IS CONSISTENT** WITH THE CITY OF FORT LAUDERDALE ADOPTED COMPREHENSIVE PLAN /FUTURE LAND USE ELEMENT
 - Central Beach Regional Activity Center Goals, Objectives and Policies
 - Central Beach Regional Activity Center Future Land Use Designation
- ✓ **COMPLIES WITH** ALL APPLICABLE CITY OF FORT LAUDERDALE UNIFIED LAND DEVELOPMENT REGULATIONS (ULDRS) CHAPTER 47
 - SEC. 47-12 CENTRAL BEACH ZONING DISTRICT REQUIREMENTS
 - SEC. 47-12.2 INTENT AND PURPOSE OF EACH DISTRICT
 - SEC. 47-12.4 CENTRAL BEACH DISTRICT REQUIREMENTS
 - SEC. 47-12.5.B. DISTRICT REQUIREMENTS AND LIMITATIONS ABA ZONING DISTRICT
 - SEC. 47-12.6 CENTRAL BEACH DEVELOPMENT DESIGN CRITERIA
 - SEC. 47-24.2 SITE PLAN DEVELOPMENT PERMITS
 - SEC. 47-25.2 ADEQUACY REQUIREMENTS
 - SEC. 47-25.3 NEIGHBORHOOD COMPATIBILITY REQUIREMENTS
 - SEC. 47-25.3 COMMUNITY COMPATIBILITY CRITERIA
 - SEC. 47-20 PARKING AND LOADING REQUIREMENTS
 - SEC. 47-21 LANDSCAPE AND TREE PRESERVATION
- ✓ **ACCOMMODATES** THE FORT LAUDERDALE DRAFT CENTRAL BEACH MASTER PLAN UPDATE (DRAFT 2009)



Mid Beach Character Area Design Guidelines Central Beach Master Plan Update 2009

Floorplate

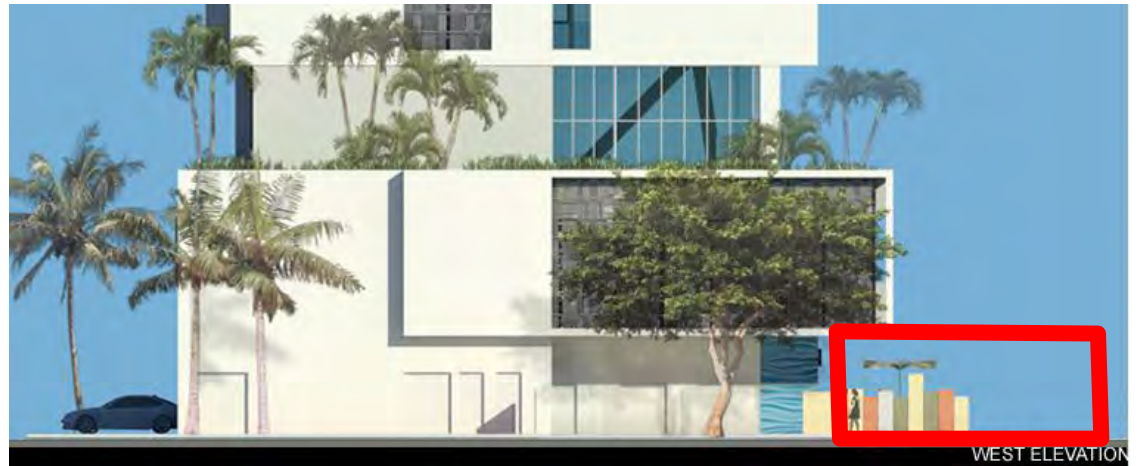


- **Preferred Floorplates: Hotel 65 ‘ and more – 16,000 s.f.**
- Vintro Hotel – 4,000 s.f.
- Only $\frac{1}{4}$ of recommended maximum floorplate standard
- Only $\frac{1}{3}$ of lot coverage



Achieves Central Beach 2009 Master Plan – Enhanced Pedestrian Environment

- Active Use
- Arcade/Canopies
- Bar/Lounge on Ground Floor
- 50% Fenestration
- Covered Seating Area



COMPARISON OF SETBACKS



Setbacks proposed for the Vintro Hotel *are similar* to the setbacks of other hotels approved by the City in the ABA zoning district.

