



**CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING**

22-0723

TO: Honorable Mayor & Members of the
Fort Lauderdale City Commission

FROM: Greg Chavarria, City Manager

DATE: August 16, 2022

TITLE: Public Hearing – Quasi-Judicial Ordinance Rezoning of 0.11 Acres from Residential Multifamily Mid Rise - Medium High Density (RMM-25) District to Community Business (CB) District, through the allocation of 0.11 Acres of Nonresidential Flex Acreage and Approval of an Associated Site Development Permit for a Self-Storage Facility– 1800 State Road, LLC – 1800 West State Road 84 – Case No. UDP-SR21002 – (**Commission District 4**)

Recommendation

Staff recommends the City Commission consider an application for the rezoning of 0.11 acres of land from Residential Multifamily Mid Rise - Medium High Density (RMM-25) District to Community Business (CB) District through the allocation of 0.11 commercial flex acreage and approval of an associated site development permit for a U-Haul Self-storage Facility at 1800 West State Road 84.

Background

The applicant, 1800 State Road, LLC, is seeking to develop a new 114,264 square-foot U-Haul self-storage facility proposed at 1800 West State Road 84 on 0.88 acres of land. The subject property is zoned General Business (B-2) and Residential Multifamily Mid Rise - Medium High Density (RMM-25) District, with corresponding future land use designations of Commercial and Medium-High Residential. The applicant is requesting to rezone a portion of the site (0.11 acres), located at the rear of the property, from RMM-25 to Community Business (CB) through the allocation of 0.11 acres of nonresidential flex acreage, to accommodate open space and stormwater storage requirements for the proposed commercial structure which will be fully located within the B-2 zoning district. The six-floor storage facility has a height of 82 feet. The first floor of the parking garage contains the building's elevators and storage units. The second to sixth floors contain the remainder of the building's storage units.

The Development Review Committee (DRC) reviewed the proposal on March 09, 2021. All comments have been addressed and are available on file with the Development Services Department. The applicant has an associated plat application, which is currently under review by the DRC (Case # UDP-P21007). Approval of the plat application will be

required prior to the issuance of building permits, as reflected in the conditions of approval.

On April 20, 2022, the Planning and Zoning Board (PZB) deferred the item until May 18, 2022, to allow the applicant to work with nearby residents regarding concerns about increased traffic and potential impacts on the abutting residential property to the south. The applicant met with the Edgewood Civic Association on May 02, 2022, and with the owner of the abutting residential property on May 05, 2022. The applicant reported that after meeting with both parties, a better understanding of the development was achieved and support from the Edgewood Civic Association and abutting property owner had been obtained. Subsequently, at the May 18, 2022, PZB meeting, the item was approved by a vote of 6 to 0

The application, survey, and sketch and legal description are attached as Exhibit 1. The site plans and elevations and the applicant's narrative responses to criteria are attached as Exhibit 2 and Exhibit 3 respectively. The April 20, 2022, and May 18, 2022, PZB meeting minutes are attached as Exhibit 4 and Exhibit 5, respectively. The correlating April 20, 2022 and May 18, 2022 PZB staff reports are attached as Exhibit 6 and Exhibit 7 respectively.

Review Criteria:

The following criteria apply to the proposed request:

- 47-18.29, Self-Storage Facility
- 47-23.9, Interdistrict Corridor Requirements
- 47-24.4, Rezoning
- 47-25.2, Adequacy Requirements
- 47-25.3, Neighborhood Compatibility Requirements
- 47-28, Flexibility Rules

Self-Storage Facility Requirements

Pursuant to Section 47-18.29- Self Storage Facility, an application for a Self-Storage Facility shall be reviewed in accordance with the following criteria:

1. Limited to storage only.

The applicant has acknowledged the self-storage facility will be limited to storage only.

2. Outdoor storage of boats, vacant trailers, and recreation vehicles is permitted as an accessory use provided, however, that outdoor storage areas shall be completely screened from abutting property and all public rights-of-way by a wall or opaque fence, in accordance with the requirements for fences, walls and hedges in Section 47-19.5. Such outdoor storage areas shall be located on an asphaltic concrete surface meeting the requirements of the surface of a parking lot as required in Section 47-20, Parking and Loading Requirements.

