



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

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

DATE: July 11, 2017

TITLE: Quasi-Judicial Resolution – City Commission Review and Approval of a Site Plan Level II Development Permit Including the Allocation of 612 Dwelling Units from the 5,000 Dwelling Units approved as part of the 2017 Downtown Land Use Plan Amendment, for Proposed Development – FAT City – Third Street Development, LLC. – Case Number R17018

Recommendation

It is recommended that the City Commission adopt a resolution approving a Site Plan Level II Development Permit allocating 612 residential dwelling units from the Downtown Regional Activity Center (DRAC) for the FAT City development project.

Background

The applicant, Third Street Development, LLC, submitted a development application for the construction of a project that consists of two 30-story towers incorporating 612 residential units, 184,431 square feet of office space, 87,437 square feet of retail space, 7-level parking podium with 1,327 parking spaces, and an open atrium plaza space with pedestrian amenities. The site is located at 300 N. Andrews Avenue and includes the entire frontage of Andrews Avenue between NE 3rd Avenue and NE 4th Avenue. The project site is 2.62 acres and is located in the Downtown Regional Activity Center-City Center (RAC-CC) Zoning District. The proposed site plan package is included as Exhibit 1.

The west building tower, which fronts Andrews Avenue, contains six floors of office space with 17 floors of residential units above and the east tower contains 23 floors of residential units. The top level of the parking podium is designed with a significant rooftop amenity deck that contains a residential pool, lush landscaping, and basketball courts. The west building tower steps back from Andrews Avenue at the eighth level reducing any negative impact on light and air at the pedestrian level as well as maintaining the Near Downtown neighborhood character area. The east building tower, which fronts NE 3rd Avenue, has a greater step back on the western side of the building tower floorplate, approximately 60 feet, to a step back of 15 feet toward the eastern side of the tower floorplate. This is the result of the unique floorplate design of the east tower.

The parking podium is set back from Andrews Avenue providing active uses along Andrews Avenue with retail on the ground floor and office use above. This allows the parking podium to be screened from view along Andrews Avenue. The parking podium contains five levels of parking with two levels of mechanical stacked parking (residential valet only) situated above ground floor retail, the residential lobby, valet parking area, and other back of house activity. The two levels that contain the mechanical stacked parking are designed in a manner which can be repurposed for another use in the event the parking is not needed in the future. The parking podium contains a digital art mesh material that screens the parking as well as creates visual interest.

At the core of the project is an extensive, open-air, multi-level pedestrian atrium plaza. The primary orientation of the atrium plaza faces north-south with a western connection to Andrews Avenue and extends vertically to the ninth level. The ground floor level contains approximately 46,000 square feet of plaza space with seating, landscaping, and outdoor dining space. The atrium design incorporates areas which are elevated and designed in various, interesting shapes for patrons to sit and experience the atrium.

The project design incorporates multiple uses as specified above within varying building floorplates at different vertical levels. The architectural treatment contains high-quality, durable materials that enhance the overall building design as well as the experience for the public. Special attention has been given to the use of building lighting, art installations, and color due to its context adjacent to the Flagler Village Arts and Technology (FAT Village) neighborhood.

Vehicular ingress and egress to the project is from NW 3rd Street and NW 4th Street, which leads into the parking podium. The project proposes a valet service at the ground level of the parking podium with direct access for residents, patrons, and visitors to the atrium plaza and residential lobby. There are enhanced pedestrian connections on all street frontages with a direct pedestrian connection to an adjacent future Wave streetcar station. In addition, the project is proposing 41 spaces for bike parking accessible to the public and 447 spaces for bike parking for residents.

A traffic study, prepared by Kimley-Horn and Associates, dated February 10, 2017, includes an analysis of traffic impacts for the project. The traffic study indicates that the proposed redevelopment program results in 6,887 net new daily trips; a net increase of 769 P.M. peak hour trips, and a net increase of 562 A.M. peak hour trips. There was a ten percent multi-modal reduction applied to the project due to access to transportation options surrounding the project. The study concluded that the traffic generated from this project will result in minimal impacts on the surrounding roadways and intersections. A traffic study executive summary is included as Exhibit 2.

Furthermore, a shared parking analysis was completed by Walker Parking Consultants, dated February 6, 2017, which concluded that based on all parking being shared for the project a reduction of 99 spaces from the typical required parking total of 1,415 spaces would provide sufficient parking for the project. As previously noted, the project is

proposing a total of 1,327 spaces. A shared parking executive summary is included as Exhibit 3.

The City's Transportation and Mobility Department community builders have reviewed the traffic study and shared parking study and concur with the findings.

Downtown Master Plan

The project was reviewed for consistency with the Downtown Master Plan (DMP) through the completion of a Design Review Team (DRT) application review on March 6, 2017 and review by the Development Review Committee (DRC) on March 28, 2017. The development application, DRT, and DRC Report are attached as Exhibit 4. In summary, staff has determined that the project meets the overall intent of the DMP to create a vibrant, pedestrian-friendly "live, work, play" downtown environment and has met the applicable design guidelines set forth in the DMP. The items below highlight the project design aspects that help meet the DMP intent:

Streetscape Design:

- The proposed project will improve the streetscape cross sections for Andrews Avenue, NW 3rd Street and NW 4th Street with shade trees, on-street parking, and a designated drop-off/pick-up area for car programs such as Uber and Lyft (DMP, Design Guidelines S-3, S-5, S-7,S-9);
- Ground floor contains active uses with retail fronting all streets and connection to a public atrium plaza, which provides opportunity for outdoor seating and dining (DMP, Design Guidelines B-2, B-12, SF-1,SF-3, SF-5, SF-6, SF-8);