Setbacks Comparison Chart							Existing Hotels Setback Range	
Hotel	ULDR Standards		Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel Comparison
Zoning District	ABA		ABA	ABA	ABA	ABA	ABA	
Setbacks								
Front	Min. 20' - abutting ROW		Base - 20' Tower - 25'	20.7'	5.5' - 10'	50'-6" (East)	38'	5.5' - 38' Within Range
Rear	½ height -- 20' Min.	Min. 20' Not abutting ROW	Base - 20' Tower - 30'	20.7'	20'	20' (South)	20' Min	20' - 20.7' Greater rear setback of Tower
Side	½ height -- 10' Min.	Min. 10' Not abutting ROW	Base - 10' Tower West side 19.2' East side 19.2'	12.4'	10' - 27'	20' (North)	20' Min	10' - 27' Within Range



ABA Zoning Height

ULDR STANDARD:

Max. Height: **200 feet**

With ability to request
up to 240'

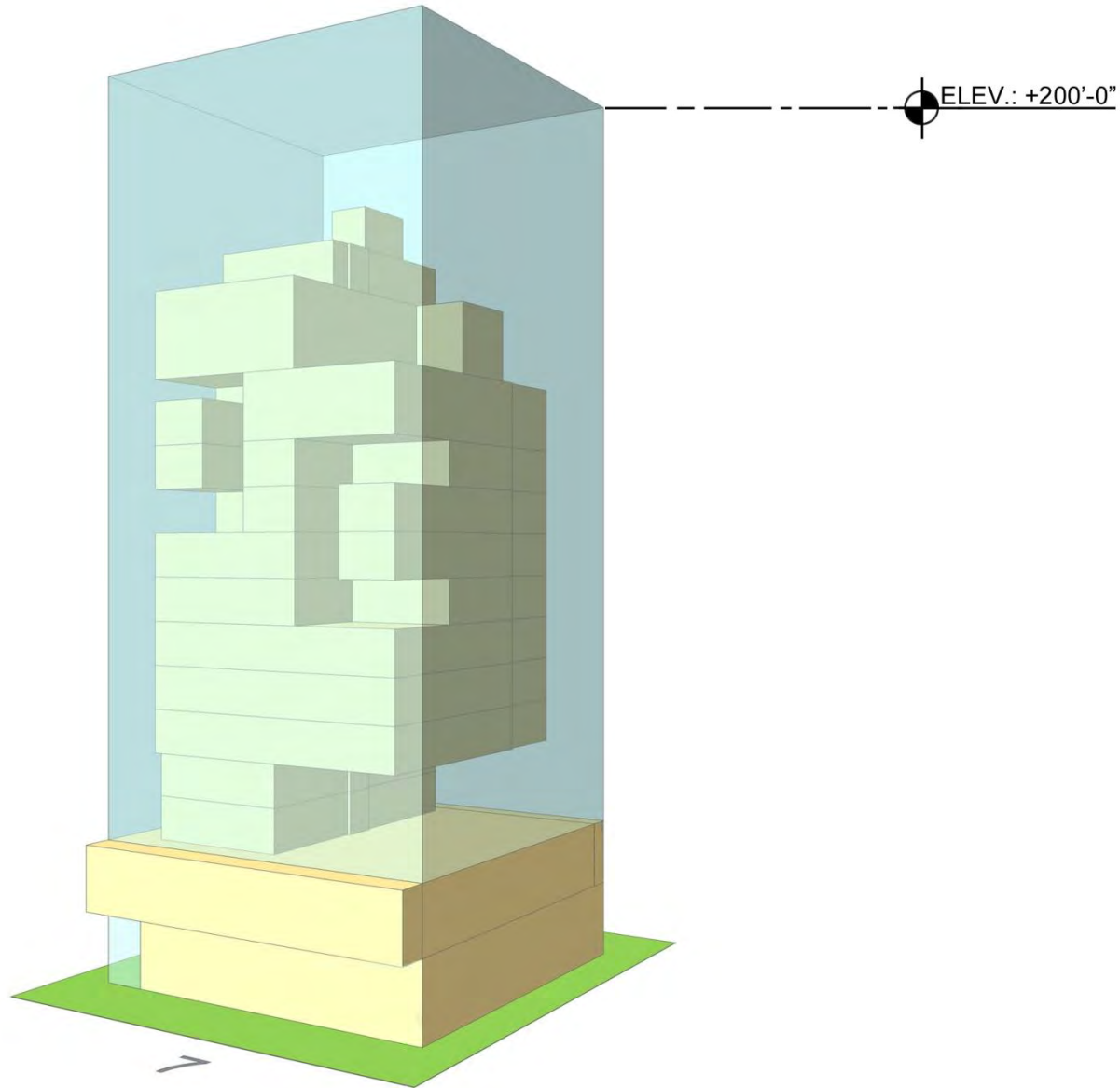
Vintro Hotel

Proposed Height: **164'-4"**

**Significantly less than height
permitted by Code.**

**Approx. 22% less than 200'
permitted height.**

**Approx. 46% less than 240' height
that may be requested.**



COMPARISON OF HEIGHT



Height proposed for the Vintro Hotel is *significantly less* than the heights of hotels approved in the ABA zoning district.

Height Comparison Chart							Existing Hotels Height Range
Hotel	ULDR Standard	Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel in Comparison
Zoning District		ABA	ABA	ABA	ABA	ABA	178' – 245'
Height	200 ' (240')	164'-4"	233'	178'	245'	229'-2"	164.4' Less than by 8% -49%



COMPARISON OF FLOOR AREA RATIO (FAR)



FAR proposed for the Vintro Hotel is **similar to and significantly less** than the heights of hotels approved in the ABA and zoning district.

