



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#17-1127

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

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

DATE: September 19, 2017

TITLE: Quasi-Judicial Resolution Approving a Site Plan Level III Development
Permit Allocating 297 Downtown Dwelling Units, Riverwalk Residences of
Las Olas – Riverwalk Plaza Associates LLP – 333 N. New River Dr. East
– Case Number R16066

Recommendation

It is recommended that the City Commission adopt a resolution approving a Site Plan Level III Development Permit that includes the allocation of 297 Downtown Dwelling Units for the “Riverwalk Residences of Las Olas” multi-family residential development.

Background

Pursuant to Section 47-13.20 of the City’s Unified Land Development Regulations (ULDR), Downtown RAC (Regional Activity Center) Review Process and Special Regulations, the applicant, Riverwalk Plaza Associates LLP, submitted a development permit application for the construction of a 43-story development at the northeast quadrant of SE 3rd Avenue and North New River Drive East, in the Regional Activity Center - City Center (RAC-CC) Zoning District. The development will consist of 297 residential units, 1,619 square feet of restaurant/retail space, and a 178-space parking garage. The site plan is provided as Exhibit 1.

Pursuant to Section 47-13.20., Downtown RAC Review Process and Special Regulations, allocation of Downtown Dwelling Units shall not take effect until the application is reviewed and approved by the City Commission. The City Commission is to review the application and determine whether it is in compliance with criteria outlined herein, and if it is consistent with the Downtown Master Plan (DMP) design guidelines, or has proposed alternative designs which meet the intent of the design guidelines. Should the allocation of the 297 Downtown Dwelling Units for the proposed development be approved, 2,280 dwelling units will remain in the RAC unit pool.

The project was reviewed by the Design Review Team (DRT) on March 20, 2017 and by the Development Review Committee (DRC) on March 28, 2017. The applicant has addressed all comments and the project received preliminary approval on July 25, 2017. The application, record, and report of the DRC and DRT are attached as Exhibit 2.

As this application includes a Level IV Social Service Residential Facility (SSRF), which is a Conditional Use in the RAC-CC Zoning District, the Planning & Zoning Board (PZB) reviewed and approved the conditional use request on August 16, 2017 by a vote of 4-3, subject to completion of a traffic study by applicant and approval of the study by staff before City Commission review, to address traffic conditions on North New River Drive East between, and inclusive of, the intersections of Las Olas Blvd. and SE 2nd Avenue and Las Olas Blvd. and SE 5th Avenue. The PZB Staff Report is attached as Exhibit 3. The supplemental traffic analysis is attached as Exhibit 5. The complete project file is on record with the Department of Sustainable Development (DSD) and is available upon request.

The application was reviewed for consistency with the design guidelines of the DMP and the New River Master Plan (NRMP). The project is consistent with the Downtown Master Plan's intent to create a vibrant, pedestrian-friendly "live, work, play" downtown environment. A few project highlights are listed below:

- To activate the public realm, a ground floor retail/restaurant space will greet passers-by beyond a wide, landscaped plaza suitable for outdoor seating;
- The project will enhance interconnectivity with other destinations in the downtown through improvement of the surrounding pedestrian experience, including a lushly-landscaped walkway, with a minimum 7-foot-wide clear path, connecting SE 3rd Avenue with Riverwalk. The walkway widens at its juncture with Riverwalk to provide a welcoming entry to the City's premier public open space;
- Further improving the public realm, the sidewalk in front of the project will be widened to provide a minimum 7-foot-wide clear path. Specialty paving on the new sidewalk will enrich the pedestrian environment and canopy trees will be spaced to provide continuous shade across the frontage of the property;
- To allow maximum light and air to reach the ground-level public realm and mitigate the building's impact on Riverwalk, the design exceeds the NRMP River Park Promenade Character Area front setback with a 37-foot setback from the street, where the minimum is 19 feet, and 74 feet from the river's edge where the minimum is 60 feet;
- Further allowing maximum light and air to reach the ground, the average tower floor plate size is well below the 12,500 square foot maximum for residential towers in the Downtown Core character area;
- To breakdown the mass of the building and mitigate its impact on Riverwalk, the tower stepback facing the river corridor is 27 feet-two inches, which closely approximates the 30 foot preferred minimum stepback in the River Park Promenade character area of the NRMP;

- The tower is articulated by continuous balconies and generous glass treatment lends interest to the façades. Projecting floor plates of alternating lengths, and a 'sky garden' on the 16th floor further animate the building;
- As per the NRMP, facing Riverwalk, the parking garage is lined with habitable space which wraps the southwest corner of the building to partially line the west face of the parking garage. Where not lined with habitable space, the parking garage is screened with a richly-articulated screening punctuated by tile mosaics depicting vegetation.

Mobility and Parking

Vehicular ingress and egress into the site is provided from North New River Drive East. The on-site vehicular movement of Riverwalk Residences has been designed to be safe and convenient through internalizing all vehicle movements to the site, including deliveries and all vehicles visiting the building. Further, no offsite parking is proposed. The building has been designed so that all service and emergency vehicles access the building through its internal loading areas, thereby providing safe movement and mitigating noise or other impacts to surrounding properties.

