Redevelopment of the Ft. Lauderdale Aquatic Complex
Project : 10648.346 and 10648.462





DEVELOPER / DESIGN BUILDER:

RECREATIONAL DESIGN & CONSTRUCTION, INC.
3990 N. POWERLINE ROAD
FT. LAUDERDALE, FL 33309

ARCHITECT:

ZYSCOVICH ARCHITECTS
100 N. BISCAYNE BOULEVARD - 27 FLOOR
MIAMI, FL 33132

AQUATICS ENGINEER:

COUNSILMAN • HUNSAKER
The Ultimate Aquatic Advantage
10733 SUNSET DRIVE 4th FLOOR
ST. LOUIS, MO 63127

LIFE SAFETY:

CODE CONSULTANTS, INC.
2043 WOODLAND PKWY #300
ST. LOUIS, MO 63146

CIVIL ENGINEER:

Stantec
3996 NW 9th AVENUE
FT. LAUDERDALE, FL 33309

LANDSCAPE ARCHITECTURE:

ARCHITECTURAL ALLIANCE
612 SW 4th AVENUE
FT. LAUDERDALE, FL 33315

STRUCTURAL ENGINEER:

LAKDAS/YOHALEM ENGINEERING, INC.
Consulting Engineers
2211 NE 54th STREET
FT. LAUDERDALE, FL 33308

M/E/P & FP ENGINEER:

DELTA G CONSULTING ENGINEERS, INC.
707 NE 3rd AVENUE #200
FT. LAUDERDALE, FL 33304

Development Review Committee Submittal: Jan. 24, 2014

FT LAUDERDALE AQUATIC CENTER

Table of Contents – Development Review Committee

Project Narrative 1

100 N Biscayne Blvd . 27th Fl
Miami . FL 33132.2304

t 305.372.5222
f 305.577.4521

e info@zyscovich.com
w www.zyscovich.com

▪ MIAMI ▪ NEW YORK

January 24, 2014

City of Fort Lauderdale
Planning & Zoning Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311

DEVELOPMENT REVIEW COMMITTEE (DRC)

REDEVELOPMENT OF THE FORT LAUDERDALE AQUATIC CENTER
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FL 33316

PROJECT NARRATIVE

DESIGN APPROACH

The Project Team is submitting the above mentioned project, subject to the requirements of a site plan level IV permit and DRC. The design approach to the proposed facility is to combine the programmatic aquatic elements (*competition and recreational pools with supporting athlete, spectator, and administrative facilities)* with a supporting (*520+ space)* parking structure to create a state-of-art recreational and competitive aquatic center. This consolidated design approach is intended to minimize the facility footprint on a limited waterway site, allowing for public open spaces to wrap the entire perimeter of the waterfront. Additionally, this stacking design approach is intended to create an efficient composite of programmatic elements, and create open active gathering spaces that encourage public access to the waterway and allow for vista views to Fort Lauderdale beach, ocean, and the Intracoastal Waterway.

SITE AND BUILDING FEATURES

The site, approximately 5 acres, located in the **SBMHA** - South Beach Marina and Hotel District, is uniquely surrounded on 3 sides by the Intracoastal Waterway and fronts Seabreeze Boulevard, DC Alexander Park, A1A and Fort Lauderdale Beach. The site is currently the home of the Fort Lauderdale Aquatic Complex and the International Swimming Hall of Fame. The redevelopment proposed intends to improve upon the current public recreational uses of the facility, enhance the unique waterfront experience of the site, and address the public parking challenges of the beach, while maintaining the character and quality of the barrier island envisioned in the Central Beach Master Plan.

The primary program components of the facility consist of a renovated existing 50m pool at grade level, a new 50m competitive swimming pool, a new dive pool complete with competitive dive platforms, springboards, and a diver acclimation spa, a learn-to-swim instructional pool, grandstand seating for spectators at each competitive pool, concessions spaces, locker room and restroom facilities, fitness and training spaces, recreational spaces, aquatic facility type administrative support spaces, an elevated grand banquet gathering space, and a 520+ space parking structure. The proposed facility program is consolidated in to the most efficient footprint and scale, and positioned centrally within the site to provide for the most effective use of the available land. The building positioning allows for a landscaped waterfront perimeter (*green edge*) for pedestrian public access. The waterfront pedestrian

promenade has been designed to wrap the entire perimeter of the site and would connect to the future proposed waterway promenade network as set forth in the Central Beach Master Plan vision. This building positioning also allows for a (+/- 26,500 sf) Intracoastal Waterfront park area at the west end of the site featuring a large open lawn, waterfront paved plazas, waterfront bench seating, with shade trees and landscaping to further create a destination point of public activity on the waterway. The east side of the site fronting Seabreeze Blvd. features the renovated 50m pool at grade with a low perimeter wall and landscaping designed to provide both security and views of the recreational activity going on from the beachside and street. This approach is intended to provide a visually open feel to the facility from the beachside to encourage public awareness and participation in the recreational activity going on at the facility. A large 9,500 sf green open public space also occupies the east side of the facility providing for more than compliant setback frontage and allowance for the dedicated Seabreeze Blvd. Right-of-Way easement. The northeast side of the site is the primary pedestrian entry point to the facility and includes a large 25' wide pedestrian sidewalk connection from the main public sidewalk network of the surrounding central beach areas. This large sidewalk leads up to the 2-story glass entry feature of the building and will accommodate a large crowd capacity associated with large aquatic and recreational events. The landscaping of the site has been purposed to meet the City's requirements for development, as well as enhance the surrounding character of the beach and waterfront environment.

The new facility massing volume consists of a 3 level rectangular base volume housing the parking and programmatic recreational support spaces. The competitive aquatic pools are integrated within this volume, while an elevated glass filled rectangular volume, housing the banquet space and administrative spaces complete with outdoor circulation balconies, hovers above the pool deck level to create activated, open, shaded, elevated levels that afford dramatic vista views to the beach, the lower renovated pool and the Intracoastal Waterway. An elevated canopy shaded grandstand seating volume, containing aquatic support spaces, flanks the south side of the competitive 50m swimming pool to provide an outstanding spectator viewing experience of the variety of aquatic events that will take place. An iconic dive tower structure, located at the west end of the pool deck level housing the circulation access stairs to the competitive dive platforms, provides a dramatic backdrop and wind protection for dive events. The exterior sculptural circulation stairs are strategically located at each corner of the facility and are highlighted visually with color to clearly identify egress / ingress points and each utilize a gating system that allows the facility (*pools and building)* to be closed and secure after hours, while maintaining ingress/egress and open operation of the parking facility.

The architectural style of the facility is utilitarian and modern. The exterior walls and structure are concrete with a painted, semi smooth stucco finish. There are (2) types of railing systems utilized in the facility: cable railing systems and concrete panel railing systems. Window shade coatings and some extended roof overhangs are being utilized for allowing quality daylight while decreasing direct heat gain. The tensile shade canopy is a HDPE (High Density Polyethylene) and is a pre-engineered structure utilizing the garage concrete columns. All windows, glazing, openings, louvers, etc. will meet hurricane impact criteria.

The new facility has been designed to be compliant with USGBC LEED® standards for sustainable buildings, incorporating the best design practices in climate response and energy efficiency, although due to the size of the parking facility, the project is not eligible for LEED® Certification.

VEHICULAR ACCESS AND PARKING

On-site traffic patterns have been carefully accounted for. All onsite paths will maintain constant operation for egress and public access. The design provides a vehicular main entry at the northeast corner of the site from Seabreeze Blvd. The southeast corner of the site will accommodate service vehicles from Seabreeze Blvd.

An independent traffic engineer (Kittleson & Associates, Inc.) has been retained as part of the project team to analyze the operational use and demand requirements for the facility. The planned parking will result in providing 520+ parking spaces including handicap spaces for the garage facility with 15 asphalt parallel parking spaces. Refer to the traffic analysis included in this submission for the complete traffic and parking analysis.