FAR Comparison Chart							Existing Hotels FAR Range
Hotel	ULDR Standard	Vintro Hotel	Hilton	Atlantic	Trump Plaza	W Hotel	Vintro Hotel in Comparison
Zoning District		ABA	ABA	ABA	ABA	ABA	3.97 – 6.63
FAR	4.0 (4.8)	4.0	6.63	5.65	3.97	4.83 (with underground parking)	4.0 Within Range



Vintro Hotel Design Enhancements

Architectural Character that Reflects Particular Sensitivity to History and Culture of South Florida

Proposed:

- Mid-Century Modern Design, including features such as:
 - Cantilevered Roof
 - Floating Planes
 - Glass Wall
 - Concrete Eyebrows
 - Spiral Staircase
 - Open Air Plaza



Vintro Hotel Design Enhancements

Utilize Natural Colors and Composition of South Florida

Proposed:

- White Concrete contrasting with
- Vibrant Tropical Colors through Strategically Placed Color Banding



White Concrete

White Concrete

Vibrant Splashes of Tropical Color

Vibrant Splashes of Tropical Color

White Concrete

Vibrant Splashes of Tropical Color



Development Pattern – ABA Zoned Area and adjacent PRD and IOA Zoned Areas



Complies With Neighborhood and Community Compatibility Criteria Section 47-25.3 ULDR



- ✓ **Building Floor Area**
- ✓ **Maximum Height**
- ✓ **Yards**
- ✓ **Height**
- ✓ **Vertical Plane Moderation**
- ✓ **Façade Treatments**
- ✓ **Street Level Guidelines**
- ✓ **Parking**
- ✓ **Fenestration**
- ✓ **Canopies**
- ✓ **Trash / Loading Facilities**

- ✓ **Energy Conservation**
- ✓ **Building Separation**
- ✓ **Rooftop Design**
- ✓ **Ingress and Egress**
- ✓ **Pedestrian Circulation – useable open space areas**
- ✓ **Screening**
- ✓ **Landscape**
- ✓ **Lighting**
- ✓ **Utilities**
- ✓ **Defensible Space**



Compliance with Neighborhood and Community Compatibility Criteria

Distinctive Design that Reflects Positively on the Overall Character of the City

Provided:

- Active Streetscape
- Vertical Moderation, including:
 - Balconies
 - Material and Color Banding
 - Open Air Spiral Staircase



Compliance with Neighborhood and Community Compatibility Criteria

Screening of all:

- Trash Facilities
- Loading Facilities
- Mechanical Equipment
- Parking



Compliance with Neighborhood and Community Compatibility Criteria

Building Orientation Relieves the Monotony of Building Massing and Scale along A-1-A

Provided:

- Vertical Moderation
- Variation in Materials
- Variation in Building Massing
- Open and Airy Design



Vintro Hotel – Planning and Zoning Conclusions



- **The City staff is correct in their findings and conclusions.**
- **Revised to respond to and address the review comments of the City's Planning and Zoning Board.**
- **Is in compliance and consistent with the City's:**
 - **1988 Central Beach Revitalization Plan**
 - **Adopted Comprehensive Plan**
 - **2009 Central Beach Master Plan Update**
 - **Unified Land Development Regulations**
- **Is compatible with:**
 - **The character of the Central Beach neighborhood of the ABA zoning area; and**
 - **With the pattern of hotel development that has been approved over time in the ABA zoning district.**



Myths vs. Facts



Myths

- Valet queue will impact Alhambra St.
- Loading operations will impact Alhambra St.
- Too much traffic

Facts

- 105 ft. of storage provided at **hotel's** front entrance will more than accommodate peak hour demand. Overflow plaza designed as backup option if necessary.
- No loading zone required by Code. All loading will be accommodated in the building. Overflow plaza designed as backup loading option if necessary.
- So little traffic that Code does not require a traffic study.



Myths vs. Facts



Myths

- Not enough parking
- The hotel is too big for the parcel and does not comply with Code
- Does not meet setback requirements
- Inconsistent with the character of the neighborhood

Facts

- 47 required, 48 provided
- Complies with all ABA development standards and conforms to all City adopted planning documents.
- Site Plan Level IV permits minimum setbacks of 10' side setbacks and 20' rear setback.
- Vintro hotel is consistent in size, area, height and setbacks to other buildings already built or approved in the ABA. Zoning and all planning documents encourage developments like Vintro.



Myth vs. Facts



Myth

- The existing structure is historical
- Vintro will set a precedent for development that is not allowed by Code and is beyond what Code will permit
- Vintro is not an established brand

Fact

- The structure has *never* been designated as historic by the City or any other government agency
- Vintro is exactly what was envisioned by the **City's** Central Beach Master Plan and fills a void in the **City's** lodging market for a new upscale boutique hotel.
- Vintro Hotel has boutique locations opening in 2014 in Miami Beach and New York City, with consideration for future expansion in Washington D.C. and the Carribean.



