

November 6, 2014

Tiffany House, LP 1200 Brickell Avenue, Suite 1500 Miami, Florida 33131

Re: Tiffany House/The Escape Hotel (Fort Lauderdale) – Traffic Statement

Based on the result of a meeting held with City of Fort Lauderdale Transportation Mobility Department on October 8, 2014, Traf Tech Engineering, Inc. prepared this traffic impact statement in connection with the proposed Tiffany House/The Escape Hotel development planned to be located on the south side of Riomar Street between Bayshore Drive and Birch Road in Fort Lauderdale Beach, Broward County, Florida. The traffic impact statement addresses the following topics:

- Trip Generation Comparison Analysis
- Traffic Circulation and Valet Operation
- o Parking
- Multi-modal Amenities

Trip Generation Comparison Analysis

A trip generation comparison analysis was performed between the previous use and the proposed uses using the trip generation equations/rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (9th Edition). The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the following assumptions:

EXISTING LAND USE

• Assisted Living Facility (117 beds)

The Tiffany House was originally a hotel with 117 rooms/units (refer to January 8, 2008 letter by Flynn Engineering Services, P.A. contained in Attachment A). Subsequent to being a hotel, the facility became an assisted living facility. For purposes of this traffic report, we have conservatively assumed one bed per hotel room/unit.

PROPOSED LAND USE

- o Hotel (96 rooms)
- Residential High Rise (128 units)
- Specialty Retail (2,000 square feet)

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According to ITE's *Trip Generation* manual (9th Edition), the trip generation rates used for the proposed land uses are:

HIGH RISE RESIDENTIAL CONDOMINIUM/TOWNHOUSE (ITE Land Use 232)

Daily Trip Generation T = 3.77 (X) + 223.66Where T = number of daily trips X = number of units

AM Peak Hour T = 0.29 (X) + 28.86Where T = number of AM peak hour trips

PM Peak Hour T = 0.34 (X) + 15.47Where T = number of PM peak hour trips

ASSISTED LIVING (ITE Land Use 254)

Daily Trip Generation T = 2.66 (X) Where T = number of daily trips X = number of beds

AM Peak Hour T = 0.14 (X)Where T = number of AM peak hour trips

PM Peak Hour T = 0.22 (X)Where T = number of PM peak hour trips

HOTEL (ITE Land Use 310)

Daily Trip Generation T = 8.95 (X) - 373.16Where T = number of daily trips X = number of rooms

AM Peak Hour T = 0.53 (X)Where T = number of AM peak hour trips

PM Peak Hour T = 0.60 (X)Where T = number of PM peak hour trips $\frac{\text{SPECIALTY RETAIL (ITE Land Use 826)}}{\text{Daily Trip Generation}}$ T = 44.32 (X)Where T = number of daily tripsX = 1000 square feet of gross leasable area

AM Peak Hour T = 0.0 (X) Where T = number of AM peak hour trips

PM Peak Hour T = 2.71 (X)Where T = number of PM peak hour trips

Using the above-listed trip generation rates from the ITE document, a trip generation comparison analysis was undertaken for the existing and proposed land uses. The results of the trip generation comparison analysis are documented in Table 1 on the following page.

As indicated in Table 1, the proposed Tiffany House/The Escape Hotel is projected to generate approximately 669 new daily trips, 73 new AM peak hour trips, and approximately 67 new trips during the typical afternoon peak period.

Based on the above analysis, the proposed project is not required to prepare a traffic study for the following reasons:

- According to the City of Fort Lauderdale ULDR Section 47-25.2.M.4, when the proposed development generates more than 1,000 daily trips, a traffic impact study is required. The project will generate fewer (669) new trips than the 1,000 daily-trip threshold.
- If the daily trips are less than 1,000 and more than 20% of the daily trips are anticipated to arrive or depart, or both, within one-half hour, a traffic impact study is required. As presented in Table 1, the maximum number of new trips anticipated within one-half hour is approximately $6.0\%^1$ of the new daily trips, which is significantly less than the 20% threshold.

