

CHANGE.ORG PETITION RESPONSES

Regular Meeting
12/5/2017
R-4
Provided by
Robert Lochrie

1. Barrier island environment will suffer irreparable harm from the nature and density of this development in violation of the State's Master Environmental Plan.

RESPONSE: This comment has no factual basis to support the conclusion. The Bahia Mar site plan was designed with resiliency and sustainability imbedded into the thought process as the design was created. The entire development has been designed to last for the next 100 years, including the ability to survive 2-3 feet of sea level rise. The project has full support of Celebration of the Sea, a not-for-profit organization that works toward resiliency and sustainability solutions to combat sea level rise.

2. Leaseholder has failed to document any financial benefit to the owner of the property, the City and its Citizens. A news release said this would be a \$2 Billion project for the Leaseholder from their development of leased public land but what is the cost and benefit to the owners of the property?

RESPONSE: The more income this property generates, the more income the City gets pursuant to the current ground lease. Early estimates show that the proposed plan once stabilized will generate approximately \$3.7 million of annual rent to the City. Lastly, the development, with or without a new lease, will substantially increase the City's tax base and the City will also benefit from approximately \$6 million in impact and other fees, not including permitting fees.

3. Risk of cost overruns, revenue loss and unpredictable delays from the certainty of storms could jeopardize development and Fort Lauderdale taxpayers could face a financially catastrophic bailout scenario.

RESPONSE: This statement is not true. The risk is 100% on the part of the current ownership. Additionally, the current ground lease requires that the tenant have performance bonds issued when developing portions of the of the property.

4. Use of the Marina by pristine, multi-million dollar yachts will be deterred by 10 years of constant airborne construction dust, chemicals and debris.

RESPONSE: This statement is not true. The proposed plan has been designed to be developed in phases and each of the new proposed buildings are relatively small and therefore will have no material impact whatsoever on the marina business. Additionally, large construction screens will be used during construction to prevent movement of debris from causing unnecessary dust.

5. The size and attendance at the World's Largest Boat Show will inevitably suffer.

RESPONSE: The proposed plan was designed by Informa (new owners of Show Management) and MIAF, both of whom not only worked closely with the Bahia Mar designers and architects, but also approved the plan, approved the phasing and executed a new 30 year lease based upon the new plan being proposed.

6. Fort Lauderdale voters have asked the City Commission to ensure that public property on the Barrier Island be used for a public purpose. What is the public purpose of 651 apartments? The Leaseholder has provided no market surveys to show there is a demand for 651 new rental units.

RESPONSE: Currently the property is leased and the public has no access. The new proposed site plan has open space and plazas open to the public throughout the site. There is a ½ mile x 20 foot wide waterfront boardwalk around the entire perimeter of the property. The new plan includes three large parks open to the public, large promenade areas along AIA, a marina village area open to the public, 4 waterfront restaurants throughout the site and a new local grocer for the barrier islands. Lastly, the plan includes a brand new 256 room luxury hotel. There is great demand for quality luxury waterfront multifamily development on this site. This was evidenced by the City's last consultant, CBRE, who confirmed this fact.

7. 10 years of construction will add to intolerable traffic grid lock from the beach to 17th Street & Las Olas Boulevard and Sunrise Boulevard.

RESPONSE: Unlike many other projects that have been approved by the City, this project was designed specifically to have all construction staging on-site. Careful attention has been paid to the details of the construction staging and phasing plan specifically to prevent such gridlock.

8. The impact on grossly inadequate public infrastructure and public safety resources is unknown and no studies have been done.

RESPONSE: This statement is not true. The proposed development has been reviewed by all City departments including the City's Police and Fire Departments, and the developer has received confirmation from the Chief of Police and Fire Department Chief stating that the proposed site plan will not negatively impact their ability to respond to emergencies on the barrier island. Additionally, the developer's engineering consultant, the City's engineering department and their consultants all concur that the proposed Bahia Mar site plan, which includes all new on site infrastructure (including, but not limited to, a new lift station, new FPL vaults, new water and sewer lines, etc.) will not cause the City's existing water and sewer lines any harm or damage. The new on site infrastructure will help the flow of water and sewer thereby alleviating pressure from the city lines. The developer has also received confirmation from the City's Public Works Department that the City's water and wastewater treatment plant facilities have adequate capacity to support the proposed development. All of these documents have been made part of the public record.