BEILINSON
GOMEZ

ARCHITECTS *pa*

QUESTIONS?



VINTRO HOTEL FORT LAUDERDALE

Minimum Setback Requirement:

Front: 20 feet

Rear: 20 feet

Side: 10 feet



- b. Yards not abutting a public right-of-way.
 - i. Side yard: ten (10) feet.
 - ii. Rear yard: twenty (20) feet.
- c. The side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback requirements be less than an amount equal to one-half the height of the building when this is greater than the above minimums.

	IOA Intracoastal Overlook Area	PRD Planned Resort District	SBMHA South Beach Marina and Hotel Area	ABA A-1-A Beachfront Area	NBRA North Beach Residential Area	SLA Sunrise Lane District
Height (maximum)	120 ft	200ft	120 ft	200 (240 with Beach Development Permit) 35 along A-1-A	120 ft	120 ft
Site Plan Process for Residential	Allowed Level III	Allowed Level IV	Allowed Level IV	Not allowed	Allowed Level III	Allowed Level IV
Hotel	Level IV	Level IV	Level IV	Level IV	Level IV	Level IV
Maximum Density (du/ net acre)	48	48	48	Not Described in ULDR	32	48
Density (Hotel rooms/ acre)	90	Not Described in ULDR	Not Described in ULDR	Not Described in ULDR	50	90
Maximum FAR	Not Described in ULDR	6	5	4 (Beach Development Permit allows higher)	Not Described in ULDR	2 (commercial retail)
Setbacks:	<i>Front</i> - 20 <i>Side</i> - Half the height - or Development of Significant Impact <i>Rear</i> - Half the height - or Development of Significant Impact	All structures set back 20 ft from A-1-A, 20 ft from any public ROW unless it's a development of significant impact.	20 ft from A-1-A and Seabreeze Blvd, side 10ft, rear 20 ft <i>Side</i> - Half the height - minimum 10 (not abutting A-1-A or Seabreeze) <i>Rear</i> - Half the height - minimum 20 (not abutting A-1-A or Seabreeze)	All structures 20 ft from A-1-A, 20 ft from any public ROW unless it's a development of significant impact. <i>Side</i> - Half the height - minimum 10 (not abutting ROW) <i>Rear</i> - Half the height - minimum 20 (not abutting ROW)	<i>Front</i> - 20 <i>Side</i> - Half the height - or Development of Significant Impact <i>Rear</i> - Half the height - or Development of Significant Impact	<i>Front</i> - Half the height - minimum 20 or 10 or 0 <i>Side</i> - Half the height - minimum 10 or 0 <i>Rear</i> - Half the height - minimum 20 or 0
Maximum Length	200	200	200	200	200	200
Maximum Width	200	200	200	200	200	200

Central Beach Zoning Summary, City of Fort Lauderdale



Guidelines: District Plans

Mid Beach Character Area

The intent of the Mid Beach Area is envisioned as a residential and hotel area transitioning from the more dense core Central Beach Entertainment Area to the less dense North Beach neighborhood.

The Mid Beach Character Area is a predominantly residential neighborhood characterized by its scale and existing architectural resources. **Future development should respect the existing fabric and scale by limiting large footprints and encouraging smaller footprints for new development not fronting on A1A.** View corridors and public access to the Intracoastal Waterway should be maintained.