¹73 new AM peak hour trips occurring in one hour represents approximately 37 trips in one-half hour. Thirty-seven (37) trips equate to approximately 6.0% of the 669 new daily trips.

TABLE 1 Trip Generation Summary (Existing Use)										
	Tiffany House/The Escape Hotel									
				AM Peak Hour		F	PM Peak Hour			
Land Use	Size	Daily Trips	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound		
ALF	117	311	16	10	6	26	11	15		

Source: ITE Trip Generation Manual (9th Edition)

Trip Generation Summary (Proposed Uses) Tiffany House/The Escape Hotel										
AM Peak Hour PM Peak Hour										
Land Use	Size	Daily Trips	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound		
Residential (H. Rise)	128	706	66	13	53	59	37	22		
Hotel	96	486	51	30	21	58	30	28		
Retail	2,000	89	0	0	0	5	2	3		
Subtotal 1		1,281	117	43	74	122	69	53		
Internal (10%)		-128	-12	-4	-7	-12	-7	-5		
Subtotal 2		1,153	105	39	67	110	62	48		
Multimodal (15%)		-173	-16	-6	-10	-17	-9	-7		
External Trips		980	89	33	57	93	53	41		

New Trips	669	73	23	51	67	42	26

NOTE: The 10% internal capture and 15% multi-modal trip reduction was previously approved by the City of Fort Lauderdale (refer to Attachment B containing a copy of the previously approved traffic study).





Traffic Circulation and Valet Operation

The proposed project has two traffic circulation and valet operation plans, one for hotel guests and the other for the residential component. All hotel patrons will drop-off and pick-up their vehicles off of the porte-cochere located on Riomar Street (at the lobby of the hotel building). Hotel vehicles will circulate in a clockwise direction to either enter the parking garage designated for hotel patrons via the driveway located on Bayshore Drive or exit from the parking structure onto Bayshore Drive in order to deliver the vehicles back to the hotel lobby area on Riomar Street. Queuing is not anticipated to be a problem due to the low vehicular traffic associated with the hotel operation. The drop-off/pick-up area at the hotel lobby can comfortably accommodate four vehicles and the maximum peak hour vehicular volume associated with the hotel operation is approximately 44 trips (taking into account internal and multi-modal trip reductions).

Residents and retail customers will enter the parking area via the south driveway located on Birch Road in order to allow a valet attendant to park their vehicle. All exiting vehicles will exit via the north exit-only driveway located on Birch Road. Similar to the hotel trips, the vehicular traffic associated with the non-hotel uses is anticipated to be minimal and therefore, the access driveways and the valet operation are projected to function adequately. Queuing of up to six (6) vehicles can be accommodated on site without spilling onto the public streets.

The site plan for the project depicting the proposed access plan and circulation patterns is contained in Attachment C.

Parking (Including On-Street Parking)

As shown in the proposed site plan for the project, 18 on-street parking spaces will be added as a result of this project. The 18 on-street parking spaces consist of six (6) parking stalls on Riomar Street and 12 parking spaces on Bayshore Drive. It is important to note that the 18 proposed on-street parking spaces are not required to meet the parking demand for the project. Moreover, the project as a whole requires 303 parking spaces and 322 parking stalls are provided, for a surplus of 23 parking spaces (excluding the 18 on-street parking stalls previously mentioned). Stacking for one (1) exiting vehicle is provided per City Code requirements.

Multi-Modal Improvements

As depicted in the site plan contained in Attachment C, sidewalks are provided along the entire perimeter of the project (along Riomar Street, Birch Road and Bayshore Drive). Moreover, the project will be adding three new pedestrian crosswalks with ramps at the following two intersections:

1) Intersection of Riomar Street and Birch Road (one crosswalk on the west leg of the intersection to cross Riomar Street)



2) Intersection of Birch Road and Bayshore Drive (one crosswalk on the north leg to cross Birch Road and one crosswalk on the west leg to cross Bayshore Drive)

With the crosswalks with curb-ramps, pedestrian crossing features will be provided to safely cross all three roadways bordering the site (Riomar Street, Birch Road and Bayshore Drive). Currently, there are not crosswalks to cross these three streets within the immediate area of the Tiffany House / Escape Hotel project.

