



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

FROM: Chris Lagerbloom, ICMA-CM, City Manager

DATE: July 5, 2022

TITLE: Quasi-Judicial Resolution Approving an Alternative Design for a Site Plan Level II Development Permit – FTL/AD, LTD. – 300 W. Broward Project – Case No. UDP-S21052– **(Commission District 2)**

Recommendation

Staff recommends the City Commission consider a resolution approving an Alternative Design, that meets the overall intent of the Downtown Master Plan, for a Site Plan Level II Development Permit for a project called “300 W. Broward” in the Downtown Regional Activity Center.

Background

The applicant, FTL/AD, LTD., is proposing to redevelop an existing parcel of land located at 300 W. Broward Boulevard with a mixed use project consisting of 956 residential units and 24,818 square feet of commercial and restaurant use. The site is located on the south side of Broward Boulevard between SW 4th Avenue and Nugget Avenue (SW 3rd Avenue) within the Downtown Regional Activity Center – City Center (RAC-CC) zoning district and has an underlying land use designation of Downtown Regional Activity Center (Downtown RAC). A Location Map is attached as Exhibit 1.

The development application for this project was submitted on November 12, 2021, post codification of the Downtown Master Plan (DMP) and is subject to Unified Land Development Regulations (ULDR), Section 47-13.20, Downtown RAC Review Process and Special Regulations, and Section 47-13.21, Table of Dimensional Requirements for RAC Districts. As such, the project was reviewed based on these ULDR sections as well as reviewed for consistency with the DMP.

The project was reviewed by the Development Review Committee (DRC) on December 14, 2021. The DRC Case Comment Report is attached as Exhibit 2. Applicant’s responses are available on file with the Development Services Department (DSD). The Application, Project Narratives, and Site Plan Set is attached as Exhibit 3. In addition, the applicant is presenting the project to the Historic Preservation Board (HPB) on July 6, 2022, for review and comment by the HPB.

Review Analysis

The following ULDR criteria applies to the proposed application:

- ULDR Section 47-13.20, Regional Activity Center Requirements
- ULDR Section 47-24.1, Development Permit and Procedures
- ULDR Section 47-25.2, Adequacy Requirements

Regional Activity Center Requirements

Pursuant to the ULDR, Section 47-13.20, projects in the Downtown RAC are subject to the DMP design guidelines and RAC dimensional standards. Applicants may request site specific deviations so long as the overall design intent is being met and that such requests are approved by the City Commission. A summary of these requirements including the applicant's site specific deviations is provided below.

- ***Principles of Street Design***

SW 3rd Avenue: The streetscape design for SW 3rd Avenue includes 10-foot travel lane, shade trees, on-street parking, pedestrian sidewalk varies from eight feet to 13 feet in width, and two curb cuts. The building setback is 37.5 feet from the centerline of the roadway meeting the 35-foot requirements; however, the applicant is requested a three-foot, four-inch encroachment into the setback for balconies.

SW 4th Avenue: The streetscape design for SW 4th Avenue includes 12-foot travel lanes, shade trees, an eight foot wide pedestrian sidewalk, and three curb cuts. The building setback is 48 feet from the centerline of the roadway meeting the 35-foot requirements. There is also a 15-foot-wide utility easement within the 48-foot setback to allow for the relocation of overhead powerlines currently located in the middle of the site.

Broward Boulevard: The DMP does not contain specific quantitative requirements for Broward Boulevard rather several design goals that include double layer of street trees with a primary row of palms with a mixture of shade and palms setback from the boulevard, a strong, generously wide, and continuous sidewalk, improved north-south midblock pedestrian crossings; all to create a well-defined, dramatically landscaped, urban boulevard. The applicant proposes a row of palms between the boulevard and pedestrian sidewalk. Sidewalk varies from 11 feet to 14 feet with a wider pedestrian area at the northeast corner of the site. A second row of trees are not proposed nor are any pedestrian crossings.