Shared Parking Analysis

There are three elements of the City's Code that are relevant to parking demands at this site.

Section 47-20.3A(5)(d) – Shared Parking. "If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours."

Section 47-20.3A(5)(e) – Shared Users or Captive Market. "If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users."

Section 47-20.3A(5)(b) – Mode Adjustment. "The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses."

In summary, the parking space requirements are as follows:

Code Requirement – 1,319 spaces
Shared Parking Reduction – 893 spaces
Captive Market Credit – 42 spaces
Mode Adjustment Credit – 43 spaces
Total Parking Demand – 341 spaces

Thus, during peak times of regularly-scheduled events, the parking demand will be met. However, when special events occur, additional parking will need to be provided off-site.

LEED ASPECTS

LEED® sustainable strategies have been incorporated into the facility design to reduce first-time costs and operating expenses, preserve the environment and improve the performance, comfort, health and safety of athletes, staff, spectators and visitors.

LEED® credit points for the site will include solutions that encourage fuel efficient transportation, protection of the natural resources of the site to the maximum extent possible, and other such sustainable features. In order to reduce the consumption of water, xeriscaping native landscape is planned.

LEED® points for the building will include construction waste management, and preference for the use of regional, recycled, and non-toxic materials, water efficient fixtures, natural lighting and increased interior air quality. The building shell must be highly energy efficient, while allowing maximum daylight and views to occupied areas. Above all, the materials must meet the design and technical objectives including satisfaction of building codes, and be extremely durable to avoid wasteful component replacement.

Bicycle racks and B-Cycle stations are located on site. Electric car charging stations will also be accommodated within the parking garage facility.

WATER AND SEWER

Domestic water is currently supplied to the site, and is available (including addressing fire suppression). Sewer connection shall be made to municipal sources. Refer to Civil Engineering drawings and Civil Design approach write up in this submission for reference to site work, drainage and utilities.

TREE SURVEY AND MITIGATION

The design includes the preservation and relocation of several specimen trees which have been deemed fit. All trees removed will be mitigated per the provided planting plan. All mitigation shall be coordinated by the Landscape Architect within the municipal zoning code and environmental regulations to secure the required permits. Refer to Landscape drawings in this submission for reference.

SITE SURVEY

The latest site survey is included with this submission for reference.

SITE FLOOD ZONE AND MINIMUM ELEVATION

The current flood zone designation for this property is zone AE. The new 2011 FEMA flood zone designation, when adopted, will be zone X where the building footprint is located. The base design elevation for the proposed building will be **6.5' NAVD**, which is above the current flood zone designation and the upcoming flood zone designation. Refer to Civil drawings in this submission for reference.

Respectfully,

Zyscovich Architects

Chris Boyette
Project Manager

Adequacy Requirements 2

100 N Biscayne Blvd . 27th Fl
Miami . FL 33132.2304

t 305.372.5222
f 305.577.4521

e info@zyscovich.com
w www.zyscovich.com

▪ MIAMI ▪ NEW YORK

January 24, 2014

City of Fort Lauderdale
Planning & Zoning Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311

DEVELOPMENT REVIEW COMMITTEE (DRC)

REDEVELOPMENT OF THE FORT LAUDERDALE AQUATIC CENTER
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FL 33316

Adequacy Requirements 47-25.2

Sec. 47-25.2. Adequacy requirements.

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

Plans are in accordance with requirements.

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

The project has no impact on any communications network as determined by the DRC info systems comments.

C. *Drainage facilities*. Adequacy of storm water management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.

See Civil Plans for Drainage Facilities design and components. Drainage for the existing facility is currently collected and discharges directly to the Biscayne Bay through four discharge pipes; two along the north seawall and two along the south seawall. The discharge pipe to the northeast is interconnected with drainage pipes from the FDOT R/W and site discharge from this area is intermingled with the roadway discharge.

Drainage for the new development will consist of a new collection system with French drains that will be reconnected to the existing discharge outfalls. The French drain will be added throughout the park to meet the minimum requirements of the drainage agencies. Although there are no major retention areas proposed at this time, the open green areas throughout the park will be held at a lower elevation to provide excess water quality capacity. The combination of retention swales and French drains will be required to provide all mandated quality treatment prior to discharge into the bay. For this reason, the discharge points will be protected with a control structure containing a weir that will hold back discharge until after treatment is provided. Total discharge to

Biscayne Bay is limited to 1 cubic foot per acre by drainage regulation so the weir will further act to control the volume of the outfall at peak flow.

Due to the restrictions in total outfall, only two of the four outfalls are needed. The outfall to the southeast will be abandoned. The outfall to the northeast is currently intermingled with FDOT so it must remain to allow continued discharge of the roadway outfall. It is our intent to isolate this outfall for dedicated use by the FDOT.

The project will need to get a drainage Surface Water Permit from Broward County Environmental protection and Growth Management (EPGM) and an Environmental Resource Permit from South Florida Water Management District. In this case, the SFWMD ERP is also reviewed and issued by EPMG under a delegation agreement that they have with the state.

D. *Environmentally sensitive lands*.
   1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances, which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:
      a. Broward County Ordinance No. 89-6.
      b. Section 5-198(l), Chapter 5, Article IX of the Broward County Code of Ordinances.
      c. Broward County Ordinance No. 84-60.
   2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

      The development does not impact environmentally sensitive lands.

E. *Fire protection*. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

   All buildings will be fully sprinklered and monitored; Fire hydrants will be provided to comply with Fire Department requirements. See Civil Plans for location of fire hydrants and fire lines. See Architectural and Civil plans for compliance.

F. *Parks and open space*.
   1. For all residential plats, a minimum of three (3) acres property per anticipated one thousand (1,000) residents, or cash equivalent value, or combination thereof as determined by the department shall be provided by the applicant to meet the needs for additional parks. In addition, contribution to subregional and regional parks in accordance with the Broward County Land Development Code is required, and an applicant shall provide documentation to the department that such contribution has been satisfied.

   2. If there is adequate acreage available to service the proposed residential development, the city shall reserve the capacity necessary to serve the development.

   3. Open space requirements provided in the ULDR shall be in addition to and shall not replace the park and open space required by this subsection F.

Refer to site plan and landscape drawings for compliance with Open Space requirements.

G. *Police protection*. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements, which are consistent with Crime Prevention through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.

All exterior glazing for the project will meet the requirements of the Florida Building Code and good lighting photometrics as outlined in the City of Fort Lauderdale's ULDR will be met. Adequate lighting of all exterior areas and compliance with burglary prevention standards will be provided throughout the project.

H. *Potable water*.

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

2. Potable water facilities.
   a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
   b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
   c. Where the county is the projected service provider, a similar written assurance will be required.

Utilities within the area are accessible and within close proximity to the project. There is currently an 8" water main running down the existing parking area to a fire hydrant near the west end of the project. The water main will be maintained and extended farther to provide additional fire hydrants at the southwest corner of the building. Water service will be provided from this main at a point near the northeast corner of the park. It is anticipated that the property will have multiple services to provide water for irrigation, fire protection and potable uses. The potable water will be provided through two meters so that pool water can be metered separately from consumable water. Please refer to civil drawings for water easements, meter locations and potable water connections. The civil engineer will verify capacity of all systems prior to final DRC. A letter from City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient potable water and sanitary sewer facilities exist for the proposed water demand and sewer generation.

I. *Sanitary sewer*.

1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
3. Where the county is the projected service provider, a written assurance will be required.
4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

The site is currently serviced by a sanitary line that extends from a manhole in the Seabreeze Blvd R/W immediately in front of the driveway connection. The current as-builts show a line extending onto the property but do not show a terminal manhole for the pipe. It is our intent to replace this line with an appropriate 8" main that extends onto the property and is terminated with a manhole. The main will run parallel to the building and will collect sewer laterals exiting the building as needed. The Project sanitary lines will connect to City sewer. Please refer to civil drawings for sewer easements and connections. The civil engineer will verify capacity of all systems prior to final DRC. A letter from City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient potable water and sanitary sewer facilities exist for the proposed water demand and sewer generation.