Additionally, bicycle racks are being proposed within the residential component of the project. The bicycle racks are located on site near the intersection of Birch Road and Bayshore Drive where multiple pedestrian crosswalks are provided to safely allow pedestrians and bicyclists to cross the intersection.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E. Senior Transportation Engineer

ATTACHMENT A Documentation of Previous Use

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January 8, 2008

FILE COPY

7/26/10 architect 11 talked w/ mehran Farahmend

Uni

Carol Ingold City of Fort Lauderdale 300 North Andrews Avenue Fort Lauderdale, FL 33304

Re: The Escape Case No.: 1-ZPUD-08

Parks and Recreation

Comments:

 Park Impact Fees will be imposed on each new dwelling unit proposed by every project applying for a building permit. An impact fee calculator and a link to the ordinance can be found on the Building Department's website: <u>http://ci.ftlaud.fl.us/building_services/park_impact_fee_calc.htm</u>

Land Use Type	Fee	Units	Total Fee
Residential Dwelling Unit (single or multifamily)			
Less than 500 sq. ft	\$1,650.00		
501 to 1,000 sq. ft	\$1,875.00		
1,001 to 1,500 sq. ft	\$2,175.00	-	
1,501 to 2,000 sq. ft	\$2,375.00	11	
2,001 to 2,500 sq. ft	\$2,525.00	5	
2,501 to 3,000 sq. ft	\$2,625.00	11	
3,001 to 3,500 sq. ft	\$2,725.00	11	
3,501 to 4,000 sq. ft	\$2,825.00	1	
More than 4,000 sq. ft	\$2,900.00	2	
New Hotel/Motel Room		41	
Existing Hotel/Motel Rooms (Credits)		117	
Total Rooms for Park Impact Fees	\$0	0	\$0
TOTAL			\$0

RESPONSE: Credits were applied for the 117 existing units at the Tiffany House.

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117 existing

Please feel free to contact me with any questions regarding my comments.

Sincerely,

Flynn Engineering Services, P.A.

Damon T. Ricks Project Coordinator

241 COMMERCIAL BLVD. LAUDERDALE-BY-THE-SEA, FL 33308

> PHONE: (954) 522-1004 FAX: (954) 522-7630

www.flynnengineering.com

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ATTACHMENT B Previous Approved Traffic Statement

Exhibit 4 14-1582 Page 14 of 21



May 2, 2013

Mr. Dev Motwani Tiffany House, LLP 300 SW 1st Avenue, #133 Fort Lauderdale, Florida 33301

Re: Tiffany House/The Escape Hotel (Fort Lauderdale) – Traffic Statement

Dear Dev:

Per your request, Traf Tech Engineering, Inc. conducted a traffic impact statement associated with the proposed Tiffany House/The Escape Hotel development planned to be located on the south side of Riomar Street between Bayshore Drive and Birch Road in Fort Lauderdale Beach, Broward County, Florida. The traffic impact statement addresses trip generation and whether the project trips trigger the minimum trip thresholds required by the City of Fort Lauderdale for a comprehensive traffic study.

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- Residential High Rise (74 units)
- Specialty Retail (2,000 square feet)

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Daily Trip Generation T = 3.77 (X) + 223.66Where T = number of daily trips X = number of units

8400 North University Drive, Suite 309, Tamarac, Florida 33321 Tel: (954) 582-0988 Fax: (954) 582-0989

Exhibit 4 14-1582 Page 15 of 21 AM Peak Hour T = 0.29 (X) + 28.86 (X)Where T = number of AM peak hour trips X = number of units

 $\begin{array}{l} PM \ Peak \ Hour \\ T = 0.34 \ (X) + 15.47 \\ Where \ T = number \ of \ PM \ peak \ hour \ trips \\ X = number \ of \ units \end{array}$