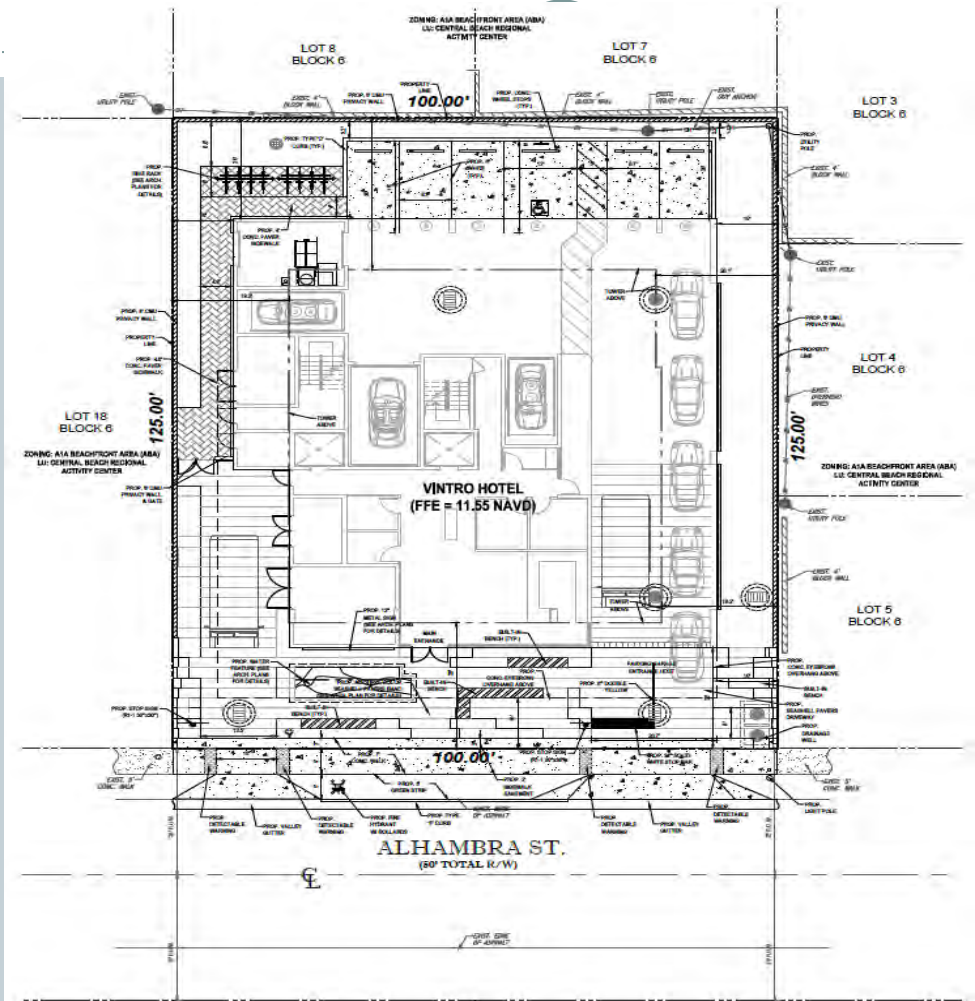


Alhambra/Sebastian Parcel

The Alhambra/Sebastian lots, located at mid beach, offer the opportunity for mixed-use redevelopment. Expanding parking and reflecting the existing uses nearby at Mid Beach the site could accommodate a hotel while also including public parking. **The site can accommodate a 10 floor 350 room hotel, and 500 parking spaces, of which 150 spaces would be dedicated to the public replacing the existing 79 spaces.** The 10 floor hotel building set back from A1A and the north side of the parcel would not create a shadow on the beach.



Alhambra / Sebastian development potential



City of Fort Lauderdale
City Commission Public Hearing
November 19, 2013



Vintro Hotel
Case. No 70-R-12

**MOLLY J. HUGHES, AICP, PTP, AVS
TRAFFIC CONSULTANT
FINDINGS AND CONCLUSIONS**

**HUGHES HUGHES INC.
728 SW 4TH PLACE, SUITE 103
FORT LAUDERDALE, FL 33312**



MOLLY J. HUGHES, AICP, PTP

President
Hughes Hughes Inc., Transportation Engineers & Planners



HUGHES HUGHES INC.

PROFESSIONAL BACKGROUND

Approximately 30 years of local, state and international professional transportation planning experience.

Founder and principal-in-charge of a traffic engineering firm registered with the State of Florida since 1996.

PROFESSIONAL ACCOMPLISHMENTS

Served as the traffic consultant for:

- CityPlace in downtown West Palm Beach
- Palmetto Park in downtown Boca Raton
- New River Center in downtown Fort Lauderdale
- the City of Miami's Downtown Development of Regional Impact (DDRI)

Provided expert witness testimony in trial, depositions, and before administrative agencies including testimony relied upon in decisions by the Fourth District Court of Appeals and the Supreme Court of Florida.

Awarded annual AASHTO Exemplary Partners Award for value engineering saving over \$23M on the SR 7 roadway widening project in southern Broward County.

Provided municipal traffic engineering services to Dania Beach, Hallandale Beach, Jupiter, Lauderdale-By-The-Sea, and Southwest Ranches, and transportation engineering review services to the City of Fort Lauderdale.

Revised and updated municipal parking codes for Martin County, Wilton Manors, and Hallandale Beach.

Authored the first transit-oriented traffic mitigation program approved by Broward County. The program served as the model for the State's first Transit Oriented Concurrency program.

Helped draft the ELMS III concurrency management legislation that significantly enhanced concurrency management in the State of Florida.

Served on the faculty of the Department of Urban and Regional Planning at Florida Atlantic University.