- ***Principles of Building Design***

Framing the Street: The building is placed on the subject site meeting the minimum setback along SW 3rd Avenue with an increased setback along SW 4th Avenue. As previously mentioned, there is a proposed three-foot, four-inch encroachment into the setback for balconies along SW 3rd Avenue. Broward Boulevard frontage has the building placed 12 feet, 7 inches from the property line

Tower Placement and Floorplate: The tower is placed on the site in a unique fashion

that would typically be considered two towers. The tower begins with two bases and connects at the 38th floor. Above the 38th floor, the applicant is proposing to exceed the floorplate maximum of 18,000 square feet for the 38th to 48th floor with a floorplate size of 31,281 square feet based on the unique design of the tower.

Tower Separation: Projects in the Downtown RAC are required to provide a 60-foot tower separation distance. The applicant is proposing to reduce this distance for tower separation which transitions from 96 feet at the 12th floor to 56 feet at the 37th floor given the unique tower design, as discussed above. However, the project does maintain a 30-foot distance along the south property line to the adjacent site thereby providing the tower separation at this location.

Building Height: The subject project is located in the Downtown Core Character Area which has no maximum height. However, the Federal Aviation Administration (FAA) limits any height over 500 feet and requires a specific request to the FAA. The height of the proposed structure is 546 feet. The applicant has obtained an approval letter from the FAA, attached as Exhibit 4.

Podium Height: Maximum podium height for projects in the Downtown Core Character Area is nine floors. The applicant is proposing to exceed this with a requested podium height of 10 floors which will accommodate the parking structure; however, it should be noted that the north and east sides of the podium are lined with habitable residential units providing screening for those sides of the parking podium. Applicant proposes metal screening for the remaining sides of the parking podium on the south and west sides of the development.

- Quality of Architecture

Skyline Drama: The DMP states that tower design should contribute to the overall skyline composition with the top of the tower being sculptural elements that can be seen from various viewpoints in the city. Expressive elements such as sculpted rooflines, stepping terraces, vertical spires, unusually shaped roof, special materials and lighting are all identified as meeting this design intent. The applicant is proposing a flat roof line with building illumination with rooftop equipment screened by a metal system. Given the unique design characteristic of the joined towers, the applicant is proposing this as an alternative to typical design elements.

Durability and Quality of Materials: The project contains building materials such as stucco, metal railing, aluminum screening panels, and expansive glazing consistent with DTMP guidelines.

- Open Space

Open space is provided at grade and also on the private amenity deck located on the 11th floor. ULDR, Section 47-13.20.E, requires 10% of site area to be open space, which would result in 13,390 square feet of open space. At least 40% of the required open space shall be provided at grade, which, for this development, would require 5,356 square feet of open space at grade. The applicant is proposing 31,604

square feet of open space including the private amenity deck with 10,404 square feet at grade.

Table 1 below provides a summary of the Downtown RAC dimensional requirements and the applicant's specific site deviation requests.

Table 1 – DMP Requirements Comparison Summary

	Downtown Core	Proposed	Complies or Request
Maximum Building Streetwall	300 feet	285 feet (4 th Ave) 259 feet (Broward Blvd) 275 feet (3 rd Ave)	Complies
Maximum Tower Floorplate Size	12,500 to 18,000	11,876 square feet (Up to level 38) 31,281 square feet (Level 38 to 48)	Deviation Requested
Maximum Podium Height	9 floors	10 floors	Deviation Requested
Minimum Tower Stepback	None	None	Complies
Minimum Tower Separation	30 feet (to lot lines) 60 feet (on site)	30 feet (to lot lines) 0 feet (on site)	Deviation Requested
Minimum Residential Unit Size	400 square feet	584 square feet	Complies

Adequacy Requirements

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. Water and wastewater service is serviced by the City of Fort Lauderdale and a capacity letter was issued by the City's Public Works Department which identified the plant facilities, pump station, and associated infrastructure servicing this project and the project's impact on capacity. The letter indicates that sufficient water and wastewater capacity exists for the project and no improvements are needed. The Capacity Letter is attached as Exhibit 5.