<u>HOTEL (ITE Land Use 310)</u> Daily Trip Generation T = 8.95 (X) - 373.16Where T = number of daily trips X = number of rooms

> AM Peak Hour T = 0.53 (X) Where T = number of AM peak hour trips X = number of rooms

> PM Peak Hour T = 0.60 (X)Where T = number of PM peak hour trips X = number of rooms

SPECIALTY RETAIL (ITE Land Use 826)Daily Trip GenerationT = 44.32 (X)Where T = number of daily tripsX = 1000 square feet of gross leasable areaAM Peak HourT = 0.0 (X)Where T = number of AM peak hour tripsX = 1000 square feet of gross leasable areaPM Peak HourT = 2.71 (X)Where T = number of PM peak hour tripsX = 1000 square feet of gross leasable area

Using the above-listed trip generation rates from the ITE document, a trip generation analysis was undertaken for the proposed land uses. The results of the trip generation analysis are documented in Table 1 on the following page.

As indicated in Table 1, the proposed Tiffany House/The Escape Hotel is projected to generate approximately 901 new daily trips, 85 new AM peak hour trips, and approximately 87 new trips during the typical afternoon peak period.

TABLE 1 Trip Generation Analysis Tiffany House/The Escape Hotel (Fort Lauderdale)										
		Number of Trips								
Land Use	Size	Daily	AM Peak	PM Peak						
Residential	74 units	503	50	41						
Hotel	96 rooms	486	50	56						
Retail	2,000 sq.ft.	89	0	6						
Subtotal A	-	1,078	100	103						
Internal Trips ¹	-	-18	0	-1						
Subtotal B	-	1,060	100	102						
Multimodal ²	-	-159	-15	-15						
External Trips		901	85	87						

Source: ITE Trip Generation Manual (9th Edition)

Based on the above analysis, the proposed project is not required to prepare a traffic study for the following reasons:

- According to the City of Fort Lauderdale ULDR Section 47-25.2.M.4, when the proposed development generates more than 1,000 daily trips, a traffic impact study is required. The project will generate fewer (954) new trips than the 1,000 daily-trip threshold.
- If the daily trips are less than 1,000 and more than 20% of the daily trips are 0 anticipated to arrive or depart, or both, within one-half hour, a traffic impact study is required. As presented in Table 1, the maximum number of new trips anticipated within one-half hour is approximately 4.9%³ of the new daily trips, which is significantly less than the 20% threshold.

¹ Assumed to be 10% of the retail trips x 2 to account for inbound and outbound internal trip.

² Assumed that 15% of the project trips will use other modes of transportation, due to the location of the

project. ³ 87 new PM peak hour trips occurring in one hour represents approximately 44 trips in one-half hour. Forty four (44) trips equate to approximately 4.9% of the 901 new daily trips.

Access Plan

The proposed access for the project will consist of an inbound-only driveway and an outbound-only egress lane off of Birch Road. Moreover, a full-access driveway is proposed on Bayshore Drive. A service driveway is also provided off of Bayshore Drive.

In addition to the access plan for the project, a drop-off lane is proposed on Riomar Street. The drop-off/pick-up lane is primarily intended for hotel patrons.

On-Street Parking

As shown in the proposed site plan for the project, 18 on-street parking spaces will be added as a result of this project. The 18 on-street parking spaces consist of six (6) parking stalls on Riomar Street and 12 parking spaces on Bayshore Drive. It is important to note that the 18 proposed on-street parking spaces are not required to meet the parking demand for the project.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E. Senior Transportation Engineer





LEGAL DESCRIPTION

LCANL DESULPTION Lots 1, 2, 3, and 4, Block 8, BIRCH GCEAN FRONT SUBDIVISION according to the plat thereat, as recorded 'n Plat Book 18, Page 26, of the public records of Broward County, Florida, and Lots 15, 16, and 17, BIRCH ESTATES, according to the plat thereat, as recorded In Plat Book 23, Page 24, of the public records of Broward County, Florida.