PROFESSIONAL TRAINING & CERTIFICATIONS

- Certified Planner, American Institute of Certified Planners (AICP)
- Professional Transportation Planner (PTP), Institute of Transportation Engineers
- Past Associate Value Specialist (AVS), SAVE International value engineering association
- Master of Arts in Urban Affairs/Planning, University of Alabama in Birmingham



Operations & Logistics



- Community voiced operational concerns
- Voluntarily undertook detailed operations analysis
(not required by City staff or Code)
- Analyzed hotel operations and logistics (parking, loading, traffic, etc.)
- City staff concurs with results of operations analysis
- Conditions of approval to implement results of analysis
- Vintro Hotel meets or exceeds City Code requirements



Operations & Logistics



- *Question 1: Will the valet queue backup onto Alhambra Street?*
- *Question 2: How will loading and delivery operations be accomplished on-site so that Alhambra Street is not impacted by these activities?*
- *Question 3: Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?*



- **Question 1:** *Will the valet queue backup onto Alhambra Street?*
- Yes, Hughes Hughes Inc. conducted a queuing analysis that shows a maximum queue accumulation of 3 vehicles, while the project driveway will accommodate 5 inbound vehicles on-site.



- **Question 2:** *How will loading and delivery operations be accomplished on-site so that Alhambra Street is not impacted by these activities?*
- The ground floor layout and clearances have been designed to accommodate waste removal and delivery trucks within the building envelope. Exiting vehicles will be delayed when necessary during the loading/unloading process to keep the garage's inbound lane clear for entering vehicles to queue until trucks have departed.



- **Question 3:** *Can conflicts between waste removal, truck loading and other deliveries, and valet operations be avoided?*
- Yes, waste removal and truck deliveries, which will occur within the ground floor garage, will be strictly scheduled for separate timeframes, and to avoid peak hotel arrivals (in the hour before check-out) and departures (peaking during the two hours after check-in).

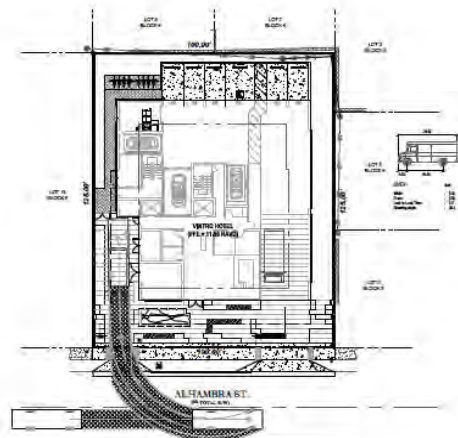
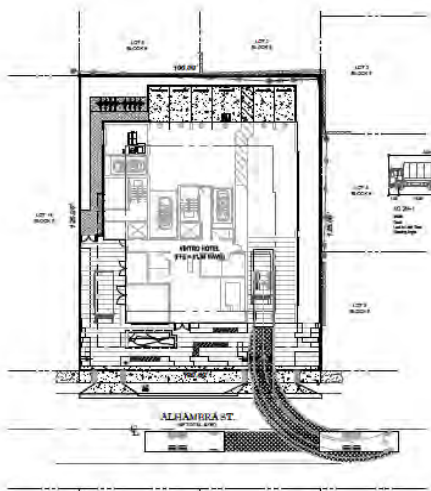
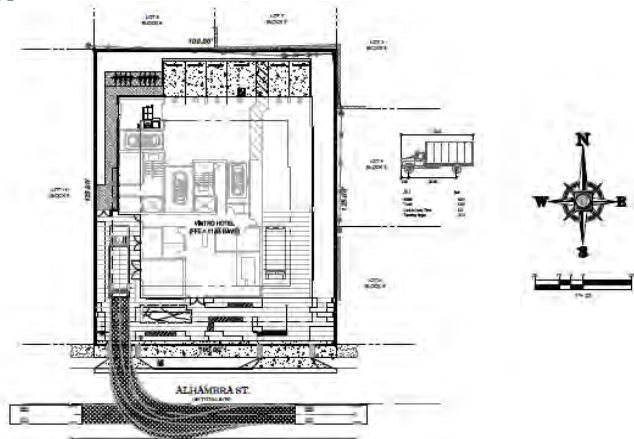
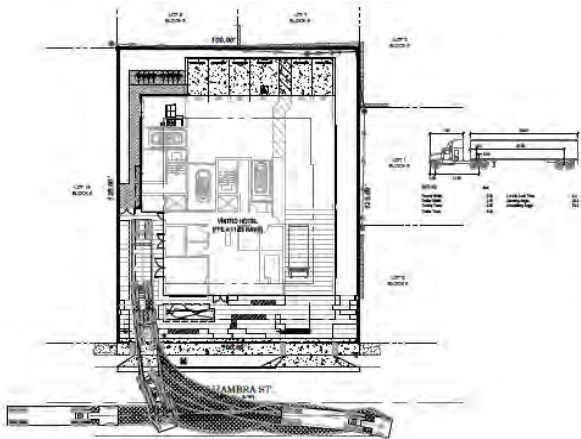




Barrier Island Area Historic Resources



Eligibility for Inclusion in the Florida Master Site File | The criteria for recording a resource on the Florida Master Site File are that it be adequately documented with a State Site Form and that it be at least 50 years old. The Site File is an inventory and *not* a state historic register. Therefore, there is no historical significance requirement for inclusion in the Site File, although many included properties do possess special significance.





