



REQUEST: Site Plan Level IV Review; Mixed Use Development with 651 Residential Units, 118,815 Square Feet Retail, 26,123 Square Feet Restaurant Use, 6,000 Square Feet Marina and 256-Room Hotel in the South Beach Marina and Hotel Area (SBMHA) District

Case Number	R17040	
Applicant	Rahn Bahia Mar, LLC.	
General Location	801 Seabreeze Boulevard	
Zoning	South Beach Marina and Hotel Area (SBMHA)	
Existing Use	Hotel, Marina, Commercial, Marina Offices, and Surface Parking	
Future Land Use Designation	Central Beach Regional Activity Center (Beach-RAC)	
Applicable Unified Land Development Regulations (ULDR) Sections	47-12, Central Beach District Requirements 47-23.8, Waterway Use 47-25.2, Adequacy Requirements 47-25.3, Neighborhood Compatibility Requirements	
	Required (SBMHA)	Proposed
Lot Size	N/A	Upland: 695,430 square feet / 15.96 acres Submerged: 1,683,574 square feet / 38.65 acres
Density	48 dwelling units/acre	Upland: 40 dwelling units/acre Submerged: 16 dwelling units/acre
Building Height	120 feet (maximum)	20 feet / 1 story (minimum) 120 feet / 11 stories (maximum)
Structure Length	200 feet (maximum)	24 feet (minimum) 200 feet (maximum)
Min Distance Between Buildings	24 feet (minimum) (20% of height)	24 feet (minimum) 239 feet (maximum)
Floor Area Ratio	5	1.17
Open Space	N/A	Upland: 377,528 square feet (54%) Submerged: 1,365,672 square feet (81%)
Landscape Area	25% pervious area	25%
Parking	2,234 spaces	2,442 spaces
Setbacks/Yards	Required (SBMHA)	Proposed
Front (E)	20 feet	21 feet, 6 inches (minimum)
Side (N)	10 feet or ½ the height	60 feet, 6 inches (minimum to north property line)
Side (S)	10 feet or ½ the height	10 feet (minimum to south property line)
Rear (W)	20 feet or ½ the height	45 feet (minimum to seawall)
Notification Requirements	ULDR Section. 47-27.4 Sign Notice 15 days prior to meeting ULDR Section. 47-27.4. Public Participation	
Action Required	Approve, Approve with Conditions, or Deny	
Project Planner	Jim Hetzel, Principal Planner	

PROJECT DESCRIPTION:

The applicant, Rahn Bahia Mar, LLC., is proposing to construct a project consisting of a new 256-room hotel, to replace the existing Bahia Mar Hotel, with 118,815 square feet of commercial and retail space, 26,000 square feet of restaurant space, and 6,000 square foot marina village with marina amenities and dockmaster. The project will contain seven residential buildings with 651 units surrounded by a waterfront promenade, plaza space, and a centralized park fronting the intercoastal. The overall site is approximately 15.96 acres of upland with a total of 38.65 acres including the submerged land. The subject site has an underlying land use designation of Central Beach Regional Activity Center (Beach-RAC) and is zoned South Beach Marina and Hotel Area District (SBMHA).

The applicant is proposing a construction phasing plan that contains five phases to be constructed within the seven year time frame for more than one principal structure as provided for in the City's Unified Land Development Regulations (ULDR) Section 47-24.1.M.2. The first phase will contain Buildings 1, 2, which include multi-family residences with ground floor commercial space and Building 5, which includes the marina village and dock master space, as well as the waterfront promenade and the majority of frontage along Seabreeze Boulevard. Phase two will contain the redevelopment of the Bahia Mar Hotel and Building 3. The remaining phases are divided by building and generally reflect the building footprint area.

PRIOR REVIEWS:

The project was reviewed by the Development Review Committee (DRC) on July 25, 2017. All comments have been addressed and are available on file with the Department of Sustainable Development (DSD).