CARBENT USE OF PROPERTY 22,000 SF VACATEA ASSISTED LUNKE FACULTY CARRENT LAND USE DESIGNATION CONTRAL BEACH REGIONAL ACTIVITY DENTER RAPORDEL LAND USE DESIGNATION CONTRAL BEACH REGIONAL ACTIVITY DENTER RAPORDEL LAND USE DESIGNATION CONTRAL EACH REGIONAL ACTIVITY DENTER PROPOSED CONNED DESIGNATION PUD RAPORDEL LAND USE DESIGNATION PUD RAPADENT ZONING DESIGNATION NIRRA, IOA, AGA MATER/WASTE WATER SCRV. PROMDER CITY OF FUER LANDROME TITAL STREAME DESIGNATION NIRRA, IOA, AGA MATER/WASTE WATER SCRV. PROMDER CITY OF FUER LANDROME TITAL STREAME CLANDSCAPE) 44.533 S.F. (4000) TOTAL DEVELOPMENT ING (LANDSCAPE) 44.533 S.F. (4000) TOTAL MERINOUS PROPOSED (LANDSCAPE) 44.545 S.F. (2500) TITAL BULLANG FOOT PRINT PROPOSED 7.44 TOTAL BULLANG FOOT PRINT PROPOSED 7.44 PRESIDENTIAL DEVELOPMENT: NUMBER OF UNITS 74 HOTEL EXCLORUPET, RUMBER OF UNITS 74 PORKING DATA: 2000 S.F. COMMERCIAL, RETAIL 2000 S.F. PORKING DATA: 21/LANT 1 BEDROM A = 2/LANT 64. (27	SITE PLAN INFORMATION	4
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COMMERCIAL RETAIL 2000 S.F. PARKING DATA:	HOTEL DEVELOPMENT: NUMBER OF UNITS	96
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I BEDRODH - 1.73/UNIT Q 2 BEDRODH - 2,0INIT 54 (22 UNTS 3 BEDRODH - 2,0INIT 94.7 (47 UNITS) HOTEL - 0.87/RODU 64.3 (68 ROOMS) RETAL = 300/D/SF 4 (2000 S-F.) TOTAL PARKING REDURED 222 (MLL H/C) DO N STREET PARALLE, PROVDED 245 (ML H/C) ON STREET PARALLE, PROVDED 18 SPACES TOTAL BARKING REDURED 246 (ML H/C) DO N STREET PARALLE, PROVDED 18 SPACES TOTAL BARK REDURED 246 (ML H/C) DON STREET PARALLE, PROVDED 291,643 S.F. FLOOR AREA RATIO (F.A.R.) 291,643 S.F. BULDING NOMPE HEIGHT 120' NUMBER OF STORIES 12 BULDING WOTH & LENGTH 328' x 145' OPEN SPACE 425 S.F. / 425 VEHCULAR USE AREA 1325 S.F.	PARKING DATA:	
2 BEDROM - 2/UNIT 54 (27 UNITS) 3 BEDROM - 2/UNIT 96.7 (47 UNITS) HOTEL - 0.67/ROW 64.3 (48 ROONS) RETAL = 300/3F 4 (2000 SF.) TOTAL PARKING REQUEDD 222 (NUL. H/C) TOTAL PARKING REQUEDD 242 (NUL. H/C) ON STREET PARALLEL PROVIDED 18 SPACES TUTAL BARKING FROMDED 19 SPACES COR AREA RATIO (FA.R.) 291.643 SF. FLOOR AREA RATIO (FA.R.) 291.643 SF. BULDING SOUVER FOOTAGE 291.643 SF. BULDING STORIES 12 BULDING STORIES 12 BULDING WOTH & LENGTH 120' BULDING WOTH & LENGTH 328' x 145' OFEN SFACE 49.222 SF. / 422 VEHCULAR USE AREA 1320 SF.	1 BEDROOM - 1.75/UNIT	a
3 BEDROWA & 2+DER - 2:1/LNIT 92.7 (47 LNITS) HOTEL - D.047/ROW 64.3 (98 ROMS) RETAL = 300/SF 4 (2000 S.F.) TUTAL PARKING REQUED 222 (NLL H/C) TOTAL PARKING REQUED 245 (NLL H/C) TOTAL PARKING PROVDED 245 (NLL H/C) NO STREET PARALLE PROVIDED 18 SPACES TUTAL BULDING SQUARE FOOTAGE 291,643 S.F. RLDOR AREA RATIO (F.A.R.) 291,643 S.F. (16,710 S.F. =2.48) BULDING HORIT 120' NUABER OF STORIES 12 BULDING WITH & LENGTH 329' x 145' OPEN SPACE 492 S.F. / 425' VEHCULAR USE AREA 1383 S.F.	2 Bedroom - 2/Unit	54 (27 UNITS
HOTEL - 0.67/ROOM 64.3 (08 ROOMS) HOTEL - 0.67/ROOM 4 (2000 SF.) TOTAL PARKIG RESUPED 222 (ML H/C) TOTAL PARKIG RESUPED 245 (ML H/C) TOTAL PARKIG RESUPED 245 (ML H/C) ON STREET PARALLE PROVIDED 18 SPACES TOTAL BULDING SQUARE FOOTAGE 261,643 SF. FLORG PAREA RATIO (F.A.R.) 281,643 SF./ 116,710 S.F2.49 BULDING HEIGHT 129 HUADER OF STORIES 12 BULDING WOTH & LENGTH 329' x 145' OFEN SFACE 425 SF. / 425 VEHCULAR USE AREA 1320 SF.	3 BEDROOM & 2+DEN - 2.1/UNIT	98.7 (47 UNITS)