9. Hurricanes, rising sea level & flooding will endanger and disrupt this project, will spike Insurance and maintenance costs and lead to cost overruns.

RESPONSE: Similar to the first comment, this comment has no factual basis to support the conclusion. The Bahia Mar site plan was designed with resiliency and sustainability imbedded into the thought process as the design was created. The entire development has been designed to last for the next 100 years, including the ability to survive 2-3 feet of sea level rise. The project has full support of Celebration of the Sea, a not-for-profit organization that works toward resiliency and sustainability solutions to combat sea level rise.

10. 12 new buildings will cover the precious open space that is Bahia Mar and defile the site of the City's most historic landmark, Fort Lauderdale.

RESPONSE: The property is currently leased and currently has no provisions requiring public access. The proposed plan will be entirely based upon bringing the public into the development for shopping at the retail locations, eating at the restaurants, staying in the hotel, and enjoying the half-mile waterfront promenade.

11. No market research has been performed on the public's use of proposed facilities or the competitive impact on existing stores and restaurants. Does the public come to the barrier island for its natural environment and the beach or an urban downtown-like experience?

RESPONSE: This comment is not applicable and is contradictory to the terms of the lease. A first-class resort and marina requires such uses as retail developments and restaurant developments. Further, residential uses are common in many marina complexes. A development is not a "resort" without such uses. The public will be able to enjoy the Intracoastal and the marina from the half-mile promenade; the development is not located on the beach. Additionally, the project has been specifically designed to not impact the beach, including addressing shadows on the beach (the development will not create any) and building placement.

12. Hotel and marina use and revenues will suffer during the 10 year construction phases.

RESPONSE: The marina will not be impacted for many of the reasons stated above. Additionally, based upon the phasing plan, the new hotel will be developed without impacting the existing hotel. The existing hotel will not be torn down until the new hotel is completed and then, during the summer month of August, the existing tower will be torn down and the site cleaned over a 30 day period. The 115 room marina building will remain operational throughout the slow period of August and then, in September, the new 256 room hotel open for business and the existing 115 room marina wing will remain open, thereby increasing the number of hotel rooms for the next few years. This short term phenomena will actually increase the City's revenues based upon additional rooms remaining open for business. Notwithstanding the above, the developer erred on the conservative side and presented a projected revenue analysis to the

city with the phase development running approximately 10 years. In this study the developer assumed a 25% decrease in rooms rates from the tower building during the during 18 month development period and a 15% decrease from the marina, even though only small portions of the marina are near the development areas during the various phasing periods. The analysis shows that the economic impact is immaterial. Regardless, the Lease clearly affords us the legal right to develop the property as does the City's code.

13. Public officials have ignored sustained and overwhelming citizen opposition for over two years.

RESPONSE: This comment has no factual basis to support the conclusion. The new site plan was designed to code and specifically addresses concerns that citizens have had over the past 2 years. The current proposed site plan is only utilizing approximately one-third of the allowable density per code and has an FAR which is less than 25% of its allowable allowance. Additionally, per the documented request from the citizens, this plan has dealt with the following purported concerns:

1. The developer has added more parks and larger parks than previous plans.
2. This project includes more view corridors from east to west and north to south; the developer also removed the monolithic aboveground parking garages along Seabreeze and AIA that citizens did not want.
3. The developer designed the plan per code and is not asking for any variances, rezonings, etc. The plan is only using approximately 30% of the allowable density and less than 25% of the allowable FAR under the existing zoning.
4. Developer designed a plan with uses which are allowed and specifically approved under the ground lease and the existing zoning.
5. The 256-room luxury hotel will be a brand new development instead of the previously proposed renovation.