A1 BUILDING MAIN ENTRY AERIAL VIEW



C4 BUILDING MAIN ENTRY VIEW FROM ALHAMBRA STREET

SCALE: N.T.S.





A multi-purpose elevator

This fast yet powerful elevator can even be used as a passenger elevator in shopping centres and airports where large elevator cars and fast speeds ensure uninterrupted people flow throughout the building.

KONE Vehicle™ elevator

The KONE TranSys freight and service elevator is even suitable for vehicle transportation from underground or rooftop car parks where space is at a premium.

Its main features include:

- Machine-room-less technology that allows for extra rooftop space
- Faster ride compared to hydraulic elevators
- Energy saving due to gearless hoisting technology
- Patented lightweight floor. Saves approx. 2000 kg in a typical 3000 x 6000 mm car compared to a conventional floor
- Full car width doors
- Easy elevator call with a separate landing call station on a raised pedestal
- KONE 3D passenger detector opens the elevator doors as you approach and keeps them open as you enter or exit



Double Parking System

Mechanical vehicle storage system:



Attachment 6c

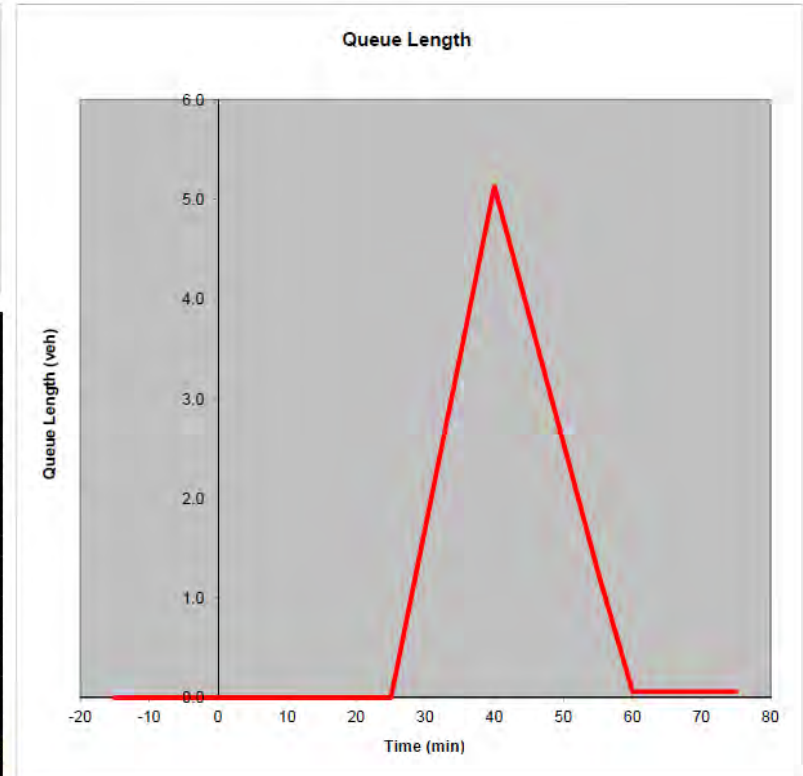
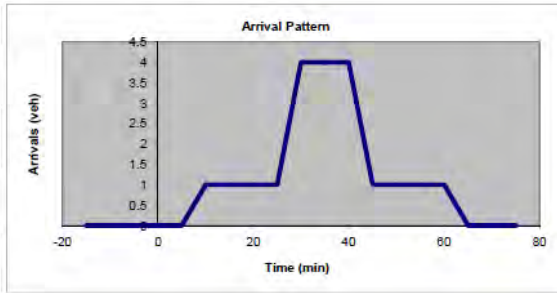
Peak Hour of the Generator Driveway Queue Analysis
 Arrival Scenario 3: Peak Distribution - 60% Arrival Over 15 Minutes
 Vintro Hotel

This scenario assumes 60% of the hourly demand arrives over a 15-minute period.

Service Rate	0.46	veh/min
	2.29	veh/5-min

Peak Arrival Rate	48	veh/hr
	0.80	veh/min
	4.00	veh/5-min

Initial Queue Length	0	veh
----------------------	---	-----



Time Interval	Time		Vehicles Arriving	Vehicles Served	Queue Formed	Cumulative Queue
	Start	End				
-3	-20	-15	0	0.0	0.0	0.0
-2	-15	-10	0	0.0	0.0	0.0
-1	-10	-5	0	0.0	0.0	0.0
0	-5	0	0	0.0	0.0	0.0
1	0	5	0	0.0	0.0	0.0
2	5	10	1	1.0	0.0	0.0
3	10	15	1	1.0	0.0	0.0
4	15	20	1	1.0	0.0	0.0
5	20	25	1	1.0	0.0	0.0
6	25	30	4	2.3	1.7	1.7
7	30	35	4	2.3	1.7	3.4
8	35	40	4	2.3	1.7	5.1
9	40	45	1	2.3	-1.3	3.8
10	45	50	1	2.3	-1.3	2.6
11	50	55	1	2.3	-1.3	1.3
12	55	60	1	2.2	-1.2	0.1
13	60	65	0	0.0	0.0	0.1
14	65	70	0	0.0	0.0	0.1
15	70	75	0	0.0	0.0	0.1
Totals			20	20	2	5
Max Queue (Formed and Cumulative)					2	5