J. *Schools*. For all residential plats, the applicant shall contribute to school facilities in accordance with the Broward County Land Development Code and shall provide documentation to the city that such contribution has been satisfied.

Not applicable. This is an application for a recreational facility. No new residential units are proposed with this project.

K. *Solid waste*.

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

Solid Waste collection will be handled by a licensed provider per current applicable codes. A dumpster enclosure has been provided to conceal containers. Please refer to drawings included in this submission for location.

L. *Stormwater*. Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Refer to civil drawings for stormwater compliance. All applicable licenses shall be obtained.

M. *Transportation facilities*.

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.

2. Regional transportation network. The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the c city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city, which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.

3. Local streets. Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

Refer to the Assessment of Traffic and Parking Impacts prepared by Kittleson & Associates, Inc. (Transportation Engineer) included in this submission.

4. Traffic impact studies.
   a. When the proposed development may generate over one thousand (1,000) daily trips; or
   b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use

creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in traffic ways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.
ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed traffic ways.
iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local traffic ways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.
iv. A further detailed analysis and any other information that the review committee considers relevant.
v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.
vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

Refer to the Assessment of Traffic and Parking Impacts prepared by Kittleson & Associates, Inc. (Transportation Engineer) included in this submission.

5. Dedication of rights-of-way. Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Traffic ways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.

   The site complies with the Seabreeze Blvd right-of-way dedication. Refer to site plans. Any further required dedications or easements shall be satisfied.

6. Pedestrian facilities. Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.

   The proposed development will encourage pedestrian movement on-site and will be designed and installed in accordance with city engineering standards.

7. *Primary arterial street frontage.* Where a proposed development abuts a primary arterial street either existing or proposed in the traffic ways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

The property is located on a primary traffic way. The site access is provided from the primary traffic way on Seabreeze Blvd. The street frontage planting shall be provided to satisfy the ULDR requirements.

8. *Other roadway improvements.* Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

   The applicant will make provisions as determined appropriate to the local streets through the DRC review process. Refer to the Assessment of Traffic and Parking Impacts prepared by Kittleson & Associates, Inc. (Transportation Engineer).

9. *Street trees.* In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21,Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

   Street trees are proposed in accordance with the ULDR. See Landscape Plans for Street Tree compliance.

N. *Wastewater*.

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

   Existing Sanitary Sewer facilities are available for connection to service the property. The civil engineer will verify capacity of all systems prior to final DRC. A letter from City of Fort Lauderdale Public Works Department shall be obtained verifying that sufficient potable water and sanitary sewer facilities exist for the proposed water demand and sewer generation. Any capitol expansion charges found applicable shall be paid for by the applicant.

O. *Trash management requirements*. A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

The proposed development shall adopt a trash management plan as required.

P. *Historic and archaeological resources.*

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

The site has not been identified as having archaeological or historical significance.

Q. *Hurricane evacuation*. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

The Project is located east of the Intracoastal Waterway. Documentation shall be submitted as required. Additionally, the applicant will meet with Broward County representatives to verify requirements and recommendations for compliance.

Respectfully,

Zyscovich Architects

Chris Boyette
Project Manager

Neighborhood Compatibility 3

100 N Biscayne Blvd . 27th Fl
Miami . FL 33132.2304

t 305.372.5222
f 305.577.4521

e info@zyscovich.com
w www.zyscovich.com

▪ MIAMI ▪ NEW YORK

January 24, 2014

City of Fort Lauderdale
Planning & Zoning Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311

DEVELOPMENT REVIEW COMMITTEE (DRC)

REDEVELOPMENT OF THE FORT LAUDERDALE AQUATIC CENTER
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FL 33316

Neighborhood Compatibility 47-25.3

A. COMPLIANCE WITH NEIGHBORHOOD COMPATIBILITY 47-25.3

1. Adequacy requirements see separate narrative.

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

The developer will obtain all necessary documentation from either Broward County Department of Planning and Environmental Protection, or a certified engineer licensed to do business in the State of Florida, which demonstrates that the Project will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that an environmental permit for such facility is not required.

3. Design and performance standards
   a. *Lighting.*
   The project shall be designed as such that no source of incandescent or mercury vapor illumination shall be visible from any abutting residential property. No neon lights inside or outside shall be visible from any abutting adjacent residential property.
      i. *Glare*.
      The project shall comply with all requirements with respect to glare caused by required site lighting to the adjacent residential property.
      ii. The site plan does present possible adverse effects from automobile headlights shining into residential windows. The developer will make provisions for mitigating any adverse effects of automobile lighting through the use of landscaping and the setback of the building.
      iii. The parking garage will be designed to comply with ULDR section 47-20.14

   b. *Control of appearance.*
      i. *Architectural features.* The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:
         a) Fenestration such as windows, doors and openings in the building wall; and

         b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:

1. Detail and embellishments:
   a. Balconies,
   b. Color and material banding,
   c. Decorative metal grates over windows,
   d. Uniform cornice heights,
   e. Awnings.
2. Form and mass:
   a. Building mass changes including projection and recession,
   b. Multiple types and angles of roofline, or any combination thereof.

c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

As described in the attached architectural narrative the proposed building is designed in a utilitarian Modern theme compatible with the primary functional use of the facility – recreational aquatics and parking.

a) Fenestration is included in the design in the form of windows, doors, storefront glazing, and precast concrete framing details to provide character to the building.

b) The building includes wrap around balconies, color banding, decorative cable railing systems, building mass changes, and multiple types of rooflines.

c) The façade treatment wraps corner along the entire building.

ii. *Loading facilities.* **Loading and service facilities shall occur on the south side of the site through a service drive and road, which is connected to Seabreeze Blvd, and will function much like the existing facility does currently. No misuse of the street shall be conducted.**

iii. *Screening of rooftop mechanical equipment.* **No roof top mechanical equipment is anticipated for this facility**.

c. *Setback regulations.*
The Property shall maintain the required setbacks as outlined in the ULDR and approved on the site plan.

d. *Bufferyard requirements*.
The Property shall maintain the required bufferyard as outlined in the ULDR and approved on the site plan.

e. *Neighborhood compatibility and preservation.*
The project will be designed in conformance and considerations have been acknowledged to support all the criteria for this section. The longstanding existing use as an aquatic center has established the basis for compliance with neighborhood compatibility for the surrounding area.

Respectfully,
Zyscovich Architects

Chris Boyette
Project Manager

100 N Biscayne Blvd . 27th Fl
Miami . FL 33132.2304

t 305.372.5222
f 305.577.4521

e info@zyscovich.com
w www.zyscovich.com

▪ MIAMI ▪ NEW YORK

January 24, 2014

City of Fort Lauderdale
Planning & Zoning Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311

DEVELOPMENT REVIEW COMMITTEE (DRC)

REDEVELOPMENT OF THE FORT LAUDERDALE AQUATIC CENTER
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FL 33316

QUALIFICATIONS AS A WATERWAY USE 47-23.8

A. Buildings and land uses on parcels abutting waterways in nonresidential districts and in multifamily districts shall be designed to preserve the character of the city and neighborhood in which they are located, harmonize with other development in the area, and protect and enhance the scenic quality and tranquility of the waterways. Special provisions are needed to realize these objectives, which can be stated only in general terms, and at the same time permit a reasonable use of land and depend on details of design of the buildings, appurtenances, yards and landscaping and their relation to the waterway and other uses on the waterway.