The entire self-storage facility is internalized, with no outdoor storage areas proposed.

3. Sales, service and repair uses and activities of any kind are prohibited, including but not limited to: auctions, commercial, wholesale, or retail sales, or garage sales; servicing and repair of motor vehicles, boats, trailers, lawn mowers, appliances, or similar equipment; operation of power tools, spray-painting equipment, table saws, lathes, compressors, welding equipment, or other similar equipment; and the operation of a distribution business.

The facility will provide storage only.

4. When individual areas are accessed from outside of the storage structure, where a common drive separate two (2) or more self-storage buildings, said drive shall be a minimum width of thirty (30) feet along the access area.

One self-storage is proposed with no outdoor storage areas proposed.

5. When a lot on which a storage facility is located abuts a street, there shall be a minimum twenty-foot yard between the property line abutting the street or streets and the storage structure, which yard shall be landscaped in accordance with the requirements for Landscaping as provided in Section 47-21, Landscape and Tree Preservation Requirements.

The proposed development meets the 20-foot build to line requirements, creating a continuous street wall along State Road 84 and has provided a mixture of landscaping along the right-of-way, meeting the requirements of Section 47-21, Landscape and Tree Preservation Requirements. The southern side of the parcel is adjacent to a property that provides parking for multifamily residential uses to the south.

6. Individual storage units within a self-storage facility shall have a maximum of four hundred (400) square feet of gross floor area.

The proposed self-storage units are between 25 and 150 square feet in size meeting the 400 square foot maximum size limitation.

Interdistrict Corridor Requirements

Pursuant to Section 47-23.9.- Interdistrict Corridor Requirements, a site abutting State Road 84, lying between the west line of Federal Highway and the east line of Interstate 95 shall be reviewed in accordance with the following criteria:

1. Build-to line. A minimum of seventy-five percent (75%) of the linear frontage of a development site along State Road 84 shall be occupied by a ground floor building wall located twenty (20) feet from the curb line. The department can approve a modification to the seventy-five percent (75%) requirement to permit one (1) two-way drive aisle with a single row of parking perpendicular to State

Road 84, the parking to be at least twenty (20) feet from curb line; the dimension of such parking spaces to be no greater than those specified in the Table of Parking Geometrics listed in Section 47-20.11.A.

Eighty one percent (81%) of the linear frontage, is located 20 feet from the curb line, to create a consistent street wall along State Road 84.

2. First floor transparency. A minimum of thirty-five percent (35%) of the first floor facade of a building facing State Road 84 shall utilize transparent elements such as windows, doors, and other fenestration.

The structure is required to have 967 square feet (35%) of first floor transparency and the proposed front façade has 1,020 square feet of transparent elements exceeding the transparency requirements.

3. Awnings, canopies, or arcades shall be provided over all doors, windows and other transparent elements required pursuant to subsection b.

The building integrates first floor Bahama shutters and a cantilevered overhang over the vehicular exit.

4. Sidewalk. A minimum five-foot wide unobstructed sidewalk shall be installed between the curb line and building line at least four (4) feet from the curb line. The sidewalk shall run parallel to State Road 84, along the entire length of the development site and connect to an existing sidewalk, if any, on the abutting properties. If a sidewalk exists that meets all the requirements provided herein except the width requirement or is located closer than four (4) feet from the curb line, it may be used to meet the requirements of this section provided it is in good condition as determined by the city engineer.

The project will maintain the existing five-foot sidewalk along State Road 84 and has provided a five-foot sidewalk between the proposed building to the existing sidewalk for pedestrian connectivity.

5. Pedestrian connection. Pedestrian access shall be provided between the principal entrance of a building and the sidewalk required pursuant to subsection d. of this subsection B.2. of a type and location approved by the department.

A five-foot sidewalk has been provided to allow for pedestrian connection to the existing sidewalk and building entrance.

6. Fencing. A fence may be located between a building line and State Road 84 but shall not exceed a maximum of six (6) feet, six (6) inches in height, at least seventy-five percent (75%) of the fence shall be non-opaque and shall be subject to all other requirements of Section 47-19.5, Fences, walls and hedges. A wall shall not be permitted between the building line and State Road 84.

