



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#15-1272

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

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

DATE: November 3, 2015

TITLE: Quasi-Judicial - Resolution Approving Site Plan Level IV Development
Permit - OTA/AC Marriott 3107-3029 Alhambra Street - Case Number
R15015

Recommendation

It is recommended that the City Commission adopt a resolution approving a Site Plan Level IV Development Permit/Beach Development Permit associated with OTA/AC Marriott.

Background

The City Commission is to determine whether the proposed development plan for the OTA/AC Marriott project meets the standards and requirements of the Unified Land Development Regulations (ULDR) and criteria for development in the Central Beach area.

The applicant proposes to construct a 175-room hotel in the A-1-A Beachfront Area District (ABA). The development consists of a ten-story building, approximately 107 feet in height. The first floor will contain a lobby area with a limited service breakfast café and lounge. The second and third floors will have parking. Floors four through ten will have hotel rooms with a pool on the fourth floor. The applicant is requesting reduced front, side, and rear setbacks.

The Development Review Committee (DRC) reviewed the proposal on March 10, 2015. The Planning and Zoning Board (PZB) recommended approval of the application by a vote of 5-2 on September 16, 2015. The associated plans and corresponding project narratives are provided as Exhibit 1 and Exhibit 2. The staff report and meeting minutes are attached as Exhibits 4 and 5.

Per Section 47-12.2, of the ULDR, the A-1-A Beachfront Area District encourages high quality destination resort uses. The ABA zoning district permits hotel developments up to two hundred feet in height provided they meet the criteria outlined for ABA District, Central Beach Criteria, Neighborhood Compatibility and Adequacy requirements, as defined further below.

Pursuant to Section 47-12.5.B.1, of the ULDR., applicants may request reduced front, side, and rear yard setbacks through the Site Plan Level IV (City Commission) process. The proposed encroachment in the required 20 foot front setback occurs from the second floor to allow for the louver system surrounding the parking on the second and third floors and balconies. The encroachment into the front yard does not affect the pedestrian experience on the ground level, as the provided setback will be 20 feet at the first floor. The requested front yard setback for architectural features on the second and third floor is 18.5 feet with a maximum encroachment on the ninth floor at 13.8 feet.

Per Section 47-12.5.B.1.c, of the ULDR the standard side and rear setbacks for this type of development are 53.5 feet based upon one-half the height of the building. However, the applicant is requesting reduced side and rear yard setbacks to accommodate varying balcony widths that will enhance the building's design and massing. The requested setback for the east side varies from a 30 foot side yard setback at the first floor to 25.6 feet on the eighth floor to accommodate the balconies. The requested setback for the west side yard is 30 feet for the first floor to 25.9 feet at the ninth floor to accommodate a balcony. The applicant is also requesting a rear yard setback of 18.5 feet with a yard of 18.1 feet at the ninth floor to accommodate a balcony.

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

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.

As per Sec. 47-25.3.A.3.e.i.b of the ULDR, 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 City is in the process of updating the 2009 Draft Central Beach Master Plan, which will take the place of previous plans for the Central Beach area, and the applicant has made efforts to accommodate the intent of the guidelines. The draft Central Beach Master Plan encourages improving streets over time to enhance the pedestrian experience and its focus along with the City's Vision Plan, *Fast Forward*, will be on continually enhancing the beach as a vibrant resort and residential environment.

The proposed application creates a more pedestrian-friendly ground level experience. Seating and landscaping will replace existing back out parking in addition to canopy trees that will increase shade over the sidewalk. The landscaping, including rain gardens in front of the building, will provide additional visual interest at the street level while adding an element of sustainable design. In addition, three on-street parking spaces and improvements in the right-of-way to provide parking will frame the road with a more pedestrian-friendly scale.

Through the DRC process, staff requested that the applicant provide changes to the building façade and reduce massing of the proposed building. In particular, staff requested greater articulation, a more distinctive design and creative treatment of the parking podium. The applicant responded by reducing the building scale as well as height on the eastern portion of the building, and by incorporating variation in the massing through the addition of balconies of various widths and louvered screens. The aluminum louver screens shield the parking areas on the second and third floors and reduce the exterior visual impact of the parking area.

Adequacy and Neighborhood Compatibility

The neighborhood compatibility criteria of Sec 47-25.3 of the ULDR 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, south, and west of the site are zoned ABA. The buildings surrounding the project site range from two to sixteen stories. Directly to the west and north are two story multifamily residences. To the east is a two story restaurant, a four story hotel, and a sixteen story multifamily residential building. To the south, there is a

two-story multifamily residential building and parking lot.

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 as Exhibit 1 and Exhibit 2, to assist the City Commission in determining if the proposal meets these criteria.

Transportation and Mobility

As per Section 47-20 of the ULDR, Parking Requirements, the applicant is proposing to provide 117 parking spaces on the second and third floors. The development will include bicycle parking on the first floor near the garage entrance and in front of the building.

175 hotel room @ 0.67 spaces = 117

TOTAL: 117 parking spaces required

117 parking spaces provided

A trip generation analysis was conducted by Kimley-Horn and Associates, Inc. using the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition for the proposed redevelopment plan. The proposed redevelopment will generate 998 net new daily trips, 79 net new A.M. peak hour trips and 88 net new P.M. peak hour trips.

The percentage of daily traffic occurring during the peak hours is less than 9 percent for both peak periods. The analysis can be found in Exhibit 3.

In place of existing back out parking, the applicant proposes a 7.5 foot sidewalk along Alhambra Street. Landscaping, including canopy trees and three on street parking spaces will improve the right-of-way.

Comprehensive Plan Consistency

The proposed development is consistent with the City's Comprehensive Plan in that the hotel uses are permitted in the Central Beach Regional Activity Center land use category. Per the Comprehensive Plan, development growth in the Central Beach Regional Activity Center is restricted to no more than 3,220 peak hour trips.

The applicant's traffic consultant prepared a trip generation analysis utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition for the proposed redevelopment plan. The proposed redevelopment will generate 998 net new daily trips, 79 net new A.M. peak hour trips and 88 net new P.M. peak hour trips.

Pursuant to the Section 47-12.6.F. of the ULDR, Allocable Capacity Trips ("ACT")s have been designated for the project. If the project is approved 754 peak hour trips will remain in the Central Beach Regional Activity Center, including all pending projects.

Conditions of Approval

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

1. At time of permit submittal, applicant will be required to pay a Park Impact Fee for the proposed residential units prior to issuance of building permit in accordance with Sec. 47-38A of the ULDR.
2. Prior to Final DRC, the applicant must comply with Sec. 47-25.2.P. regarding archaeological resources by requesting information from the state, county, local governmental or other entity with jurisdiction over archaeological matters and submitting this information to the City.

Resource Impact

There is no fiscal impact associated with this action.

Strategic Connections

The project correlates to *Fast Forward Fort Lauderdale Vision Plan 2035* and the vision direction *We are Here*. 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*.

Attachments

Exhibit 1 – Site Plan and Elevations
Exhibit 2 – Applicant's Narrative
Exhibit 3 – Traffic Statement
Exhibit 4 – Planning and Zoning Board Staff Report
Exhibit 5 – Planning and Zoning Board Meeting Minutes 09/16/15
Exhibit 6 – Resolution Approving Site Plan
Exhibit 7 – Resolution Denying Site Plan

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