B. For purposes of this Sec. 47-23.8, "on a waterway" means a development site which abuts a waterway. This section shall not apply to development within the downtown RAC, except for development within the RAC-RPO district, and shall not apply to the central beach area districts. Any proposed nonresidential or multifamily use on a waterway shall require a site plan level III development permit, as provided in Section 47-24, Development Permits and Procedures. The application shall include all elevations visible from the waterfront. A use on a waterway shall, in addition to all other requirements of the ULDR, meet the requirements as follows:
    1. A twenty (20) foot landscaped yard is required adjacent to the existing bulkhead line. The required twenty (20) foot yard shall not be used or developed for any purpose other than landscaping and the minimum amount of driveways or walkways reasonably necessary to serve permitted nonresidential or multifamily waterfront uses, unless specifically approved by the planning and zoning board. The twenty (20) foot yard shall not apply to marinas or yacht clubs.
    2. Review of Neighborhood Compatibility, Scale, Bulk and Mass, as provided in Sec. 47-25.3.A.3.e.i.

C. Any property zoned B-2, B-3 or I which abuts a waterway shall be used for a marina, a hotel marina, or a shipyard, where such uses are permitted within the B-2, B-3 or I zoning districts.
(Ord. No. C-97-19, § 1(47-23.8), 6-18-97)

The current buffer yard and existing conditions along the portion of the site that are adjacent to the waterway will be maintained.

Respectfully,
Zyscovich Architects

Chris Boyette
Project Manager

Traffic and Parking Impact 5

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
110 E Broward Boulevard, Suite 2410, Fort Lauderdale, FL 33301 P 954.828.1730 F 954.828.1787

MEMORANDUM

Date: December 30, 2013 Project #: 11531.4

To: David Gomez, LEED AP, Recreational Design & Construction, Inc.
Joseph Cerrone, Recreational Design & Construction, Inc.

From: John Zegeer, PE and Chriss Ruiz, EIT, Kittelson & Associates, Inc.

Project: Fort Lauderdale Aquatic Center Redevelopment

Subject: Assessment of Traffic and Parking Impacts
Fort Lauderdale Aquatic Center Redevelopment

INTRODUCTION

The Fort Lauderdale Aquatic Center (FLAC) is located on the west side of southbound SR A1A (Seabreeze Boulevard) south of SE 5th Street. The site is currently developed with swimming and diving facilities and the International Swimming Hall of Fame Museum (ISHOF). The redevelopment of the FLAC site will include the replacement of the existing swimming and diving facilities and administration space. The ISHOF is being relocated, and therefore, is not part of the future redevelopment plans.

The purpose of this memorandum is to describe the traffic generation, distribution and assignment as well as parking demands that will occur as a result of the FLAC redevelopment west of Seabreeze Boulevard. To accomplish this, the memorandum includes the following discussion:

- The proposed land-use and vehicle trip generation characteristics.
- The anticipated traffic distribution and assignment of the vehicle trips.
- An assessment on whether an exclusive southbound right-turn lane will be required at Seabreeze Boulevard and SE 5th Street.
- A comparison of FLAC trip generation and the allocable trip threshold per the Beach Regional Activity Center Action Plan.
- Parking requirements per City's Unified Land Development Regulations (ULDR) and parking reduction assessment.

FLAC LAND-USE AND TRIP GENERATION CHARACTERISTICS

The redevelopment of the FLAC will include the following land-uses:

- Competition Pool
- Competition Dive Pool
- Training Pool
- Learn to Swim Pool
- Acclimation Spa
- Banquet Hall
- Administrative Space, Fitness Center, Dryland Training and Other Supportive Uses
- Leasable space (shell space)

Table 1 provides additional details regarding these proposed land-uses.

Table 1 FLAC Land-Uses

Land-Use	Existing	Proposed
Competition Pool	53 m. x 25 m.	53 m. x 25 m.
Training Pool	50 m. X 23 m.	50 m. X 23 m.
Competition Dive Pool	25 m. x 24 m.	25 m. x 24 m.
Learn to Swim Pool	20 ft. X 40 ft.	20 ft. X 40 ft.
Acclimation Spa	8 person spa	12 person spa
Banquet Hall	2,700 sf.	3,706 sf.
Administrative Space, Fitness Center, Dryland Training, Concessions and Other Supportive Uses (*solely Office space*)	7,364 sf. (3,535 sf.)	37,664 sf. (*2,806 sf.*)
ISHOF Exhibition Space & Gift Shop	12,600 sf.	--
Leasable space (shell space)	--	4,477 sf.

Based on a review of historic traffic counts and field observations in the Central Beach area, the design hours that have been selected for trip generation are a weekday p.m. peak hour (between 4 p.m. and 5 p.m.) and a Sunday afternoon peak hour (between 2 p.m. and 3 p.m.). Since the trip generation characteristics for many of the proposed uses are not typically reported in guidance documents published by the Institute of Transportation Engineers, discussions were held with a number of knowledgeable individuals to describe the land-use parameters that would influence these characteristics.

The number of vehicle-trips for each FLAC land-use was determined in three steps:

- The total number of trips was calculated for two design hours: the weekday p.m. peak hour and a Sunday afternoon peak hour during the peak season.
- The number of vehicle-trips was determined based on an analysis of modal split and internal capture characteristics.

- A pass-by trip reduction was applied, where appropriate, to account for vehicle-trips that were not newly-generated.

Swimming and Diving Facilities. The redevelopment of the FLAC will include the replacement of the three existing swimming pools, one diving pool and an acclimation spa. The City staff has asked that the trip generation consider the impacts that will be caused by frequent events at these facilities. (National competitive events will occur infrequently and will have special traffic associated with them.) The month with the highest attendance in Fiscal Year 2009 – 2010 was the month of April. This was the highest month of activity for both special events (national swim and dive events) and for regular local events.

According to Laura Voet, Manager for the Aquatic Complex, the regular programming schedule for the pools is as follows:

> *School Year - Work Week (September - May)*
> *Busiest 8:00-10:00 a.m.; 12:00-1:00; 3:30-7:30 p.m. Monday - Friday*
> *Busiest 8:00-10:00 a.m. Sat/Sun*
>
> *Summer (June/July/August)*
> *Busy all day (8:00 a.m. - 7:30 p.m.), with a slow period typically from 1:00-3:00 p.m. Monday - Friday*
> *Busiest 8:00-10:00 a.m. Sat/Sun with most activity on Saturday morning; no team practice on Sundays, unless they are from out of town.*

To determine the peak hours of activity, Ms. Voet provided the following additional information:

> *For diving, water polo, or synchro events, people could be leaving or arriving between 3:00 and 6:00 p.m. They could be leaving at the end of an event or arriving to practice for the next day's event. For water polo, a team could be arriving between 3:00-6:00 p.m. - depending upon the event schedule - if they have night games.*

The design condition for this portion of the FLAC is assumed to be regularly-scheduled events in April that occur on a weekday and on a Sunday afternoon. The most-recently recorded monthly attendance in April (excluding special events) was 11,551. This included the following regularly-scheduled activities: swim lessons, dive lessons, aerobics, swim school, dive school, and visiting team use of the pools. On average, there were 385 daily attendees associated with these events. To provide a conservatively-high estimate of traffic generation, the following assumptions were made:

- 10% of daily attendees are traveling to or from the FLAC during either a weekday or a Sunday design-hour.
- The existing and future design-day accounts for 50% more traffic than the average day.
- Vehicle occupancy of only two persons per vehicle is assumed.
- No attendees are assumed to travel to or from the FLAC by bus, bicycle, or walking.
- The future level of regularly-scheduled swimming and diving activity could double.

Existing Weekday or Sunday Peak Hour: (385 daily attendees) X (10% peak hour) X (1.50 design day factor) / (2 persons per vehicle) = 29 vehicles (15 in plus 14 out)
Future Weekday or Sunday Peak Hour: (385 daily attendees) X (10% peak hour) X (1.50 design day factor) X (2.00 growth factor) / (2 persons per vehicle) = 58 vehicles (29 in plus 29 out)

Banquet Hall. The current Banquet Hall is typically used as a meeting room for community events, for the boat show, as a party room, and as a banquet room. According to Bruce Wigo, the current Banquet Hall has 2,700 square feet of useable space (that accommodates up to 225 people). The proposed Banquet Hall will have 3,706 square feet of useable space (that will accommodate up to 300 people). Today, the events typically occur between 6 p.m. and 10 p.m. on Friday and Saturday evenings. When the new facility opens, the Banquet Hall will be available to host wedding receptions, bar mitzvahs, corporate meetings, conferences, and small trade shows. Although vehicle-trips to and from the Banquet Hall typically occur outside of the weekday and Sunday design hours today, it is anticipated that future activities will occur throughout the week (during the day and at night).