RE:TAL = 300/SF 4 (2000 S.F.) TUTAL PARKING REGUIPED 222 (MLL H/C) TOTAL PARKING REGUIPED 245 (MLL H/C) DIN STREET PARALLEL PROVIDED 245 (MLL H/C) UTAL BUILDING SQUARE FOOTAGE 201,643 S.F. TUTAL BUILDING SQUARE FOOTAGE 201,643 S.F. RLOR AREA RATID (F.A.R.) 291,643 S.F. (116,710 S.F2.48 BULDING HOGHT 120 NUMABER GF STORIES 12 BULDING WOTH & LINGTH 336* x 145* OPEN SPACE 49,225 S.F. / 422 VHICULAR USE AREA 1320 S.F.	HOTEL - 0.67/ROOM	64.3 (98 ROONS)
TOTAL PARKING REQUED 222 (MLL H/C) TOTAL PARKING REQUED 245 (MLL H/C) TOTAL PARKING REQUED 18 SPACES TOTAL BULDING SQUARE FOOTAGE 201,643 SF. FLOOR AREA RATIO (F.A.R.) 291,643 SF. / 116,710 S.F2.48 BULDING HORIT 120' NUMBER OF STORIES 12 BULDING WOTH & LENGTH 326' x 145' OPEN SPACE 492,623 S.F. / 425' VEHCULAR USE AREA 1,325 S.F.	retal = 500/sf	4 (2000 S.F.)
TOTAL PARKING PROVIDED 245 (MIL H/G) DN STREET PARALLEL PROVIDED 18 SPACES TIDTAL BULDING SQUARE POOTAGE 201,643 S.F. FLOOR AREA RATIO (F.A.R.) 291,643 S.F./ 116,710 S.F. = 2.48 BULDING HEIGHT 120 BULDING KORTH 120 BULDING WOTH & LENGTH 328' x 145' OFEN SFACE 43,225 S.F. / 422 VEHGULAR USE AREA 13,325 S.F.	TOTAL PARKING REQUIRED	222 (NDL H/C)
DN STREET PARALLEL PROVIDED 18 SPACES TUTAL BUILDING SQUARE FOOTAGE 201,643 S.F. FLOOR AREA RATID (F.A.R.) 291,643 S.F./ 116,710 S.F2.48 BULDING HOGHT 220 NUMABER GF STORIES 12 BULDING WOTH & LENGTH 326* 145* OPEN SPACE 49,225 S.F. / 425 Vendourup USE AREA 1,325 S.F.	TOTAL PARKING PROVIDED	245 (IND_ H/C)
TITAL BUILDING SQUARE FOOTAGE 201,643 S.F. FLOOR AREA RATIO (F.A.R.) 291,643 S.F./ 116,710 S.F2.48 BULDING HOBHT 120' NUMADER OF STORIES 12 BULDING WOTH & LENGTH 328' x 145' OPEN SPACE 492,255 S.F. / 425' VEHCULAR USE AREA 1325 S.F.	ON STREET PARALLEL PROVIDED	18 SPACES
TITTAL BULDING SQUARE FOOTAGE 201643 SF. FLOOR APREA RATIO (F.A.R.) 251643 SF./ 116,710 S.F2.48 BULDING HOBIT 120' NUMBER OF STORIES 12 BULDING HOBIT 320' x 145' BULDING HOBIT 326' x 145' OFEN SPACE 49,225 SF. / 422 VEHCULAR USE APREA 1,825 SF.		
FLOGR AREA RATIO (F.A.R.) 291,643 S.F./ 116,710 S.F2.48 BULDING HEGHT 120' NUMBER OF STORIES 12 BULDING WIDTH & LENGTH 328' x 145' OPEN SPACE 49,225 S.F. / 428' VenHouwer Use AREA 1328' S.F.	TUTAL BUILDING SQUARE FOOTAGE	201,643 S.F.
BALENCE HERIT 120' NUMDER OF STORIES 12 BALENG WOTH & LENGTH 328' x 145' OFEN SPACE 49,225 S.F. / 425 VEHCULAR USE AREA 1330' S.F.	FLOOR AREA RATIO (F.A.R.)	291,643 S.F./ 116,710 S.F2.49
NUMBER OF STORIES 12 BAILDING WIDTH & LENGTH 330" x 145" OPEN SPACE 49,225 S.F. / 428 VEH CULAR USE AREA 1,825 S.F.	Bulding Height	120'
BALDING WOTH & LENGTH 339" x 145" OPEN SPACE 49,225 S.F. / 425 VEHCULAR USE AREA 1,325 S.F.	NUMBER OF STORIES	12
OPEN SPACE 49,225 S.F. / 423 VEHCULAR USE AREA 1,825 S.F.	BUILDING WIDTH & LENGTH	336' x 145'
VEHGULAR USE AREA 1,925 S.F.	OPEN SPACE	49,225 S.F. / 423
	VEHIGULAR USE AREA	1,925 S.F.