6. Developer is proposing commercial space for all for many of the marine industry businesses who have called on the developer looking for space on site due to the recent FTZ certification. Additionally, the plan includes an entire marina village area and waterfront restaurant for the community to enjoy. The plan also includes a new best-in-class captain's quarters with a proposed pool area, restaurant, dock master office, laundry facility, fitness center and locker rooms for yacht owners, captains, crew and their guests.
7. The plan was designed with resiliency and sustainability at the forefront.
8. Developer executed a new Boat Show lease for 30 years which the city and the community demanded (as a condition of the lease, Informa was deeply involved in the design process and approved the final plan that is being presented. The entire Boat Show venue has been vetted and approved by the MIASF and Informa, as evidenced by the 30 year lease.
9. Developer included an underground parking facility so the residents and commercial tenants will have access to their space year round without interfering with the boat show. The garage has flood barriers and pumps with generators as back-up systems just in case of any breaches.

14. The project's underground garages will potentially flood as they did in Downtown Miami during Hurricane Irma.

RESPONSE: The property will be raised for resiliency purposes, and the site plan also has a flood barrier built into the garage area in case of storm surges. There will also be back up generators and pumps in case of any flood barrier failures. As a condition of the Planning and Zoning Board approval, the developer agreed to install automatic barriers at the entrances to the parking garages in order to prevent flooding.

15. Zoning of the site violates Comprehensive Plan and the proposal violates terms of the long term lease.

RESPONSE: This comment has no factual basis. The proposed site plan was designed per code, was approved as such by the Planning and Zoning Board (the City's local planning agency), and is in strict accordance with the ground lease, the City's comprehensive plan, and the County's comprehensive plan.

16. Traffic is already a nightmare – 651 apartments, a super market, shops, restaurants, and offices will make congestion even worse which will detract from the primary destination and purpose of the barrier island, Public access to the beach.

RESPONSE: This comment is conjecture and has no factual basis to support the conclusion. While the traffic may be considered "heavy" on the weekends due to beach-goers, the traffic study approved by the City shows that traffic is not "heavy" during the weekdays, even at peak times. The project was designed to be within the allowed number of beach trips that have already been approved by the Commission. Additionally, much of the traffic on 17th Street is due to the bridge; the grocery store on the barrier island will allow residents to stay on the barrier island and not have to go over the 17th Street bridge to shop for groceries. The traffic study does not show a substantial increase in the number of trips on this area of the barrier island due to the development

17. This plan is unsustainable and incompatible with the Maritime concept of a Marina, Hotel-Resort complex open to the public. Permanent residential use, whether condominium ownership or rental units, was never conceived as a use for this public owned property. Other privately owned sites are available for risk development that do not collide with the Marina-Recreation-Resort-Boat Show uses. If this project fails the taxpayers will be facing a monumental financial bailout. The developer will fade back into the Miami sunset.

RESPONSE: This comment has no factual basis to support the conclusion. Numerous first-class marina facilities have residential uses as a component, and residential uses are allowed under the current zoning classification. The taxpayers are not facing a financial bailout even in the worst possible scenario; each of the ownership group, as developers, have independently of one

another owned, operated, managed and/or developed billions of dollars of successful real estate, both nationally and internationally. One of the owners is a multi-billion dollar fund who is wholly owned subsidiary of LENNAR, a NYSE company with approximately \$10 billion a year in sales.