To provide a conservatively-high estimate of traffic generation, the following assumptions were made:

- 30% of Banquet Hall attendees are traveling to the Banquet Hall during either the p.m. weekday or Sunday afternoon design-hour.
- Vehicle occupancy of three persons per vehicle is assumed.
- No internalization was assumed between the Banquet Hall and other uses on the FLAC site.
- No attendees are assumed to travel to or from the Banquet Hall by bus, bicycle, or walking.
- Service personnel and set-up crews are assumed to travel to and from the site during hours that do not overlap with the weekday and Sunday design-hours.

Future Weekday and Sunday Design-Hours: (300 Banquet attendees) X (30% peak hour) X (100% by auto) / (3 persons per vehicle) = 30 vehicles (30 in plus 0 out)

Administrative Space, Fitness Center, Dryland Training, Concessions and Other Supportive Uses. The current administrative space, fitness center, and supportive uses (i.e. lockers, storage, restrooms, etc.) will be expanded from 7,364 sf. (existing) to 37,664 sf. (proposed). Although there is an increase in the combined square footage of these land uses, the net office space will be reduced from 3,535 sf. (existing) to 2,806 sf. (proposed). Therefore, the administrative space was assumed to generate no new trips and was neglected for the trip generation calculations. Moreover, the fitness center, dryland training, concessions and other supportive uses are not anticipated to generate additional trips.

Leasable Space. The 4,477 square feet of leasable area is a shell space. Given that a specific land-use type has not been identified for the space, the leasable area was not accounted for in the trip generation estimate. It is recommended that once a land use is determined, analysis be conducted to evaluate the additional vehicle trips associated with this space.

Table 2 illustrates the additional newly-generated vehicle-trips for a design hour condition during an event in the weekday p.m. and Sunday afternoon peak hours as well as the daily vehicle-trips.

For the Aquatic Center, 29 of the future 58 design-hour vehicle-trips generated by swimming and diving activities are already occurring during each of the weekday and Sunday design-hours. The 30 vehicle-trips generated by the Banquet Hall were all assumed to be new trips. Thus, the additional newly vehicle-trips generated by the redevelopment will be 59 vehicle-trips during weekday p.m. design-hour and a Sunday afternoon design-hour.

Table 2 FLAC Trip Generation

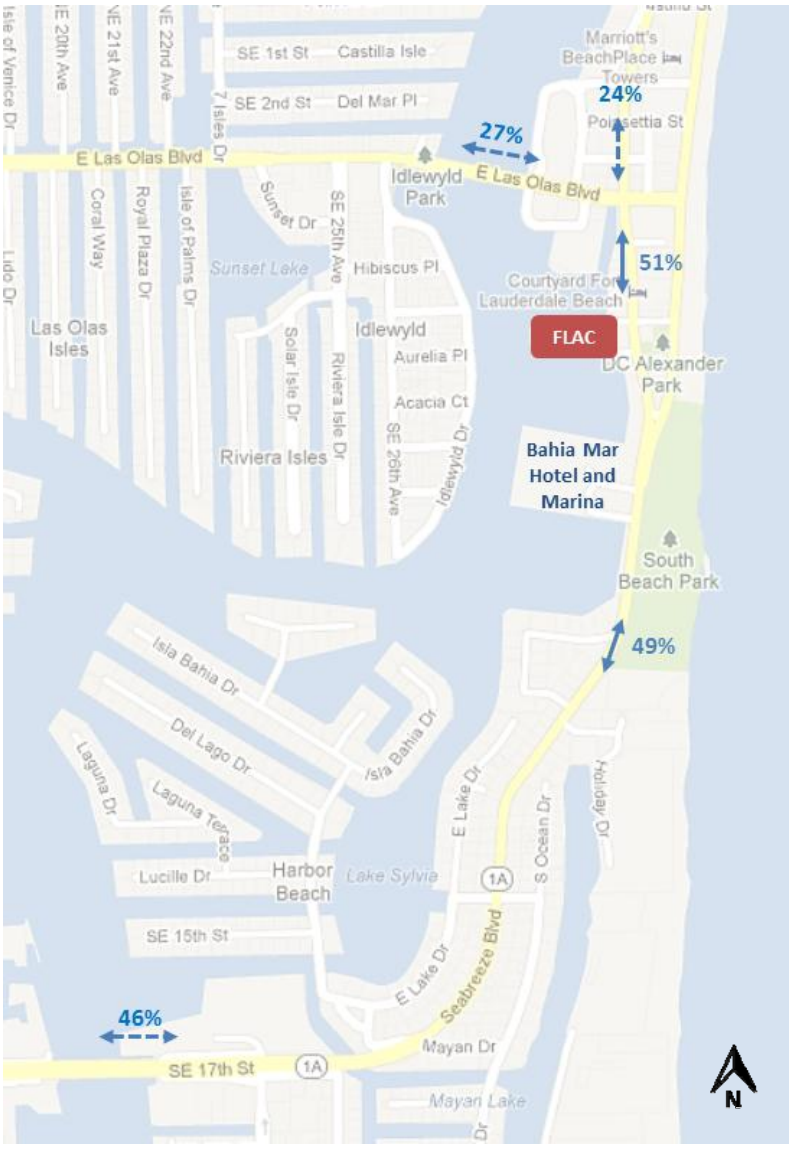
	Daily Vehicle-Trip Ends	Weekday PM Peak Hour Vehicle-Trip Ends			Sunday Afternoon Peak Hour Vehicle-Trip Ends		
Aquatic Center Redevelopment	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Aquatic Center							
Total Trips	578	29	29	58	29	29	58
Existing Trips	*(289)*	*(15)*	*(14)*	*(29)*	*(15)*	*(14)*	*(29)*
Net New Trips	**289**	**14**	**15**	**29**	**14**	**15**	**29**
Banquet Hall							
New Trips	**100**	**30**	**0**	**30**	**30**	**0**	**30**
New Redevelopment Trips							
External Trips (less pass-by)	**389**	**44**	**15**	**59**	**44**	**15**	**59**

Per the City's ULDR Section 47-25.2, a traffic impact study is required for a proposed development when: (a) the daily trip generation is over 1,000 daily trips, or (b) when the daily trip generation is less than 1,000 daily trips, and more than 20% of the total daily trips are anticipated to arrive or depart, or both, within one-half hour. As shown above, the vehicle-trip generation of the FLAC project does not meet either of these criteria (389 daily trips, which represents 15% of peak hour traffic). Therefore, a traffic impact study is not required. Nonetheless, the anticipated traffic distribution and assignment associated with the development is provided in the following section.