No walls or fences are being proposed along SR 84.

7. Street trees. Street trees as defined by Section 47-21.2, Landscaping and tree preservation, shall be provided along the development site fronting on State Road 84.

Per the landscape plans the development is providing seven Silver Buttonwoods and six Thatched Palms in accordance with the requirements of this section.

8. Landscaping. Landscaping consisting of a combination of hedges and groundcover of varying species shall be provided in front of all opaque building wall sections of the first floor facade facing State Road 84.

The landscape design has integrated the use of ground cover along the entire frontage along State Road 84 in front of all opaque building elements.

9. VUA. No parking or vehicular use area except driveways providing access to a right-of-way shall be permitted on the development site within twenty (20) feet of the curb line.

All parking has been placed within an internalized garage outside of the 20-foot requirement.

Rezoning Requirements

Pursuant to Section 47-24.4- Rezoning, an application for a rezoning shall be reviewed in accordance with the following criteria:

1. The zoning district proposed is consistent with the City's Comprehensive Plan.

The area to be rezoned has a Medium High Residential future land use designation. Future Land Use Element Policy FLU 1.2.3 states that the City may rearrange nonresidential intensities through the use of flexibility rules and Policy FLU 1.2.3a, which states that the City shall permit up to five percent of the area with a residential land use designation to be used for neighborhood commercial to allow both the public and private sectors to respond to changing conditions and permit the appropriate location of neighborhood commercial uses within or adjacent to established residential neighborhoods.

2. The changes anticipated by the proposed rezoning will not adversely impact the character of development in or near the area under consideration.

The current pattern of development lends itself to the proposed rezoning, with a gas station and hotel across State Road 84 to the north, a warehouse and trucking facility to the east and an existing U-Haul truck and van rental facility to the west. To the south of the property is an 18-unit multifamily building. The site requires the rezoning of the

RMM-25 portion of land to allow the entirety of the site to be used for a commercial use. Rezoning the rear of the site to CB will not adversely affect the existing character of the area and will help rectify an irregular zoning pattern, addressing open space and drainage requirements for the proposed facility.

Uses to the north, east, and west are located in the B-2 zoning district, with the rear of the site abutting an RMM-25 zoning district, which is intended to serve as a transitional zoning district between higher intensity multi-family uses in close proximity to arterial or collector streets or adjacent or near commercial shopping and office facilities or services. Additionally, requirements of ULDR Section 47-25.3 Neighborhood Compatibility, provides standards for non-residential development to buffer the impacts on adjacent residential development which have been applied to the proposed development.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.

The purpose of the CB zoning district is intended to meet the shopping and service needs of the community. The size and scale of development and allowable uses within the district are intended to limit impacts on the surrounding residential neighborhoods to be served by the commercial business. A partial rezoning of the property from RMM-25 to CB will not have a negative effect on surrounding districts. Surrounding properties along SR 84 are zoned B-2, which permits self-storage facilities. The rezoning request will help rectify an irregular zoning pattern and allow for the full use of the site for commercial uses and activities.

Please refer to Table 1 below for a general comparison of permitted uses in the RMM-25 and CB zoning districts. For a detailed list of uses within the CB zoning district, refer to ULDR Section 47-6.10., List of Permitted and Conditional Uses, Community Business (CB) District. Refer to Table 2 below for a comparison of dimensional requirements between the RMM-25 and CB zoning district.

