



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

14-0366

TO: Honorable Mayor & Members
Fort Lauderdale City Commission

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

DATE: April 15, 2014

TITLE: QUASI-JUDICIAL – RESOLUTION - Site Plan Level IV Development Permit
– Royal Atlantic - Case 68R13

Recommendation

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

Background

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

The applicant proposes to construct a residential project consisting of 31 multi-family units, located on the Intracoastal Waterway, at the intersection of Bayshore Drive and Riomar Street. The development consists of a twelve-story (115-foot) structure, which includes parking on the second, third, and fourth floors and residential units on the remaining floors above. The applicant is requesting 30-foot side yard setbacks as part of the application.

The Development Review Committee (DRC) reviewed the proposal on October 8, 2013. All requirements of the ULDR and DRC comments have been addressed. DRC comments may be found at:

http://www.fortlauderdale.gov/documents/drc/2013comments/100813/100813drc_agenda.pdf.

The project was presented to the Central Beach Alliance (CBA) by the applicant at its meeting of January 16, 2004. The CBA voted 168 to 4 in favor of the project.

The site plan was reviewed by the Planning and Zoning Board (PZB) on February 19, 2014. The PZB recommended approval of the application by a vote of 8-0. The associated

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plans and corresponding project narratives are provided as **Exhibit 1**. The staff report and draft meeting minutes are attached as **Exhibits 2** and **3** respectively.

REVIEW CRITERIA:

Multi-family developments up to 120 feet in height are permitted in the Intracoastal Overlook Area (IOA) zoning district, provided they meet the criteria outlined for IOA District, Central Beach Development Design Criteria, Neighborhood Compatibility and Adequacy requirements, as defined further below. The applicant has provided responses to the review criteria, included in the plan sets.

Pursuant to ULDR Section 47-12.5.D.1.d.i and ii, the side and rear yard setback requirements may be reduced from the ½ building height requirement to 30 feet for structures greater than 75 feet and up to 115 feet, and the rear yard setback may be reduced from ½ the building height requirement to 20 feet, if reviewed and approved as part of a Site Plan Level IV review.

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

1. It shall first be determined whether the proposed development or use is compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area.
2. It shall then be determined whether the architectural design of the proposed development is compatible with the design guidelines provided in Sec. 47-25.3. The design guidelines provided in Sec. 47-25.3 are intended to provide a framework for design review of proposed developments and outline the design elements which have been determined to be compatible with the revitalization plan.
3. The design guidelines provided in this section are not intended to be exclusive. Alternative architectural and design concepts outlined in the development application will be considered during review of the development application. It shall be the applicant's burden to show that the proposed alternative architectural and design concepts are compatible with the character of the overall plan of development contemplated by the revitalization plan for the central beach area and not incompatible with the design guidelines provided in this section.
4. It shall then be determined whether the proposed development incorporates design or architectural elements which mitigate the development's impacts, if any, on existing uses in the immediate vicinity of the proposed development.
5. The goal of the city in the adoption of the revitalization plan is to facilitate development of the central beach area as a world-class destination resort. The

primary objective of the design review shall be to implement the overall plan of development and to foster redevelopment as contemplated in the revitalization plan.

The draft Central Beach Master Plan (CBMP) was developed to take the place of previous plans for the Central Beach area and the applicant has made efforts to accommodate the intent of the design guidelines in the CBMP as well as the architectural design criteria of the code. As per ULDR Sec. 47-25.3.A.3.e.i.b, consideration shall be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. The draft Central Beach Master Plan encourages new development fronting on the Intracoastal Waterway to preserve visual connections to the waterway from Birch Road and Bayshore Drive.

The proposed design of Royal Atlantic is compatible with the overall intent of the CBMP design guidelines for the Mid Beach character area. Vehicular use areas are minimized, with a drop-off which also doubles as a generous pedestrian space at the entry. The architecture incorporates expansive glass treatments and balconies that animate the building façade, while the modernistic design compliments the existing character of the IOA and the adjacent North Beach Village Residential Area (NBRA) zoning district. Its horizontally-tapering massing relates to both the adjacent high-rise to the north and the two-story complex to the south. The structured parking levels will be attractively hidden from view from neighboring properties and the Intracoastal Waterway (ICW) through the use of a novel screening treatment. The open plan of the first floor will permit views to the ICW from Bayshore Drive through large expanses of glass, enhancing interaction with the pedestrian experience on the street. Generous side yards will provide substantial view corridors to, and a visual connection with, the ICW from Bayshore Drive.

Adequacy and Neighborhood Compatibility

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

The properties to the north and south of the site are zoned IOA, to the northeast is the North Beach Residential Area (NBRA) zoning district and to the east is the Tiffany House/Escape Planned Unit Development (PUD) zoning district. The buildings surrounding the project site range from two to 12 stories. Directly to the south of the site are two-story garden-style multi-family buildings and directly to the north is a 12-story multi-family building. The fabric of the Birch Estates neighborhood to the northeast consists mainly of two and three-story garden-style apartment/motel buildings. To the

east, directly across Bayshore Drive, is the site of the proposed Tiffany House/Escape Hotel project which includes the renovation of a two-story designated building and a new eight-story addition. The proposed development, while larger than some of the surrounding buildings, tapers to the south with the narrower end, and succeeds in creating an elegant building form that acknowledges site conditions while responding to the mass and scale of the surrounding urban fabric and general context of the area.

