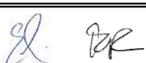


**REQUEST:** Site Plan Level III Review; Conditional Use for Building Height / Multifamily Residential Development in Downtown Regional Activity Center – Urban Village

<b>Case Number</b>	R16005	
<b>Applicant</b>	Alta Flagler Village, LP / Alta Flagler Village	
<b>General Location</b>	421 NE 6 <sup>th</sup> Street	
<b>Property Size</b>	74,250 square feet / 1.7045 acres	
<b>Zoning</b>	Regional Activity Center-Urban Village (RAC-UV)	
<b>Existing Use</b>	7 1-story multi-family buildings and two single family detached houses	
<b>Future Land Use Designation</b>	Downtown Regional Activity Center	
	<b>Required</b>	<b>Proposed</b>
<b>Building Height</b>	55', up to 150' through Conditional Use	130'-0" / 12 levels
<b>Minimum Lot Size</b>	5,000 square feet	74,250 square feet / 1.7045 acres
<b>Maximum Lot Coverage</b>	90%	74.8%
<b>Maximum Density</b>	None	125.6 du/acre
<b>Setbacks/Yards</b>	<b>Required*</b>	<b>Proposed</b>
<b>Front</b>	20' (40' from center line of street)	20' (40' from center line of street)
<b>Side - West</b>	15' (35' from center line of street)	15' (35' from center line of street)
<b>Side - East</b>	15' (35' from center line of street)	15' (35' from center line of street)
<b>Rear</b>	No minimum	38'-8"
<b>Parking</b>	<b>Required</b>	<b>Proposed</b>
<b>Residential</b>	1 space/du – 214 spaces (TOD standards applied)	214 spaces
<b>Restaurant/Retail</b>	3250 square feet / 1 per 250 SF = 13 spaces	55 spaces and 16 on-street spaces
<b>Applicable ULDR Sections</b>	47-24.3 Conditional Use 47-25.2 Adequacy Requirements 47-25.3 Neighborhood Compatibility Requirements 47-27.4. Public Participation	
<b>Notification Requirements</b>	Sign Notice 15 days prior to meeting	
<b>Action Required</b>	Approve, Approve with Conditions, or Deny	
<b>Project Planner</b>	Randall Robinson, Planner III	

\*Downtown Master Plan standards

**PROJECT DESCRIPTION:**

The applicant proposes to construct a mixed-use, twin-towered project with 214 multifamily units and 3,250 square feet of restaurant/retail housed in a 12-story building on the north side of Sistrunk Boulevard. between NE 4<sup>th</sup> & 5<sup>th</sup> Avenue. Parking will be provided in an internal, five-level parking garage lined with habitable space facing all three street frontages. Project improvements include 7-foot wide minimum sidewalks, shade trees and on-street parallel parking.

**PRIOR REVIEWS:**

The Development Review Committee reviewed the proposal on January 26, 2016. The Design Review Team reviewed the proposal on January 11, 2016 to determine the project's consistency with the City's Downtown Master Plan (DTMP). All comments have been addressed and the file is on record with the Department of Sustainable Development. DRC and DRT comments can also be accessed online: <http://www.fortlauderdale.gov/home/showdocument?id=13653>

**REVIEW CRITERIA:**

**Conditional Use:**

Buildings over 55 feet in height, up to 150 in height, in the Regional Activity Center-Urban Village (RAC-CC) zoning district are subject to a Conditional Use permit.

The following review criteria shall be applied in considering an application for a conditional use permit:

1. Impact on abutting properties as evaluated under the Neighborhood Compatibility Requirements, Sec. 47-25.3.

Please see Adequacy and Neighborhood Compatibility section below.

2. Access, traffic generation and road capacities. Consideration will be given to the design capacity of the adjacent roadways, the particular traffic generation characteristics of the proposed conditional use, including the type of vehicular traffic associated with such uses, and traffic generation characteristics of other uses permitted in particular zoning districts.

Please see Parking and Circulation section below.