REVIEW CRITERIA:

The following criteria apply to the proposed request:

- ULDR Section 47-12, Central Beach District Requirements
- ULDR Section 47-23.8, Waterway Use
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

Central Beach District

Pursuant to ULDR Section 47-12.4, Central Beach District Requirements, the proposed development application must demonstrate compliance with the applicable standards and design criteria for projects in the Central Beach area and SBMHA zoning district. The intent of the SBMHA zoning district is to promote high quality destination resort uses that reflect the character and quality of the Fort Lauderdale Beach, the Intracoastal Waterway and the marinas that have been developed to the north and south of Bahia Mar. The district encourages quality development and redevelopment along the Intracoastal Waterway while protecting and enhancing the existing character, design and scale of the area along State Road A1A.

The overall design of the site places proposed buildings along the perimeters of the property, with direct building presence along Seabreeze Boulevard and with waterfront residential buildings located on the peninsula, interspersed with open and programmed spaces and access drives, as well as a new publically-accessible waterfront promenade. The waterfront promenade provides a connection to the beach for residents and the general public to experience both the Intracoastal Waterway and the beach, which are not directly connected today. The ground floor levels of the buildings fronting Seabreeze Boulevard provide an opportunity for active spaces with wide sidewalks, generous landscaping, and public plaza space.

The modern architectural style incorporates high quality design elements that enhance transparency and provides for light, air and views throughout the project site. The proposed mix of uses and amenities which incorporates private residences, hotel, restaurant, retail and marina uses creates a publicly accessible destination, which also accommodates the Fort Lauderdale

International Boat Show. The buildings are designed with ample fenestration giving a transparent building appearance, ample glass coverage, open terraces and balconies. The building mass has been designed to complement the existing buildings in the vicinity while maintaining building heights permitted under the SBMHA zoning district. Floor to ceiling glass on most of the site's buildings reduces visual intrusions and creates an environment compatible with the sun, sky, and surrounding properties. The use of stucco, glass, large window space, green walls, metal louvers and awnings, glass railings, and recessed entry designs add to the high quality design for the project.

Pursuant to ULDR Section 47-12.5.F, District Requirements and Limitations, setbacks for the project are required to be a minimum of 20 feet along Seabreeze Boulevard. As proposed, the setback along Seabreeze Boulevard ranges from a minimum of 21 feet, 6 inches to 32 feet, 9 inches. Side and rear yards must be a minimum of 10 feet and 20 feet, respectively or half the building height. There are three buildings where the height requires greater setback; Building 1 side setback is 60 feet, 6 inches; Buildings 14 and 15 rear setbacks are 45 feet for the portion of the building at a height of 90 feet and 60 feet for the portion of the building at a height of 120 feet. The intent for varying rear setbacks is to allow for a building step back along the Intracoastal and marina park space for greater light and air movement. The rear and side setbacks are measured from the property's seawall; given the property lines are located in the water along the north, south, and west. The site plan and project narratives can be found in Exhibit 1.

Central Beach Development

Pursuant to ULDR Section 47-12.6.B, the following design 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.

The project proposes uses that are consistent with those uses listed as permissible in ULDR Section 47-12.5, District Requirements and Limitations. More specifically, ULDR Section 47-12.5.F.5 permits hotels, multi-family residential, marinas, museums, swimming pools, parking garages, restaurants, amphitheaters, and accessory uses supportive of principal use. The project proposes a mixed-use development program with hotel use, multi-family residential, restaurant space, supportive commercial retail use, marina with marina offices, and parking. The uses are consistent with the ULDR under the provisions for Site Plan Level IV approval and are generally consistent with the surrounding area.

In addition, the density is lower than permitted under the SBMHA zoning district and the nonresidential floor area ratio is significantly lower. Currently, the SBHMA zoning density allows for 48 dwelling units per acre and a floor area ratio of five. As proposed, the project contains a gross density of 16 dwelling units/acre including the submerged land, and 40 dwelling units/acre only the upland area. The project floor area ratio is 1.7 point versus the 5 as outlined in the ULDR. As a result, the proposed project minimizes impacts to the surrounding area and vicinity.

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.

Project proposes architecture that is high quality design and enhances the overall built environment of the site as well as the surrounding area. Building height, articulation, fenestration are integrated in a manner that reflects the resort and residential of the

surrounding community. Architectural finishes provide an aesthetic that represents quality, elegance, and modernism.