A total of 178 parking spaces are provided for the proposed uses as follows:

- As per ULDR Sec. 47-20, Parking Requirements:
 - Retail in RAC-CC, no parking requirement
 - Residential in RAC-CC, no parking requirement
 - **Total Spaces Provided 178**

A Traffic Impact Statement dated July 13, 2017 and prepared by Langan Engineering indicated that the project is expected to generate 1,250 daily vehicular trips; 72 morning peak hour and 107 afternoon peak-hour trips. However, the net-new vehicle trips generated by the site after applying credit for the existing office building would be 921 daily; 27 morning peak hour and 10 afternoon peak hour net-new trips. The trip generation of the existing office building was calculated and subtracted from the project's trips to estimate the number of net new trips. Trip generation tables, internalization tables and excerpts from the ITE manual are included in Attachment C of the Traffic Impact Statement attached herein as Exhibit 4.

The City's Transportation & Mobility Department (TAM) staff reviewed the applicant's traffic study and has determined it to be acceptable. The methodology used is in accordance with standards TAM regularly uses when reviewing traffic impact statements or studies. Since the proposed development will produce fewer trips than what is required for a traffic study, and further traffic analysis was not required. However, per the Planning and Zoning Board condition of approval, a Supplemental Traffic Analysis focused on North New River Drive East between, and inclusive of, the intersections of Las Olas Blvd. and SE 2nd Avenue and Las Olas Blvd. and SE 5th Avenue, was prepared by Langan Engineering, on August 23, 2017. The supplemental analysis indicates that the study intersections that will be most impacted by the proposed development are expected to operate at level of service A for the 2019

built conditions, and that the road network can accommodate traffic from the proposed development. The supplemental analysis is attached as Exhibit 5. TAM staff also reviewed the supplemental analysis and has determined it to be acceptable.

Comprehensive Plan Consistency

Pursuant to the City's Comprehensive Plan, the project is located in the Downtown Regional Activity Center (D-RAC). The proposed development and uses are consistent with uses allowed in this land use category. The D-RAC land use designation applies to the downtown geographic area which contains a mixture of large scale business, cultural, educational, governmental and residential uses which are in close proximity to mass transit resources as well as the airport, port, rail and bus terminal. The purpose of the D-RAC is to foster an active downtown within which one can work, live, entertain and shop. The project is therefore designed as an integral part of a "live, work play" downtown environment, with access to multi-modal mobility options.

The project complies with Future Land Use Element Objective 1.14 regarding the use of design guidelines for the Downtown Regional Activity Center. Specifically, the project complies with Policy 1.14.5 regarding applying streetscape guidelines for the Downtown-RAC including landscaping and other pedestrian amenities. The project also implements Policy 1.14.6 related to continuing to implement the Riverwalk Plan, consistent with the City's revitalization effort. The project also complies with Objective 1.21 regarding encouraging mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Considering the inclusion of retail uses on the first floor the project supports Housing Element Objective 5.2 which requires residential amenities necessary to support downtown housing. The project specifically complies with Policy 5.2.1: requires the development of active uses on ground floors appropriate to residential needs.

Furthermore, the Comprehensive Plan requires that the City track development in the DRAC and monitor 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.

Per the City's Comprehensive Plan the SSRF portion of the project is categorized as a Special Residential Facility Category 3, which counts one dwelling unit per every two sleeping rooms regardless of the number of kitchens or baths counts. The total number of dwelling units was arrived at using the calculation below:

- 152 assisted living units + 57 memory care units = 209 SSRF sleeping rooms
- 209 sleeping rooms / .5 = 104.5 Downtown Dwelling Units
- 104.5 + 192 independent living units = 296.5 or 297 Total Dwelling Units

Table 1 – 2017 Downtown RAC Unit Summary

Case	CC Submit. Date	Approval Date	Owner	Project	Address	Existing Units	Assigned Units	Market Units	AFH Units
R16016	2/20/17	4/19/17	New River III LLC	New River Yacht Club III	416 SW 1st Ave	-	-	158	-
R16049	2/20/17	4/19/17	Las Olas Riverfront LP	Riverfront	300 SW 1st Ave	-	-	555	-
R17018	5/8/17	7/11/17	Third Street Dev., LLC	FAT City	300 N. Andrews Avenue	-	-	612	-
R17032	6/19/17	8/22/17	212 Partners, LLC	2 nd Street Residences	212 SE 2nd Ave	-	-	348	-
R16066	8/29/17	9/6/17	Riverwalk Plaza Associates LLP	Riverwalk Residences of Las Olas	333 N. New River Dr. East	-	-	297	-
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 34 flex units available for allocation to a pending project in Flex Zone 49, North of Broward Blvd.						Total		1970	0
						2017 RAC Units		4250	750
						Units Remaining		2280	-
						Pending		2126	110

Conditions Of Approval

Should the City Commission approve the development, the following conditions apply:

1. Applicant will be required to pay a Park Impact Fee for the proposed hotel units prior to issuance of building permit in accordance with ULDR Sec. 47-38A;
2. Prior to final DRC, either one of the following shall be submitted: proof and confirmation from the School District that the residential development is exempt or vested from the requirements of public school concurrency, or a School Capacity Availability Determination (SCAD) letter that confirms that capacity is available, or if capacity is not available, that mitigation requirements have been satisfied;
3. As specified in the DRC Comments, all preliminary archeological reports must be submitted prior to final 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 1a – Site Plan

Exhibit 1b – Site Plan

Exhibit 2 – Application, DRC and DRT Comments

Exhibit 3 – August 16, 2017 PZB Staff Report

Exhibit 4 – Traffic Impact Statement

Exhibit 5 – Supplemental Traffic Analysis

Exhibit 6 – Resolution Approving Site Plan

Exhibit 7 – Resolution Denying Site Plan

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