Attachment 6b

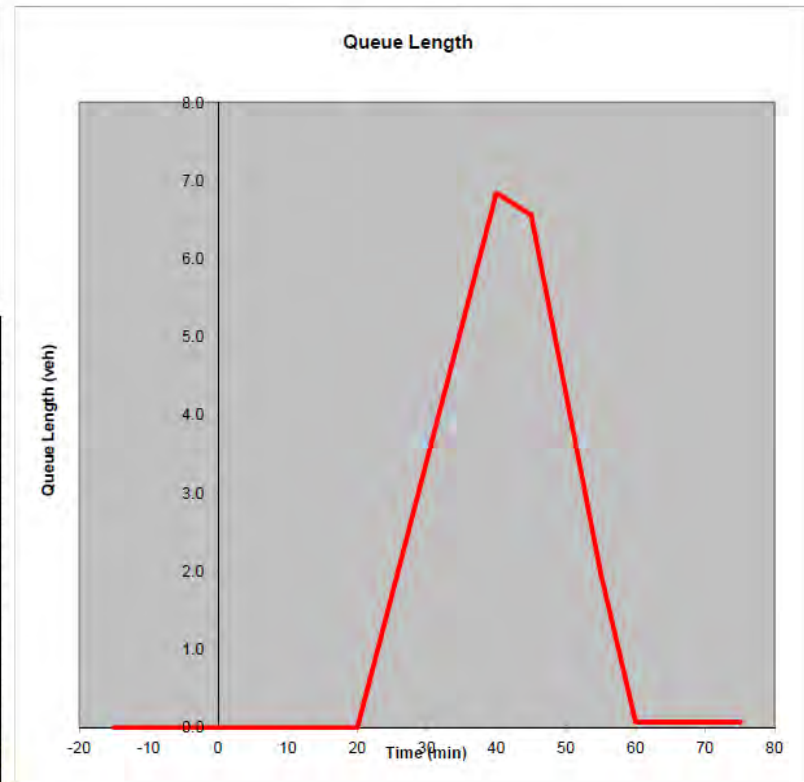
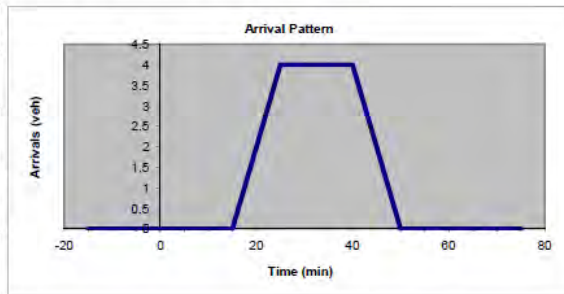
Peak Hour of the Generator Driveway Queue Analysis
 Arrival Scenario 2: Even Distribution - 100% Arrival Over 30 Minutes
 Vintro Hotel

This scenario assumes the hourly demand arrives at a constant rate over a 30-minute period.

Service Rate	0.46	veh/min
	2.29	veh/5-min

Peak Arrival Rate	40	veh/hr
	0.67	veh/min
	3.33	veh/5-min

Initial Queue Length	0	veh
----------------------	---	-----



Time Interval	Time		Vehicles Arriving	Vehicles Served	Queue Formed	Cumulative Queue
	Start	End				
-3	-20	-15	0	0.0	0.0	0.0
-2	-15	-10	0	0.0	0.0	0.0
-1	-10	-5	0	0.0	0.0	0.0
0	-5	0	0	0.0	0.0	0.0
1	0	5	0	0.0	0.0	0.0
2	5	10	0	0.0	0.0	0.0
3	10	15	0	0.0	0.0	0.0
4	15	20	2	2.0	0.0	0.0
5	20	25	4	2.3	1.7	1.7
6	25	30	4	2.3	1.7	3.4
7	30	35	4	2.3	1.7	5.1
8	35	40	4	2.3	1.7	6.8
9	40	45	2	2.3	-0.3	6.6
10	45	50	0	2.3	-2.3	4.3
11	50	55	0	2.3	-2.3	2.0
12	55	60	0	1.9	-1.9	0.1
13	60	65	0	0.0	0.0	0.1
14	65	70	0	0.0	0.0	0.1
15	70	75	0	0.0	0.0	0.1
Totals			20	20	2	7
Max Queue (Formed and Cumulative)					2	7