- 1 LAS OLAS BEACH CLUB
2.60 ACRES
148 UNITS
56.92 UNITS PER ACRE
- 2 JACKSON TOWER
1.24 ACRES
125 UNITS
100.8 UNITS PER ACRE
- 3 LEISURE BEACH
1.55 ACRES
162 UNITS
104.51 UNITS PER ACRE
- 4 VENETIAN
3.409 ACRES
232 UNITS
68.05 UNITS PER ACRE
- 5 ILLINI
0.326 ACRES
53 UNITS
162.57 UNITS PER ACRE
- 6 HARBOURAGE PLACE
0.778 ACRES
44 UNITS
56.55 UNITS PER ACRE
- 7 MAYA MARCA
1.127 ACRES
92 UNITS
81.63 UNITS PER ACRE
- 8 BREAKWATER
2.78 ACRES
185 UNITS
66.54 UNITS PER ACRE
- 9 ATLANTIC TOWERS
2.46 ACRES
169 UNITS
68.69 UNITS PER ACRE
- 10 EVERGLADES HOUSE
2.36 ACRES
160 UNITS
67.79 UNITS PER ACRE
- 11 SKY HARBOR
1.91 ACRES
171 UNITS
89.528 UNITS PER ACRE
- 12 POINT OF AMERICAS
9.819 ACRES
351 UNITS
35.74 UNITS PER ACRE

BAHIA MAR

BEACH DENSITY CONTEXT



- LEGEND**
- ① EXISTING MARINA
 - ② MAIN ENTRY BOULEVARD
 - ③ HOTEL ARRIVAL
 - ④ HOTEL IMPROVEMENT
 - ⑤ WATERFRONT CASINO
 - ⑥ RESTAURANT PLAZA
 - ⑦ AGENT'S DECK
 - ⑧ RESTAURANT/LOBBY
 - ⑨ CLOACKE ENTRY
 - ⑩ ON STREET PARKING
 - ⑪ SECONDARY ENTRY/EXIT
 - ⑫ EXISTING HOTEL
 - ⑬ MARINA IMPROVEMENT
 - ⑭ RESTAURANT BRIDGE
 - ⑮ WEDDING PAVILION
 - ⑯ NEWMOBILE CANOPIES
 - ⑰ DOCK MASTER BUILDING
 - ⑱ LUXURY HOTEL
 - ⑲ OUTDOOR SEATING
 - ⑳ BEACH WALK
 - ㉑ CHARTER SHIP PARKING
 - ㉒ ADDITIONAL RESTROOMS
 - ㉓ WATERFRONT PARK
 - ㉔ SUSPECTED STOP
 - ㉕ WATER TAXI STOP
 - ㉖ CAPTAIN'S ARCHITECTURE
 - ㉗ MARINA SELF PARKING
 - ㉘ VALET PARKING
 - ㉙ VALET ACCESS
 - ㉚ WATERFRONT PARK
 - ㉛ SUSPECTED STOP
 - ㉜ WATER TAXI STOP

NOTES: 1. ALL DIMENSIONS ARE IN FEET AND INCHES. 2. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD OR RAILROAD. 3. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD OR RAILROAD. 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD OR RAILROAD.



SCALE: 1"=40'

bahiaMar
park
Fort Lauderdale, Florida

Developer
BRE/Bahia Mar
Development LLC
A Division of Lend Lease Development
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

Contractor
ELISA
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

NOVA
WATER
MARKET
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

TALKING WATER
MARKET & YACHTS
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

