

REQUEST:

Site Plan Level IV Review; 31-unit multi-family residential development with yard modifications

Case Number	68R13	
Applicant	Royal Atlantic Condominiums	
General Location	435 Bayshore Drive	
Property Size	33,998 square feet / 0.7805 acres	
Zoning	Intracoastal Overlook Area (IOA)	
Existing Use	Vacant	
Future Land Use Designation	Central Regional Activity Center	
Applicable ULDR Sections	47-12 Central Beach Districts 47-25.2 Adequacy Requirements 47-25.3 Neighborhood Compatibility Requirements	
	Required	Proposed
Lot Density	48 units per acre = 37 units	31 units
Lot Size	N/A	33,998 square feet / 0.7805 acres
Lot Width	N/A	170.1 feet x 200 feet
Building Height	Varies	115 feet / 12 stories
Structure Length	200 feet maximum	140 feet
Floor Area	No maximum in IOA	3.62
Landscape Area	25% minimum lot area	10,556 square feet / 31%
Parking	64.4	65
Setbacks/Yards	Required Per Level IV	Proposed
Front (E)	20 feet	20 feet
Side (N)	75 to 115 feet height = 30 feet	30 feet
Side (S)	75 to 115 feet height = 30 feet	30 feet
Rear (W)	20 feet	27.9 feet
Notification Requirements	Sign Notice 15 days prior to meeting	
Action Required	Approve, Approve with Conditions, or Deny	
Project Planner	Randall Robinson, Planner II	

PROJECT DESCRIPTION:

The applicant proposes to construct a residential project consisting of thirty (31) multifamily 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 and a 27.9-foot rear yard setback as part of the request.

PRIOR REVIEWS:

The Development Review Committee reviewed the proposal on October 8, 2013. All comments have been addressed.

REVIEW CRITERIA:

Multifamily developments up to one hundred twenty (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 thirty (30) feet for structures greater than seventy-five (75) feet and up to one hundred fifteen (115) feet, and the rear yard setback may be reduced from ½ the building height requirement to twenty (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 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 intended to take the place of previous plans for the Central Beach area and the applicant has made efforts to accommodate the intent of the guidelines 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 2-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 twelve 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.

Parking and Circulation:

A total of 66 parking spaces are required for the proposed use, as follows:

As per ULDR Sec. 47-20, Parking Requirements:

(24) 3-bedroom units @ 2.1 spaces	=	50.4
(7) 2-bedroom units @ 2.0 spaces	=	14.0

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 2.

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 30 units. If approved there will be a remaining balance of 4,493 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.

STAFF FINDINGS:

Staff recommends the Board approve this request, subject to conditions herein and consistent with:

ULDR Section 47-12, Central Beach Districts

ULDR Section 47-25.2, Adequacy Requirements

ULDR Section 47-25.3, Neighborhood Compatibility Requirements

CONDITIONS OF APPROVAL:

Should the Planning and Zoning Board recommend approval of 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 approval.
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 3) 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.

PLANNING & ZONING BOARD REVIEW OPTIONS:

If the Planning and Zoning Board determines that the application meets the criteria as provided in this section, the Planning and Zoning Board shall recommend that the site plan be approved or approved with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use and if consented to by the applicant.

If the Planning and Zoning Board determines that the application does not meet the criteria provided for residential use within the IOA, or if the applicant does not consent to any recommended conditions, the Planning and Zoning Board shall deny the application and an appeal to the City Commission may be filed by the applicant in accordance with Section 47-26B, Appeals.

EXHIBITS:

1. Applicant Narratives
2. Hughes, Hughes Inc. Traffic Statement, October 31, 2013
3. Planned Streetscape Improvements at intersection of Bayshore Drive, Riomar Street and Antioch Avenue.