FLAC TRAFFIC DISTRIBUTION AND ASSIGNMENT

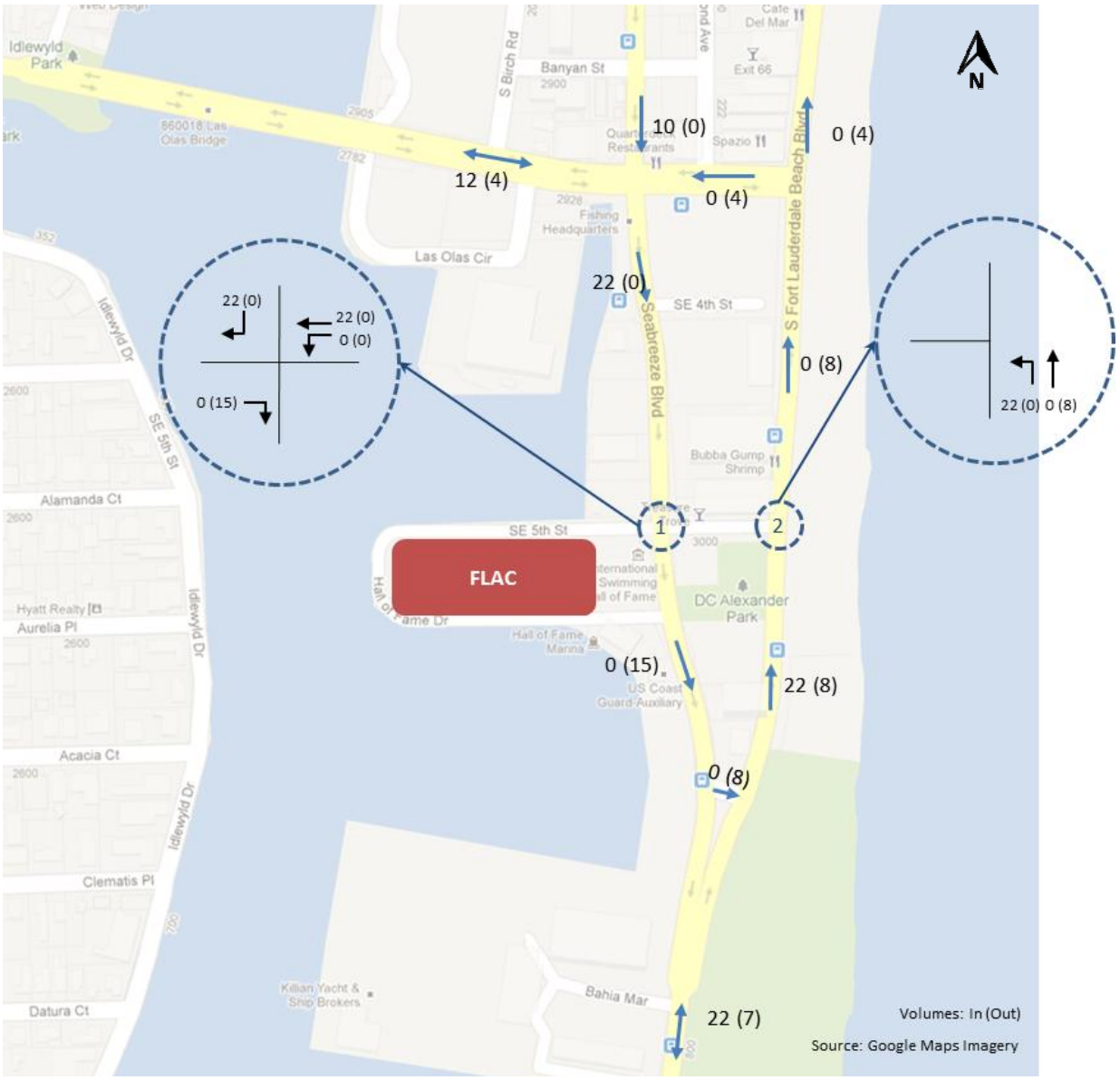
In 2008, a traffic impact study was conducted for the Bahia Mar Hotel and Marina facility located immediately south of the Aquatic Center site. Because the general distribution of site-generated traffic for the FLAC redevelopment is expected to be similar to the distribution of traffic generated by the Bahia Mar, the site-generated traffic for the FLAC redevelopment was assigned to the surrounding roadway based on the trip distribution used in the Bahia Mar report. The trip distribution assumed 46% of trips travel to and from SR A1A/SE 17th Avenue west of SE 23rd Avenue; 3% of trips travel to and from SR A1A between SE 23rd Avenue and Holiday Drive; 27% travel to and from Las Olas Boulevard west of SR A1A; and 24% travel to and from SR A1A north of Las Olas Boulevard. Figure 1 below displays the traffic distribution adopted from the Bahia Mar Hotel and Marina study.

Figure 1 FLAC Traffic Distribution



This traffic distribution pattern was applied to the newly generated trips shown in Table 2. Figure 2 displays the traffic assignment for both peak periods: weekday p.m. peak hour and Sunday afternoon peak hour.

Figure 2 FLAC Traffic Assignment



RIGHT-TURN LANE ASSESMENT

This section provides an assessment on whether an exclusive southbound right turn lane is required at Seabreeze Boulevard and SE 5th Street, given the anticipated vehicle trip generation of the proposed development.

The future right-turn volume at the study location was determined using the proposed traffic distribution previously described. The calculated future right-turn volume takes into account the existing and the newly added trips as shown in Table 2. The existing right-turn volume considers facilities west of Seabreeze Boulevard (15 vehicles to the Aquatic Center plus 2 vehicles to the ISHOF Exhibition Hall and Gift Shop). Calculations are shown below:

Right turn lane volume at Seabreeze Boulevard and SE 5th Street (southbound):
Weekday and Sunday Peak Hour: (existing trips) X (%trip distribution from north) + (newly added trips) X (%trip distribution from north) = (17 vehicles) X (51%) + (44 vehicles) X (51%) = 31 vehicles

According to the FDOT Plans Preparation Manual (2012), page 7-24, a right-turn lane should be considered when the volume for this movement exceeds 300 vehicles per hour (vph) and the adjacent through volume exceed 300 vehicles per hour per lane. The anticipated trips generated by the proposed FLAC development are below this threshold criterion as 31 right-turn vehicles are anticipated during the Weekday p.m. peak hour and Sunday afternoon peak period.

The FDOT Driveway Information Guide (2008) recommends 80 vph as the right-turn lane volume threshold criterion on a roadway with posted speed limit of 45 mph or less (for volumes greater than 600 vehicles per hour, per lane in one direction on the major road). However, the guide indicates that the thresholds are appropriate for unsignalized locations.

BEACH REGIONAL ACTIVITY CENTER ACTION PLAN TRIP THRESHOLD

The Fort Lauderdale Central Beach Action Plan provides for a maximum number of trips that can be generated by new development in the Central Beach Area for the roadway network to operate acceptably. As of July 13, 2013, 1,037 p.m. peak hour trips were available for proposed or pending development. Other pending developments reduce this number of trips by 593. The remaining number of trips available for future development is 444. Since the FLAC redevelopment is expected to generate 59 new vehicle trips during the weekday p.m. peak hour and the Sunday afternoon peak hour, the new site-generated traffic is within the maximum allotment of new trips.

PARKING REQUIREMENTS

ULDR Parking Requirements

The parking needs for the FLAC redevelopment were initially estimated based on the City's ULDR criteria per Section 47-20.2 (dated June 5, 2012). This initial estimate is shown on Table 3. It assumes the 4,477 square feet of leasable space (shell space) as retail to provide a conservatively-high estimate, as parking demand is a critical component in the early stages of the site construction. The calculated 1,319 spaces is well-beyond the actual parking requirements that are anticipated to actually occur. For this reason, three sections of the City's ULDR have been reviewed to consider the parking needs for this mixed-use development.