3. The applicant must show and it must be found by the reviewing body that the following have been met:
  - a. The location of the use or structure is not in conflict with the city's comprehensive plan;
  - b. Off-site or on-site conditions exist which reduce any impact of permitting the use or structure;
  - c. On-site improvements have been incorporated into the site plan which minimize any adverse impacts as a result of permitting the use or structure;
  - d. The location of the use in proximity to a similar use does not impact the character of the zoning district in which the use is located;
  - e. There are no adverse impacts of the use which affect the health, safety and welfare of adjacent properties.

Pursuant to the City's Comprehensive Plan, the project is located in the Downtown Regional Activity Center (Downtown RAC). This land use designation applies to the geographic area containing a mixture of business, cultural, educational, governmental and residential uses which are in close proximity to mass transit resources including the airport, port, rail and bus terminal and together support an active downtown within which one can work, live, entertain and shop.

The project is designed as an integral part of a "live, work play" downtown environment, providing multi-modal mobility options. Three Broward County Transit bus routes run on NE 3rd Avenue, one block from the site. The site is located within walking distance to the Sun Trolley downtown loop, the Tri-rail shuttle service, the Broward Transit Central Terminal, the Greyhound Station and the planned Wave streetcar system. The project will also provide a walkable, pedestrian friendly streetscape to serve as a catalyst and link for active use of the neighborhood in both east-west and north-south directions. The proposed density is consistent with the objective of achieving a high-density, compact downtown core, that gradually scales down to the surrounding neighborhoods.

The site of the Alta Flagler Village project is in the Urban Village zoning district, and the Urban Neighborhood Character Area as identified in the DTMP. The Urban Neighborhood Character Area is envisioned as having a varied neighborhood scale with a mix of housing types, including townhouses and apartment buildings, with buildings stepping back above defined podium bases, and vertical elements emphasizing pedestrian streets. The DTMP guidelines are intended as a road map by which buildings are designed and built in the Downtown such that they contribute to the creation of a livable and active urban center with strong and dynamic neighborhoods: an urban fabric of walkable, tree-lined streets; an integrated multi-modal circulation system and distinct public spaces; high quality buildings designed and oriented to provide light and air at the street level, creating an exceptional urban environment.

Alta Flagler Village was evaluated for its compliance with the DTMP's Principles of Street Design, Principles of Building Design, Quality of Architecture and Character Area standards. The design incorporates the Local Street Section of the DTMP with 10-foot wide travel lane, 8-foot wide parking lane, street trees, and 7-foot wide sidewalks. Under Principles of Building Design, the project meets the prescribed setback line to create a consistent "streetwall." Open space totaling 6,000 square feet will be concentrated at the two street corners, outside the restaurant/retail spaces, potentially serving as space

for outdoor dining. In addition, the building and street and improvements have been designed to preserve a mature Mahogany tree on NE 5<sup>th</sup> Avenue, adding interest and variety to the public realm. The walk-up units facing NE 4<sup>th</sup> and 5<sup>th</sup> Avenues serve as a liner of habitable space screening the parking levels from exposure to the public realm. The multiple entrances of the lobby, walk-up units and restaurant/retail spaces create increased and well-distributed pedestrian activity, as well as improved security by adding activity and “eyes on the street.” Multiple entrances also create a more human-scaled, regular rhythm along the street. The floor plates of the two towers, at 9,980 square feet, are within the preferred maximum of 10,000 square feet for residential buildings in the Urban Neighborhood Character Area and, along with the other features listed above, balance the request for greater height.

The applicant provided a narrative, attached to the site plan, addressing the criteria.

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 neighborhood, the development shall 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 east, west and north of the site are zoned Regional Activity Center-Urban Village (RAC-UV). The properties to the south, across Sistrunk Boulevard, are zoned Regional Activity Center-City Center (RAC-CC). Alta Flagler Village is envisioned as phase one of a larger project that will encompass the entire block. Directly across Sistrunk Boulevard is the seven-story residential Solmar on 6<sup>th</sup>, cater-corner to the southwest is Peter Feldman Park, cater-corner to the southeast is the seven-story Manor at Flagler Village. To the east and west is a mixture of one and two-story residential buildings and single-family detached houses.