Ocean
LIGHTING, INC.
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

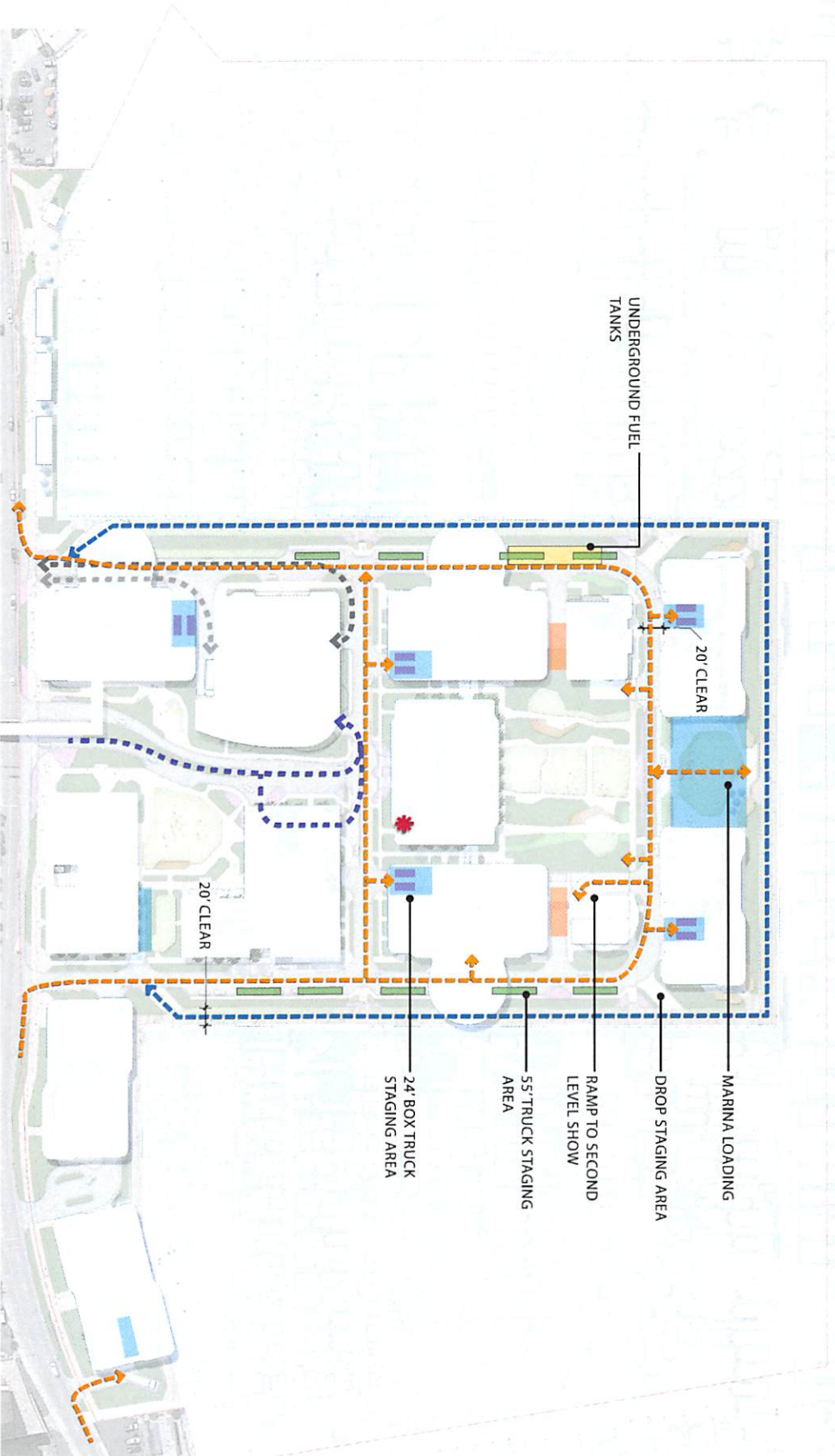
LOURDES
HOTELS
10000 Lend Lease Road
Fort Lauderdale, Florida 33308

Rev	Date	Description	By
1	02/27/00	SCD REVISIONS	TOMMY
2	11/27/00	REVISIONS TO PLAN	TOMMY
3			
4			
5			

ILLUSTRATIVE
MASTER PLAN

Drawn By: TONY
Checked By: TONY
Approved By: TONY

Sheet Number
S1-0.04



- LEGEND**
- BOAT SHOW LOADING AREA
 - DROP STAGING AREA
 - 55' TRUCK
 - 24' BOX TRUCK
 - BOAT SHOW LOADING ROUTE
 - * FREIGHT ELEVATOR OPPORTUNITY
 - GROCERY VEHICULAR CIRCULATION
 - RESIDENTIAL / HOTEL VEHICULAR CIRCULATION
 - EMERGENCY ACCESS 20' CLEAR

BAHIA MAR

SHOW LOGISTICS



- SEABREEZE BOULEVARD (SR A1A SOUTH)
- FORT LAUDERDALE BEACH BOULEVARD (SR A1A NORTH)
- BAHIA MAR PROPERTY BOUNDARY

BM18