Parking and Transportation Network

Vehicular ingress and egress to the site is located from SW 4th Avenue with drop-off area accessible from SW 3rd Avenue. The proposed project will contain two curb cuts on SW 4th Avenue for access into the garage and to the loading area. Curb cut on SW 3rd Avenue is proposed for a passenger drop-off area. In addition, the project proposes a drive aisle along the southern property line with restricted access for loading.

Pedestrian enhancements are proposed along the north, east, and west property frontages within the streetscape improvements per the DMP. The applicant is proposing to provide 1,105 parking spaces on-site and resident bike storage space in the parking

garage. Table 2 provides a breakdown of the total parking for the site based on Transit Oriented Development parking ratios encouraged in the DMP.

Table 2 – Parking Summary

Use	Units/Square Footage	Parking Ratio	Required
Residential	956 units	1 space per unit	956 spaces
Commercial	20,818 square feet	1 space per 250 square feet	83 spaces
Restaurant	4,000 square feet	1 space per 100 square feet	40 spaces
Required			1,079 spaces
Provided			1,105 spaces

In addition, the applicant has submitted a Traffic Study identifying that the project will generate 4,386 new net daily vehicular trips in the area with a net increase of 271 AM peak trips and 312 PM peak trips. The Traffic Study, dated June 2022, prepared by the applicant’s consultant, Traffic Tech Engineering, Inc. indicates that there are impacts on the roadway network, which have been identified as conditions stated herein. The Traffic Study Executive Summary is attached as Exhibit 6.

Residential Unit Allocation

The Comprehensive Plan requires that the City track development in the Downtown RAC and monitor the number of units allocated to individual projects. The subject property is also located within the City’s Unified Flex Zone and is eligible for residential flex unit allocation. Should the allocation of the 956 residential flex units be approved, 1,300 residential flex units will remain which includes the last remaining release from Broward County Planning Council (BCPC) of the City’s available flex units. Table 3 identifies a breakdown of flex unit allocation to date. The proposed project is included in the pending total provided in the table.

Table 3 – Unified Flex Summary

	Flex Units
Permitted	10,280
Assigned to Date	5,203
Pending	5,464
Remaining	1,300*

**Broward County Planning Council releases increments of 5,000 flex units based on the City’s total flex unit count.*

Should the City Commission approve the Site Plan Level II Development Permit, the following conditions shall apply:

1. Prior to Final DRC, the applicant shall complete and obtain approval for DRC Case No. UDP-EV21010, Vacation of Utility Easement, to vacate the north-south utility easement located in the center of the proposed project.