Alta Flagler Village would join Solmar on 6th, The Manor at Flagler Village, 440 Flagler and the Edge at Flagler in the immediate vicinity, adding to these compact, human-scaled developments in supporting the Urban Village concept. Following the intent and guidelines of the DTMP, Alta Flagler Village will continue this pattern.

The proposed development succeeds in creating a building form that complies with the standards of the DTMP. Walk-up residential units fronting NE 4<sup>th</sup> and 5<sup>th</sup> Avenue will create an engaging pedestrian environment. Balconies and generous glass treatment activate the building façade. Proposed site improvements also include enhancements to the streetscape with new sidewalks and street trees, creating an inviting pedestrian experience.

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 & CIRCULATION:**

Vehicular ingress and egress into the site is provided from NE 4th and NE 5<sup>th</sup> Avenue. Residential uses in the Downtown RAC are subject to the Transit Oriented Development (TOD) guidelines of the DTMP. TOD is the functional integration of land use and transit via the creation of compact, walkable communities within walking distance of a transit stop or station. A TOD brings together people, jobs, housing and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit or car. At this time, nonresidential uses are subject to the parking requirements of Unified Land Development Regulations (ULDR) sec. 47-20.2. A total of 269 parking spaces are provided for the proposed use as follows:

As per DTMP – TOD Guidelines:

Residential in Urban Neighborhood Character Area, 1 space per dwelling unit = 214 spaces required

As per ULDR sec. 47-20.2

Restaurant/Retail, 3,250 square feet x 1 space per 250 square feet = 13 spaces required

Total Spaces Required: 227

**Total Spaces Provided: 269**

A Traffic Study, dated May 2016 and prepared by Traf Tech Engineering, Inc. concluded the following:

- The new trips anticipated to be generated by the proposed development consist of approximately 1,662 daily trips, approximately 124 trips during the AM peak hour (31 inbound and 93 outbound) and approximately 149 PM peak hour trips (96 inbound and 53 outbound).
- All study intersections are currently operating at an acceptable level of service. In the year 2018 with the proposed project in place, all intersections are expected to continue to operate at an acceptable level of service.
- The project driveways are projected to operate adequately with the project in place.

The complete Traffic Study is on file with the Department of Sustainable Development.

**COMPREHENSIVE PLAN CONSISTENCY:**

The proposed development is consistent with the City's Comprehensive Plan in that the use is permitted in the Downtown Regional Activity Center land use category.

**PUBLIC PARTICIPATION**

Conditional Use requests are subject to the public participation requirements established in ULDR Sec. 47-27.4. Prior to submittal of application to the Planning and Zoning Board (PZB), a notice from the applicant via letter or e-mail shall be provided to official city-recognized civic organization(s) within three hundred (300) feet of the proposed project, notifying of the date, time and place of applicant's project presentation meeting to take place prior to the PZB meeting. According to the applicant, a public participation meeting was held on January 20, 2016 in order to offer the Flagler Village neighborhood association surrounding the property the opportunity to learn about the proposed development.

The information and affidavits are provided as Exhibit 1.

**STAFF FINDINGS:**

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

ULDR Section 47-24.3 Conditional Use

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.

**PLANNING & ZONING BOARD REVIEW OPTIONS:**

If the Planning and Zoning Board determines that the proposed development or use meets the standards and requirements of the ULDR and criteria for site plan level III review, the Planning and Zoning Board shall approve or approve with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed development or use, the issuance of the site plan level III permit.

If the Planning and Zoning Board determines that the proposed development or use does not meet the standards and requirements of the ULDR and criteria for the proposed development or use, the Planning and Zoning Board shall deny the site plan level III permit.

**EXHIBITS:**

1. Public Participation Information