Table 1: General Comparison of Permitted Uses

<i>Existing Zoning District (RMM-25)</i>	<i>Proposed Zoning District (CB)</i>
Residential Uses	Automotive
Public Purpose Facilities	Boats, Watercraft and Marinas
Child Daycare Facilities	Commercial Recreation
Nursing Home Facilities	Food and Beverage Service
<i>Accessory Uses, Buildings and Structures</i>	Lodging
Urban Agriculture	Public Purpose Facilities
	Retail Sales
<i>Conditional Uses</i>	Services/Office Facilities

Community Residents	Accessory Uses, Buildings and Structures
Lodging	
Mixed-Use Development	Conditional Uses
House of Worship	Marina
School	Mixed Use Developments
Social Service Residential Facility	Social Service Residential Facility
Small and Intermediate Child Daycare Facility	Hospital
	Adult Gaming Center
	Nursing Home

Table 2: Comparison of Dimensional Requirements

Requirements	Existing Zoning RMM-25	Proposed Zoning CB
Maximum building height (ft.)	55 ft	150 ft
Minimum front yard (ft.):	25 ft	5 ft
Minimum side yard (ft.):	5 ft	0 ft
When Abutting Residential	None	10 ft
Minimum rear yard (ft.):	15 ft	0 ft
When Abutting Residential	None	15 ft
Corner yard (ft.)	25% of lot width, not less than 10 ft, not greater than 25 ft	5 ft

Adequacy and Neighborhood Compatibility

The adequacy criteria of ULDR Section 47-25.2 are used to evaluate the demand created on public services and facilities by a proposed development. The Water and Wastewater Capacity Availability Letter issued by the City of Fort Lauderdale Public Works

Department on February 4, 2022, states that the existing water and sewer infrastructure has the capacity to support the proposed development and no improvements are needed. The Water and Wastewater Capacity Availability Letter is attached as Exhibit 8.

The neighborhood compatibility criteria of ULDR Sec 47-25.3 include performance standards requiring all developments to be “compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, buffer yards, and alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts”.

The proposed development is located along State Road 84 and is currently vacant, with a gas station and hotel located across to the north, a warehouse and trucking facility to the east and an existing *U-Haul* facility to the west, which is used for truck and van rentals. To the south of the site is an 18-unit multifamily building. All properties in the vicinity of the site along State Road 84 have active commercial operations, making the proposed self-storage facility in alignment with the development pattern of the surrounding area.

To further meet the intent of the neighborhood compatibility and preservation requirements, the applicant has placed the building along State Road 84 and has provided a 56-foot rear yard setback, with a building height of 82 feet and 7 inches, approximately 57 feet under the maximum permitted building height of the B-2 and CB zoning districts. An enhanced landscaping buffer in the rear of the property, abutting the multifamily development, contains trees and a 5-foot buffer wall. These improvements soften the transition and create a visual buffer between the commercial structure and the adjacent residential units.

Flexibility Rules:

Pursuant to Section 47-28.3.E.1.- Flexibility Rules - Allocation of nonresidential flex acreage on residential, employment center, and industrial land use designated parcels, the city may permit commercial uses on a parcel with a residential land use designation subject to the following conditions:

- a. Rezoning of the development site to community business (CB) only, or to exclusive use (X-Use). The Applicant is proposing to rezone the parcel to CB.
- b. No more than five (5) percent of the total area within the citywide flex zone that is designated residential on the city's plan may be rezoned to CB or X-Use. There is a total of 519.60 acres designated residential within the citywide flex zone of which 0.0064% has been rezoned to CB or X-use. The proposed rezoning brings the percentage to 0.0066%.

- c. The parcel proposed for CB or X-Use use shall not be greater than ten (10) contiguous acres. The subject parcel is only .11 acres;
- d. Development applications for mixed use shall meet the provisions of Section 47-18.21, Mixed Use Development. Not applicable; and
- e. Site Plan Level IV development permit approval in accordance with Section 47-24.2, and Rezoning in accordance with Section 47-24.4, Development Permits and Procedures.

Parking and Circulation:

The applicant is proposing to provide 23 on-site parking spaces within the building on the first floor. Table 3 shows the required parking spaces for self-storage facilities in accordance with ULDR Section 47-20, Parking Requirements.