The project preserves views to the waterway by providing clear glass treatments and open spaces through the ground floor. Balconies and generous glass treatment help to reduce the impact of building mass and activate the building façade. Distinctive parking garage screens and other architectural features animate the building further. A human-scaled vehicular drop-off is included, while trash disposal is fully internalized within the building. Proposed site improvements also include enhancements to the streetscape with new sidewalks and street trees, creating an inviting pedestrian experience where none currently exists.

The applicant has submitted narratives regarding the project’s compliance with Section 47-25.2, Adequacy Requirements, and Section 47-25.3, Neighborhood Compatibility Requirements, attached with the site plan and submittal material, to assist the Board in determining if the proposal meets these criteria. A context plan and perspective renderings depicting the height, mass, scale, shadow, materials and details, etc. of the proposed development as it relates to surrounding properties have also been provided with the site plan submittal material.

Transportation & Mobility

As per ULDR Sec. 47-20, Parking Requirements, a total of 65 parking spaces are required for the proposed use as follows:

(7) two bedroom res. Units @ 2.0 per unit	=	14
(24) three bedroom res. Units @ 2.1 per unit	=	50.4
TOTAL:		64.4 parking spaces required
		65 parking spaces provided

The applicant is proposing to provide 65 parking spaces. A one-way ingress/egress has been provided with a drop off area in the front of the building. The project includes a minimum eight-foot wide walkway from the main entrance of the building to the sidewalk.

In the place of existing perpendicular parking, pedestrian improvements include a new 7-foot wide sidewalk, canopy trees and parallel parking. The vehicular drop-off lane is treated with specialty paving material to give the appearance of a grand pedestrian entry when cars are not present. The walkway connecting the sidewalk to the entrance will be

flush with the drop-off lane to further lessen the vehicular impact.

In addition, the applicant has worked with Planning and Transportation & Mobility staff to develop a plan for the reconfiguration and improvement of the existing intersection of Bayshore Drive, Riomar Street and Antioch Avenue, which currently includes a significant amount of asphalt pavement. The resulting plan will improve pedestrian conditions around the intersection and result in a significant improvement to safety and connectivity in the area.

According to the Traffic Statement provided by Hughes, Hughes Inc., applicant's Transportation Engineers the project will not generate more than 1,000 daily trips, therefore a traffic study is not required. The Traffic Statement is provided as Exhibit 4.

Comprehensive Plan Consistency

The proposed development is consistent with the City's Comprehensive Plan in that the residential use and density proposed are permitted in the Central Regional Activity Center land use category. The Future Land Use Element of the Comprehensive Plan permits up to 5,500 dwelling units in the Beach RAC. This request is for 31 units. If approved there will be a remaining balance of 4,492 units available (including all pending projects). The total peak hour trips generated by this development is 20, if approved there will be 424 trips remaining (including all pending projects) in the Central Beach Regional Activity Center.

Conditions of Approval

Should the City Commission approve the development, the following conditions are proposed:

1. If approved, the residential units are subject to School Board of Broward County public school concurrency review and mitigation. As applicable, applicant shall provide a student mitigation satisfaction letter from the Broward County School Board prior to Final DRC;
2. Applicant will be required to pay a Park Impact Fee for the proposed residential units prior to issuance of building permit in accordance with ULDR Sec. 47-38A.
3. Planned streetscape improvements (Exhibit 5) for reconfiguration of the intersection of Bayshore Drive, Riomar Street and Antioch Avenue, are subject to further analysis, review and approval by Planning and Transportation & Mobility staff. Applicant has offered to contribute \$50,000 toward the design and construction of said improvements as a condition for the issuance of a building permit if the site plan is approved.

Resource Impact

There is no fiscal impact associated with this action

Strategic Connections

- This item is a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Neighborhood Enhancement Cylinder of Excellence, specifically advancing: **Goal 6:** Be an inclusive community made up of distinct, complementary, and diverse neighborhoods.

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan: We are Community and We Are Here*.

Attachments:

Exhibit 1 – Site Plan

Exhibit 2 – Narratives

Exhibit 3 – Staff Report from the February 19, 2014 Planning and Zoning Board Meeting

Exhibit 4 – Draft Minutes from the February 19, 2014 Planning and Zoning Board Meeting

Exhibit 5 – Traffic Statement

Exhibit 6 – Plan of proposed streetscape improvements at intersection of Bayshore Drive, Riomar Street and Antioch Avenue.

Exhibit 7 – Resolution for Approval

Exhibit 8 – Resolution for Denial

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