SETBACKS	
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BAYSHORE DRIVE	15 FEET
BIRCH ROAD	20 FEET
RICHAR STREET	20 FEET

LEGEND

ND
PROPOSED ELEVATION
EXISTING ELEVATION
PROPUSED CATCH BASIN
proposed plug
tee Water Neter
DOUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SDE
reduced pressure Backflow preventor
DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
PROPOSED MANHOLE
WATER MAIN
SANITARY FORCE MAIN
VALVE
FIRE HYDRANT
CLEANOUT
edge of proposed pavement (Asphalt)
DIRECTION OF SURFACE DRAINAGE
SAMPLE POINT
EXIST. WATER LINE
exist. Utility line to be Removed
PROPOSED CONCRETE
FIRE DEPARTMENT SIANESE CONNECTION

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NORTH



ATTACHMENT C

Site Plan – Tiffany House / Escape Hotel

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LEGAL DESCRIPTION

LLGAL DESCRIPTION Lots 1, 2, 3, and 4, Block 8, BIRCH OCEAN FRONT SUBDIVISION, according to the plat thereof, as recorded in Plat Book 19, Page 26, of the public records of Broward County, Florida, and Lots 15, 16, and 17, BIRCH ESTATES, according to the plat thereof, as recorded in Plat Book 23, Page 24, of the public records of Broward Caunty, Florida.