Table 3 FLAC Parking Requirements per ULDR

FORT LAUDERDALE AQUATIC CENTER REDEVELOPMENT 12/23/2013
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FLORIDA 33316

PARKING ZONE REQUIREMENTS (JUNE 5, 2012)
ULDR SECTION 47-20.2

Program Component	Sq. Ft.	Occupancy (seats)	Parking Space Requirements	Spaces Required
Competition Pool	14,292		1-Space/200 SF Water Surface Area	71
Dive Pool	6,209		1-Space/200 SF Water Surface Area	31
Training Pool	12,326		1-Space/200 SF Water Surface Area	62
Learn to Swim Pool	800		1-Space/200 SF Water Surface Area	4
Acclimation Spa	121		1-Space/200 SF Water Surface Area	1
Subtotal	**33,748**			**169**
Main Grandstands		2,040	1-Space/3-Seats	680
Dive Grandstand		540	1-Space/3-Seats	180
Ground Grandstand		250	1-Space/3-Seats	83
Subtotal		**2,830**		**943**
Offices	2,806		1-Space/250 SF GFA	11
Meeting Rooms/Concessions	2,908		1-Space/250 SF GFA	12
Fitness Center/Dryland Training	5,000		1-Space/200 SF GFA	25
Lockers/Restrooms/Storage Rooms (1)	15,574		1-Space/250 SF GFA	62
Banquet Hall (2)	3,706		1-Space/100 SF GFA	37
Circulation (Lobby, Ticket Control, Corridor, Elevator Vestibule) (1)	7,634		1-Space/250 SF GFA	31
Other (Therapy Pool Suite (shell space), Lifeguard/First Aid) (1)	2,713		1-Space/250 SF GFA	11
Leasable space (shell space) (3)	4,477		1-Space/250 SF GFA	18
Mechanical/Electrical/Fire Pump Rooms	1,029		N/A	N/A
Subtotal	**45,847**			**207**
			Total Spaces	**1,319**

(1) This land use is not specified in ULDR. 1-Space/250 SF GFA was assumed.
(2) This land use is not specified in ULDR. Parking requirement for "restaurant with or without drive-thru, less than or equal to 4,000 sf" was assumed.
(3) The specific use of space has not been determined. Parking requirements for "retail sales, retail services" was assumed.

Shared Parking Analysis

There are three elements of the City's Code that are relevant to parking demands at this site.

Section 47-20.3A(5)(d) – Shared Parking. "If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours."

Section 47-20.3A(5)(e) – Shared Users or Captive Market. "If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a

portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users."

Section 47-20.3A(5)(b) – Mode Adjustment. "The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses."

Table 4 illustrates the Shared Parking Analysis for the FLAC site. In accordance with methodologies outlined in the document *Shared Parking* (published by the Urban Land Institute in 2005), a shared parking credit of 893 spaces is requested (1,319 less 426 spaces). The users of meeting rooms, concessions, fitness center, dryland training, lockers, restrooms, storage rooms, circulation areas and other supportive uses are anticipated to share parking spaces with those users of the pools and offices. Therefore, these should be considered Captive Market users. A Captive Market credit of 42 spaces is requested based on the parking demand for these uses during the time of peak parking accumulation. In consideration of the nearby transit stops (for use of swim and dive facility participants), a Mode Adjustment credit of 43 spaces (or 10% transit split) is requested.

In summary, the parking space requirements are as follows:

Code Requirement – 1,319 spaces
Shared Parking Reduction – 893 spaces
Captive Market Credit – 42 spaces
Mode Adjustment Credit – 43 spaces
Total Parking Demand – 341 spaces

The FLAC facility is planning to include a 520-space parking garage and 15 uncovered parking spaces (535 spaces total, including handicap spaces). Thus, during peak times of regularly-scheduled events, the parking demand will be met. However, when special events occur, additional parking will need to be provided off-site.

Table 4 FLAC Weekday Shared Parking Analysis

Fort Lauderdale Aquatic Center
Weekday Shared Parking Analysis

Land Use	**Intensity**	**Spaces**
Leasable Space (shell space) [1]	4,477 sf	18
Offices	2,806 sf	11
Grandstands, Pools, Fitness Center/Training Area, Meeting Rooms, Concessions, Circulation, and Other Supportive Uses	67,577 sf + 2,830 seats	1,253
Banquet Hall	3,706 sf	37
Total Code Required Parking Spaces		**1,319**

U.L.I. Hourly Variations (%)					**Parking Demand (spaces)**							
Hour	Leasable Space	Office	Grandstand, Pool, etc.	Banquet	Leasable Space	Office	Grandstand, Pool, etc.	Banquet	Total	Cap. Mkt. [2]	Mode adj. [3]	Total Parking Demand
1 am	0	0	0	0	0	0	0	0	0			
2 am	0	0	0	0	0	0	0	0	0			
3 am	0	0	0	0	0	0	0	0	0			
4 am	0	0	0	0	0	0	0	0	0			
5 am	1	2	0	0	0	0	0	0	0			
6 am	3	10	0	0	1	1	0	0	2			
7 am	5	30	10	0	1	3	125	0	130			
8 am	15	75	20	0	3	8	251	0	262			
9 am	35	95	20	0	6	11	251	0	268			
10 am	65	100	20	0	12	11	251	0	273			
11 am	85	100	10	0	15	11	125	0	152			
12 noon	95	90	20	40	17	10	251	15	293			
1 pm	**100**	**90**	**30**	**60**	**18**	**10**	**376**	**22**	**426**	**(42)**	**(43)**	**341**
2 pm	95	100	20	100	17	11	251	37	316			
3 pm	90	100	10	100	16	11	125	37	190			
4 pm	90	90	20	100	16	10	251	37	314			
5 pm	95	50	30	60	17	6	376	22	421			
6 pm	95	25	30	80	17	3	376	30	425			
7 pm	95	10	20	80	17	1	251	30	298			
8 pm	80	7	10	100	14	1	125	37	177			
9 pm	50	3	0	100	9	0	0	37	46			
10 pm	30	1	0	80	5	0	0	30	35			
11 pm	10	0	0	40	2	0	0	15	17			
12 pm	0	0	0	0	0	0	0	0	0			

(1) The specific use of space has not been determined. Retail was assumed.

(2) The Fitness Center/Training Area, Meeting Rooms, Concessions, Circulation, and Other Uses are supportive facilities to the Pool Activities, and therefore, are anticipated to share the same parking spaces at the same time. The Captive Market credit was calculated by multiplying the number of spaces required by code for the supported uses listed (141 spaces) by the peak parking accomulation demand for these uses (30%).

(3) 10% mode adjustment credit assumed

Proof of Ownership 6

LORI PARRISH BROWARD COUNTY PROPERTY APPRAISER

Site Address	1 HALL OF FAME DRIVE, FORT LAUDERDALE	ID #	5042 12 33 0010
Property Owner	CITY OF FORT LAUDERDALE	Millage	0312
Mailing Address	100 N ANDREWS AVE FORT LAUDERDALE FL 33301	Use	89

Abbreviated Legal Description	INTERNATIONAL SWIMMING HALL OF FAME COMPLEX 138-19 B PARCEL "A"

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

Property Assessment Values
Click here to see 2013 Exemptions and Taxable Values to be reflected on the Nov. 1, 2013 tax bill.

Year	Land	Building	Just / Market Value	Assessed / SOH Value	Tax
2014	$7,272,870	$4,912,090	$12,184,960	$12,184,960	
2013	$7,272,870	$4,912,090	$12,184,960	$12,184,960	
2012	$7,272,870	$4,912,090	$12,184,960	$12,184,960	

IMPORTANT: The 2014 values currently shown are "roll over" values from 2013. These numbers will change frequently online as we make various adjustments until they are finalized on June 1. Please check back here AFTER June 1, 2014, to see the actual proposed 2014 assessments and portability values.