Building Design:

- The architecture contains high-quality materials and is comprised mostly of glass with residential balconies, perforated illuminated metal mesh to screen the parking podium, art installation, and use of green screen resulting in an overall aesthetically-pleasing and lasting appearance for the project (DMP, Design Guidelines S-3, S-5, S-7,S-9, Q-5);
- The towers are designed with varying articulation with tower separation distances ranging from 60 feet to 95 feet. Floorplate size for the west tower is 15,282 square feet and the east tower is 17,505 square feet, which are below the 18,000 square feet floorplate size recommended for the Near Downtown character area. The towers contain expressive architectural treatments that contribute to the City's skyline (DMP, Design Guidelines B-21, Q-8, 2-B, 2-C);

Public Realm:

- A significant public space is proposed as an open-aired, atrium plaza, which creates an unique public realm space accessible from all street frontages (DMP, Design Guidelines B-2);

Comprehensive Plan Consistency

Staff has determined that the proposed project is generally consistent with the City's Comprehensive Plan, Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Objective 1.14, Use of Design Guidelines for Downtown Regional Activity Center (Downtown RAC) to promote quality development, Objective 1.15, Transition Zones for DRAC to ensure compatibility with adjacent neighborhoods, and Objective 1.16, concentrate development, particularly large-scale, mixed-use development, in the Downtown-RAC to discourage urban sprawl.

The City's Future Land Use Element Map indicates that the site is located in the Downtown RAC land use designation. This designation permits a range of uses in a mixed-use, multi-modal supportive environment. The proposed project is consistent with the Downtown RAC land use designation as outlined in the Comprehensive Plan.

Furthermore, the Comprehensive Plan requires that the City tracks development in the Downtown RAC and monitors the number of units allocated to individual projects. Table 1 below identifies unit allocation from the current available dwelling unit pool, which is the new 5,000 unit pool approved in January 2017, and includes the number of affordable housing units to date. Note that Broward County imposed a condition that 15% of residential units from this pool (750) be set aside for affordable housing. The condition sets the issuance of a building permit for the construction of the 2,501st dwelling unit, the half-way point of the total unit allocation, as a marker providing that no additional market rate units can be permitted or built if less than 375 affordable housing dwelling units have been permitted or built at that time. Applicants should note that although the City will monitor and allocate units in compliance with this condition, failure of developers to permit and construct projects to which affordable housing units have been allocated may result in an inability for the applicant to obtain a building permit.

Table 1 – 2017 Downtown RAC Unit Summary

Case	Approval Date	Owner	Project	Address	Existing Units	Assigned Units	Market Units	AFH Units	
R16016	4/19/17	New River Yacht Club III	New River III LLC	416 SW 1 st Ave	-	-	158	-	
R16049	4/19/17	Las Olas Riverfront LP	Riverfront Residence	300 SW 1 st Ave	-	-	555	-	
R17018	7/11/17	Third Street Development, LLC	FAT City	300 N. Andrews Avenue	-	-	612	-	
							Total	1,325	0
Notes: (1) Pending projects are projects currently under DRC review; (2) There are 170 units remaining from the 2003 unit pool for allocation to a pending project north of Broward Blvd.; (3) There are 301 flex units available for allocation to a pending project in Flex Zone 49, North of Broward Blvd.							2017 RAC Units	4,250	750
							Units Remaining	2,925	-
							Pending	2,346	0

The City Commission is asked to review the application and determine whether it is in compliance with the criteria and if it is consistent with the DMP design guidelines, or has proposed alternative designs which meet the intent of the design guidelines. If

determined to be compliant, then pursuant to Section 47-13.20 of the City's Unified Land Development Regulations (ULDR), Downtown RAC Review Process and Special Regulations, density within the Downtown RAC is limited to 5,100 dwelling units with additional dwelling units permitted above this limit as provided for in the City of Fort Lauderdale Comprehensive Plan, Downtown RAC 2017 amendment, residential unit pool of 5,000 units. The applicant is seeking allocation of 612 dwelling units from the 5,000 unit pool.

Conditions of Approval

Staff has the following conditions of approval:

1. Pursuant to the Interlocal Agreement between the City and Broward County for the Monitoring of Development Activity and Enforcement of Permitted Land Uses in the Downtown Fort Lauderdale Regional Activity, developments seeking unit allocation shall be subject to the following condition:

City allocation of units to a Site Plan Level II development permit in the Downtown RAC, does not guarantee the City's ability to issue a building permit for the development if affordable housing is not provided consistent with the conditions outlined in the Interlocal Agreement; 15% of the first 2,500 units (375 units) permitted or built; total set aside of 750 affordable units of the 5,000 units.

Applicant shall execute a hold harmless related to this matter prior to final DRC approval;

2. Applicant shall execute a valet parking agreement prior to final DRC approval;
3. Applicant shall complete a Federal Aviation Administration Form 7460-1, Statement Letter of No Hazard prior to DRC approval; and
4. Applicant shall revise plans providing a note that indicates trees in the pedestrian walkways maintain a minimum seven foot clear trunk prior DRC approval.

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 5: Be a community of strong, beautiful, and healthy neighborhoods.
- Objective 2: Enhance the beauty, aesthetics, and environmental quality of neighborhoods.

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

Attachments

Exhibit 1 – Site Plan

Exhibit 2 – Traffic Study Executive Summary

Exhibit 3 – Shared Parking Executive Summary

Exhibit 4 – Development Application, DRT, DRC Report

Exhibit 5 – Resolution Approval

Exhibit 6 – Resolution Denial

Prepared by: Jim Hetzel, Principal Planner

Department Director: Anthony Greg Fajardo, Sustainable Development