SITE PLAN INFORMATION			
CURRENT USE OF PROPERTY	29,000 SF VACATED ASSISTED LIVING FACILITY		
CURRENT LAND USE DESIGNATION	CENTRAL BEACH REGIONAL ACTIVITY CENTER		
PROPOSED LAND USE DESIGNATION	CENTRAL BEACH REGIONAL ACTIVITY CENTER		
CURRENT ZONING DESIGNATION	PUD		
PROPOSED ZONING DESIGNATION	PUD		
ADJACENT ZONING DESIGNATION	NBRA, IOA, ABA		
WATER/WASTE WATER SERV. PROVIDER	CITY OF FORT LAUDERDALE		
TOTAL SITE AREA	2.68 ACRES TOTAL/ 116,710 S.F		
TOTAL PERVIOUS EXISTING (LANDSCAPE)	46,93B S.F. (40%)		
TOTAL PERVIOUS PROPOSED (LANDSCAPE)	30,132 S.F. (25.8%)		
TUTAL IMPERVIOUS EXISTING	69,772 S.F. (60%)		
TOTAL IMPERVIOUS PROPOSED	86,578 S.F. (74.2%)		
TOTAL BUILDING FOOT PRINT EXISTING	29,564 SF (25%)		
TOTAL BUILDING FOOT PRINT PROPOSED	71,541 S.F. (61%)		
RESIDENTIAL DEVELOPMENT, NUMBER OF UNITS	124		
HOTEL DEVELOPMENT: NUMBER OF UNITS	96		
COMNERCIAL RETAIL	2,000 S.F.		
PARKING DATA			
1 BEDROOM - 1.75/UNIT	105.0 (60 UNITS)		
2 BEDROOM = 2/UNIT	102.0 (51 UNITS)		
3 BEDROOM & 2+DEN = 21/UNIT	27.3 (13 UNITS)		
HOTEL = 0.87/ROOM	64.3 (96 ROOMS)		
RETAL = 500/SF	4.0 (2,000 S.F)		
TOTAL PARKING REQUIRED	3D3 D (INOL H/C)		
TOTAL GARAGE PARKING PROVIDED	322.0 (INCL H/C)		
TOTAL ON-STREET PARALLEL PARKING PROVIDED	18.0 SPACES		
TOTAL BUILDING SOUARE FOOTAGE	3171,070 S.F.		
FLOOR AREA RATIO (F.A.R.)	317,070 S.F./ 116,710 S.F. =2.72		
BUILDING HEIGHT	120'		
NUMBER OF STORIES	12		
BUILDING WIDTH & LENGTH	336' × 145'		
OPEN SPACE	45,509 SF / 39%		
VEHICULAR USE AREA	1,925 S.F.		

SETBACKS	REQUIRED	PROVIDED
BAYSHORE DRIVE	15 FEET	15 FEET
BIRCH ROAD	20 FEET	20 FEET
RIGMAR STREET	20 FEET	20 FEET

STRUCTURE CATEGORY II, MININUM FFE = BFE+1 LEGEND FLOOD ZONE "AE" ELEV 5 NAVD NEW FLOOD MAP #12D11C0388H, DATE AUGUST 18, 2014 + PROPOSED ELEVATION 0 EXISTING ELEVATION PROPOSED CATCH BASIN PROPOSED PLUG E tee Water meter Ŧ DDUBLE DETECTOR CHECK W/ WAFER CHECK VALVE ON DOWNSTREAM SIDE ЖIN NИ REDUCED PRESSURE BACKFLOW PREVENTOR . PROPOSED MANHOLE - W - WATER MAIN -FN - SANITARY FORCE NAM VALVE FIRE HYDRANT CLEANOUT X # * EDGE OF PROPOSED PAVEMENT (ASPHALT) DIRECTION OF SURFACE DRAINAGE SAMPLE POINT *₁ —₩₽ exist. Water line exist. Utility une to be removed *** PROPOSED CONCRETE FIRE DEPARTMENT NORTH



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