Table 3 – Parking Requirements

Use	Parking Ratio	Required
Self-Storage	1/5,000 sf gross floor area 1/250 sf of office	23 Spaces
Total Required		23 Spaces
Total Provided		23 Spaces

The primary ingress and egress points to the site are located along State Road 84, with one-way vehicular circulation beginning at the northwest corner of the property. The internalized drive runs along the west side of the building. Vehicles exit through the first floor garage along the northeast corner of the building. The applicant submitted a traffic statement dated April 19, 2021, prepared by David Pollock of AMERCO Real Estate/ U-Haul International. The traffic statement included a trip generation analysis using the trip generation equations published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). The trip generation analysis concluded that the proposed project will generate approximately 173 new daily trips, with approximately 11 new AM peak hour trips and approximately 19 new PM peak hour trips. Based on Section 47-25.2.M.4 of the ULDR, a traffic study is required when a proposed development generates more than 1,000 daily trips or 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. Based on the traffic statement, a traffic study is not required. The City’s Transportation and Mobility Department concurs with these findings. The Traffic Impact Statement is attached as Exhibit 9.

Comprehensive Plan Consistency

The proposed self-storage use and rezoning is in alignment with the objectives of the Economic Development Element of the Comprehensive Plan, specifically, Objective ED 2.2: Community Investment, that supports economic development throughout the City’s neighborhoods through infrastructure improvements and investments in development.

The proposed development is further supported through the Future Land Use Element, Objective FLU 2.1: Neighborhood Compatibility, which helps mitigate the intensity of commercial development adjacent to residential neighborhoods through ULDR controls including height and buffering requirements. The proposed development has provided enhanced landscaping along rear property boundary and a five-foot wall, and has met all set back and step back requirements of the ULDR’s Neighborhood Compatibility requirements.

To permit commercial uses in a residential land use designation, the allocation of flex acreage is required per Comprehensive Plan Future Land Use Objective 1.2 regarding utilization of flexibility rules. Future Land Use Element Policy FLU 1.2.3a allows areas with a residential land use designation to be used for neighborhood commercial uses. The City is required to monitor and track the allocation of flex. The tables below provide a summary of commercial flex acreage. As Table 4 indicates, commercial flex acreage is available for the proposed development. The tables below provide a summary of commercial flex acreage. As Table 4 indicates, commercial flex acreage is available for the proposed development.

Table 4 – Commercial Flex Acreage

	Residential to Commercial Flex Acreage
Total Permitted	519.6
Assigned to Date	3.33
Pending	0.11
Remaining Commercial Flex Acreage	516.16

Public Participation:

The application is subject to the public participation requirements established under ULDR Section 47-24.1. F.14. According to the applicant, mail notification was sent to property owners within 300 feet of the subject property and a public participation meeting was held on July 7, 2021, to offer the neighborhood and surrounding properties the opportunity to learn about the proposed project. In addition, this request was subject to sign notification requirements established in ULDR, Section 47-27.4. The applicant posted one sign on the property and has met the requirements of this section. The public participation meeting summary and affidavits are attached as Exhibit 10.

Resource Impact

There is no fiscal impact associated with this action.

Strategic Connections

This item is a *2022 Commission Priority*, advancing the Smart Growth initiative.

This item supports the *Press Play Fort Lauderdale Strategic Plan 2024*, specifically advancing:

- Business Development Focus Area.
- Goal 5: Build an attractive global and local economic community marketplace.
- Objective: Create a responsive and proactive business climate to attract emerging industries

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan: We Are Prosperous*.

This item supports the *Advance Fort Lauderdale 2040 Comprehensive Plan* specifically advancing:

- The Business Development Focus Area
- The Economic Development Element
- Goal 1: Enhance the economic competitiveness of Fort Lauderdale through policies that encourage retention and recruitment of business and industry which provide living-wage employment and increased training and competitiveness of the local workforce.

Attachments

Exhibit 1 – Application, Survey, and Sketch and Legal Description

Exhibit 2 – Site Plan and Elevations

Exhibit 3 – Applicant’s Narrative and Response to Criteria

Exhibit 4 – April 20, 2022, Planning and Zoning Board Meeting Minutes

Exhibit 5 – May 18, 2022, Planning and Zoning Board Meeting Minutes

Exhibit 6 – April 20, 2022, Staff Report

Exhibit 7 – May 18, 2022, Staff Report

Exhibit 8 – Water and Wastewater Capacity Availability Letter

Exhibit 9 – Traffic Impact Statement

Exhibit 10 – Public Participation Meeting Summary and Affidavits

Exhibit 11 – Ordinance

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