2014 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$12,184,960	$12,184,960	$12,184,960	$12,184,960
Portability	0	0	0	0
Assessed/SOH	$12,184,960	$12,184,960	$12,184,960	$12,184,960
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type 14	$12,184,960	$12,184,960	$12,184,960	$12,184,960
Taxable	0	0	0	0

Sales History

Date	Type	Price	Book/Page or CIN

Land Calculations

Price	Factor	Type
$33.00	220,390	SF
Adj. Bldg. S.F. (See Sketch)		39984

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03								
X								
39984								

Exhibit 2
15-0373
Page 36 of 41

Address Verification Sheet 7

CITY OF
FORT LAUDERDALE

Venice of America

ADDRESS VERIFICATION SHEET

Contact: George Sutcavage Tel. 954-828-5233
E-mail: gsutcavage@fortlauderdale.gov

Project Address: 501 Seabreeze Blvd 33316

Previous Address: 501 Seabrooze Blvd

Notes: Existing Hall of Fame Pool Complex

Folio # 0212330010

Legal Description: International Swimming Hall of Fame Complex 138-19 B Parcel A

DRC # _____

Authorized Signature: George Sutcavage

Date: 11/8/13

DEPARTMENT OF SUSTAINABLE DEVELOPMENT
700 N.W. 19TH AVENUE, FORT LAUDERDALE, FLORIDA 33311
BUILDING SERVICES (954) 828-5191 • CODE ENFORCEMENT DIVISION (954) 828-5207
www.fortlauderdale.gov

ZYSCOVICH
ARCHITECTS

100 N Biscayne Blvd . 27th Fl
Miami . FL 33132.2304

t 305.372.5222
f 305.577.4521

e info@zyscovich.com
w www.zyscovich.com

▪ MIAMI ▪ NEW YORK

April 25, 2014

City of Fort Lauderdale
Planning & Zoning Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311

DEVELOPMENT REVIEW COMMITTEE (DRC)

REDEVELOPMENT OF THE FORT LAUDERDALE AQUATIC CENTER
501 SEABREEZE BOULEVARD
FORT LAUDERDALE, FL 33316

47-18.26 Public Purpose use Requirement

A. Any provision to the contrary notwithstanding, publicly owned structures may be erected and lands used for public purposes, in any zoning district in the city unless prohibited by the city comprehensive plan; provided, however, no building or use permit shall be issued by the city for any such plans, locations or use without the prior approval of the city commission as provided herein.

B. Consideration of the approval of a use or structure for public purposes which requires relief from a zoning regulation of the city shall be initiated by filing an application for approval with the department by the property owner or the person or entity wishing to use the property for a public purpose.

C. An application for a public use or structure shall include:

1. A conceptual site plan showing the size and location of all structures on or to be located on the property, including but not limited to elevations, location of vehicular and pedestrian ingress and egress, landscaping and floor plans. If the public purpose is to utilize property as a social service residential facility, the site plan shall show how the use or structure meets the requirements of Section 47-18.32

The Plans included with this Package depicts size and location of all structures including elevations, vehicular and pedestrian ingress and egress, landscape and floor plans.

2. A legal description of the property

Legal description is included in this Package.

3. A description of the zoning regulation from which relief is necessary to conduct the public use or construct the public structure;

The zoning regulation from which the project needs relief is the 200' maximum length of the structure. The project structure is 501'-6".

4. A description of the need for the public use or structure including a description of other similar uses or structures and their locations in the city;

The facility has historical significance to the city of Fort Lauderdale and to the heritage of swimming and diving. The facility is the home of nationally recognized swimming and diving teams, and is also unique in that it is publicly owned where citizens and visitors have the opportunity to swim and train in the same

ZYSCOVICH
ARCHITECTS

Olympic size and quality pools that World champions train in. There are numerous public pool facilities facilities located around the city, but none compare to the size and capacity of the proposed facility.

5. A description of the reason why the proposed location is necessary in relation to the need for the use or structure

The proposed location is necessary because it is the current historical home of the world renowned aquatic center. This new facility will house new state of the art aquatic components that will serve as modern upgrades to all of the current facility's aquatic components and serve beneficial for the future of Fort Lauderdale's swimming heritage. The new facility will also increase the amount of public parking available on Fort Lauderdale beach.

6. A description of what makes the location of the use or structure on the property desirable;

This location is desirable because it is the current location of the aquatic center and this redevelopment intends to improve upon the current public recreational uses of the facility, enhance the unique waterfront experience of the site, and address the public parking challenges of the beach, while maintaining the character and quality of the barrier island envisioned in the Central Beach Master Plan.

7. A description of the economic and environmental impact on the area as a result of permitting the use or structure;

This new state of the art aquatic facility will provide a positive economic impact to the city of Fort Lauderdale by being an internationally recognized public asset. This facility will be able to host and draw many types of revenue generating events to include large championship level swimming and dive events, training for national and international aquatic teams, youth swim lessons, the international boat show, meetings, weddings, banquets, and a variety of entertainment events. The new parking structure will also be a revenue generating asset to the city of Fort Lauderdale. The new facility is being designed to be compliant with USGBC LEED® standards for sustainable buildings, incorporating the best design practices in climate response and energy efficiency to minimize the environmental impact to the area.

8. A description of the impact of the use or structure on neighboring properties;

The new aquatic center will have the same functions as the current facility. The positive impact of the new facility on the neighboring properties include increased tourism to the beach, increased economic opportunities to surrounding hotels, restaurants, and other retail stores especially during aquatic events, increased public accessibility to the Intracoastal waterfront, improved property value, and a new world-class recreational public amenity. The possible negative impacts on neighboring properties could include increased vehicular traffic, facility lighting with respect to turtle lighting regulations on the beach, and noise.

9. A description of how the site plan addresses any negative impacts which might occur as a result of permitting the use or structure;

The proposed facility program is consolidated in to the most efficient footprint and scale, and positioned centrally within the site to provide for the most effective use of the available land. The building positioning allows for a landscaped waterfront perimeter (*green edge*) for pedestrian public access. The landscaping of the site has been purposed to meet the City's requirements for development, help to screen and buffer facility lighting, as well as enhance the surrounding character of the beach and waterfront environment.

10. A description of off-site or on-site factors which mitigate any negative impacts which might occur as a result of permitting the public use or structure; and

On-site traffic patterns have been carefully accounted for. All onsite paths will maintain constant operation for egress and public access. An independent traffic engineer (Kittleson & Associates, Inc.) has been retained as part of the project team to analyze the operational use and demand requirements for the facility.

ZYSCOVICH
ARCHITECTS

Refer to the traffic analysis included in this submission for the complete traffic and parking analysis. The facility lighting will be designed to mitigate and comply with beach turtle lighting code requirements. The hours of operation of the facility will be coordinated to be in compliance with all code requirements for lighting and noise ordinances.

11. A description of the efforts to locate other sites for the use or structure and reasons why other sites are not as desirable as the site proposed (factors in considering feasibility may include land use, zoning, economic, geographic factors and size).

There were no efforts to locate this facility at any other sites. This is the current site location of this type of facility, this development is a proposed improvement to this existing facility, and this site is the most desirable site for this facility with respect to feasibility, land use, zoning, economic, geographic location and its size.

D. The application shall be reviewed by the city department responsible for review of development permits for a determination that the application is complete and forwarded to the development review committee (DRC). After review and comments by the DRC, the application shall be forwarded to the planning and zoning board for review. The recommendation of the DRC and the planning and zoning board shall be forwarded to the city commission.
E. The city commission shall hold two (2) public hearings to consider an ordinance approving a public purpose use or structure and shall provide notice of hearing utilizing the same notice requirements as for a rezoning.
F. The city commission may approve or approve with conditions the application for location of a public use or structure based on the following findings:
    1. There is a need for the use or structure to be located where proposed.
    2. The use meets a valid municipal purpose.
    3. The location of the use or structure is not in conflict with the city comprehensive plan.
    4. Off-site or on-site conditions exist which reduce any impact of permitting the public use or structure.
    5. On-site improvements have been incorporated into the site plan which minimize any adverse impact as a result of permitting the public use or structure.
    6. Alternative locations have been identified and reviewed or it has been determined that no feasible alternative locations are available.
    7. The proposed site is found to be the most feasible for location of the public use or structure.
    8. The public purposes to be met by the location of the use or structure outweigh the application of the zoning regulation and prohibiting the location of the public use or structure.
G. The approval of a public use or facility shall terminate when the use or facility is no longer publicly owned or used, and the property upon which the use or facility is located shall be subject to the requirements of the zoning district within which it is located.
(Ord. No. C-97-19, § 1(47-18.25), 6-18-97)

Respectfully,

Zyscovich Architects

Chris Boyette
Project Manager