2. Prior to Final DRC, the applicant shall address the following:
 - a. Revise the parking calculations to include a breakdown of compact parking with percentage of such, correct the ratio for commercial parking for outdoor dining, and update the parking data table accordingly.
 - b. Demonstrate the truck and vehicle movement can access the proposed loading and refuse area adjacent to the southern drive aisle.
 - c. Identify the building materials on the building elevations to correlate with the building material detail sheet, Sheet E.4.
 - d. Provide spot elevations for mechanical screening on Sheets D.23 and D.24 include the spot elevation of equipment and building elements depicted on those sheets.
 - e. Revise the tower top design to address adequate screening of rooftop equipment by incorporating such screening into the building design and volume to demonstrate compliance with Section 47-19.2 so that mechanical equipment is fully screened and not visible.
 - f. Provide a note on the site plan that states pedestrian access will be provided along the southern drive aisle and address the encroachment of doors opening into the southern drive aisle.
 - g. Documentation of approval from FDOT regarding the placement of trees and the line of sight along Broward Boulevard ensuring the location of street trees.
 - h. Pursuant to ULDR, Section 47-20.5.C, a minimum of twelve (12) feet wide lane must be provided on both sides of the proposed column at the parking garage ramp entrance. Revise plans by removing the columns obstructing vehicular access or increasing the lane width.
3. At time of building permit submittal, the applicant must submit the Final School Capacity Availability Determination (SCAD) letter and provide a copy of the Final SCAD letter to the Development Services Department.
4. Prior to issuance of building permit, applicant will be required to pay the Park Impact Fees for the proposed residential units in accordance with ULDR Section 47-38A, Park Impact Fees.
5. The applicant is required to design, permit and construct a southbound left turn in and a northbound right turn in at the SW 4th Avenue driveway connection. The applicant is required to provide a conceptual off-site turn lane improvement exhibit that depicts the southbound left and northbound right turn lane on SW 4th Avenue prior to Final DRC. These turn lanes impact the proposed on-street parking on SW 4th Avenue. Plans should be updated accordingly.
6. Subject to the approval of the appropriate jurisdiction, the applicant is required to design, permit and construct turn lane extensions that are feasible which are impacted due to the site generated trips for the proposed development. The applicant is required to provide a conceptual off-site turn lane improvement exhibit that depicts the turn lane extension will be required for each location. These turn lane extensions include the following:
 - NE 3rd Avenue & Broward Blvd- Westbound left turn lane
 - US 1/Federal Hwy & Broward Boulevard- Southbound right turn lane
 - Andrews Avenue & SW 2 Street/SE 2 Street- Northbound left turn lane
7. The applicant is required to design, permit and construct traffic signal timing modifications to improve the level of service at these impacted signalized

intersections. Additional traffic related improvements at other nearby intersections will be substituted for the absence of feasible traffic mitigation improvements beyond signal timing modifications at the following four signalized intersections. The applicant is required to prepare and submit proportionate fair share calculations for the feasible traffic mitigation improvements.

- Avenue of the Arts/NW 7th Avenue and Broward Blvd
 - Andrews Avenue and Broward Blvd
 - NE 3rd Avenue and Broward Blvd
 - US-1 and Broward Blvd
8. The applicant is required to implement the Transportation Demand Management strategies outlined in the traffic impact study prepared by Traffic Tech Engineering, Inc. dated June 2022, which include the following:
- a. Coordinate the installation of missing sidewalk on SW 4th Avenue between Broward Boulevard and SW 2nd Street.
 - b. Install bike sharing station(s).
 - c. Provide preferred parking spaces for employees.
 - d. Explore car sharing or car pooling options for residents and employees.

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 2024* Strategic Plan, specifically advancing:

- Neighborhood Enhancement
- Goal 4: Build a thriving and inclusive community of neighborhoods.

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

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

- The Neighborhood Enhancement Focus Area
- The Future Land Use Element
- Goal 1: Permitted Uses: Uses and densities permitted in the future land use categories are established within the City of Fort Lauderdale Land Use Plan. Development Regulations as to permitted uses and densities must be in compliance with the permitted uses of the City Land Use Plan as shown on the Future Land Map (Series). The City's Unified Land Development Regulations (ULDR) may prohibit or restrict any of the land uses permitted within any land use category of the City's Land Use Plan.
- The Urban Design Element

- Goal 1: Promote high-quality and sustainable building design elements which complement the public realm.

Attachments

Exhibit 1 – Location Map

Exhibit 2 – DRC Case Comment Report

Exhibit 3a – Application, Project Narratives, and Site Plan Set

Exhibit 3b – Application, Project Narratives, and Site Plan Set, continued

Exhibit 4 – FAA Letter

Exhibit 5 – Capacity Letter

Exhibit 6 – Traffic Study Executive Summary, Traffic Tech Engineering, Inc., June 2022.

Exhibit 7 – Resolution Approving

Exhibit 8 – Resolution Denying

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