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.

The project does not propose alternatives to the design guidelines.

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;

By providing a building height consistent with permitted height established in the ULDR for SBHMA Zoning District, the project minimizes any impact from building height design. In addition, having parking below ground reduces the visual impact of parking structures from adjacent public right-of-way and properties. The project's architecture is reflective of a style to maximize transparency and water views thereby creating a style light and less massive in appearance.

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.

Consistent with the City's Beach Revitalization Plan, the proposed project contains a range of uses that promote the use of a waterfront destination. The improvements enhance the site with new public access to the property, create opportunities for waterfront views of the Intracoastal Waterway, provide active ground floor uses, and contains an overall design that supports the objectives and goals of the Beach Revitalization Plan.

Waterway Use

Pursuant to ULDR Section 23.8, Waterway Use, the project is subject to demonstrate compliance with criteria for waterway use. in ULDR Section 23.8.A, which states:

- A. Buildings and land uses on parcels abutting waterways in nonresidential districts and in multifamily districts shall be designed to preserve the character of the city and neighborhood in which they are located, harmonize with other development in the area, and protect and enhance the scenic quality and tranquility of the waterways. Special provisions are needed to realize these objectives, which can be stated only in general terms, and at the same time permit a reasonable use of land and depend on details of design of the buildings, appurtenances, yards and landscaping and their relation to the waterway and other uses on the waterway.

Bahia Mar project reflects the surrounding waterfront fabric. The subject site is surrounded by water on three sides, with a large marina for yachts and sailboats. The development's light and transparent architectural styling complements the area's maritime environment while containing appropriate mass and design compatible with the area. Furthermore, the edges of the upland area will be enhancing with a waterfront promenade thereby providing greater public access to the water.

ULDR Section 23.8.B and C are not applicable to projects in the Beach RAC.

Parking, Circulation, Parking, and Traffic Study

Vehicular ingress and egress occurs along Seabreeze Boulevard at multiple points, approximately five points, with one point providing loading for Building 1 due to the narrowness of the property at that location. Access to the parking garage, both underground and structured parking, is internal and not directly from Seabreeze Boulevard.

Parking for the project is provided either below ground or in structured parking. The majority of on-site parking, approximately 79%, has been positioned in two levels below ground. Above ground parking has been provided in parking structures and on-street parking. No parking structures front Seabreeze Boulevard and are only located internally in the project. Pursuant to ULDR Section 47-20, Parking and Loading Requirements, the project is required to have a total of 2,284 parking spaces and is providing 2,442 spaces. The table below provides a breakdown of the required and provided parking for the project.

Table 1 – Parking Data

Use		Parking Ratio	Spaces
Residential	-1 Bedroom	1.75 space/unit	357
	-2 Bedroom	2 spaces/unit	362
	-3 Bedroom	2.2 spaces/unit	564
Hotel	-256 Rooms	.67 spaces/room	172
Restaurant	-22,213 square feet	1 space/114 square feet	196
	-4,000 square feet	1 space/140 square feet	29
Commercial	-118,815 square feet	1 space/ 500 square feet	238
Subtotal			1,940
Existing Marina			344
Additional Parking			158
TOTAL PROVIDED			2,442

A Traffic Study, prepared by Traf Tech Engineering, Inc., was submitted and identified that the project will generate new net trips, 536 AM peak trips and 460 PM peak trips. A credit was provided for the existing uses on the site and a multi-modal factor was applied to the trip generation analysis (note: there is an approved site plan for the Bahia Walk project to which 208 PM peak trips will be credited toward this Bahia Mar project should it be approved). The applicant is proposed a variety of multi-modal improvements including two water taxis stops, three Sun Trolley stops, short term and long term bike parking, space for bike sharing, shuttle and car service to airport and port, and electric vehicle charging stations. A Traffic Study Executive Summary is attached as Exhibit 2.

Adequacy and Neighborhood Compatibility:

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 is serviced by the City of Fort Lauderdale. 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 the applicant shall be responsible for the reconstruction of pump station D-32 to serve the capacity for the project. The capacity letter is attached as Exhibit 3.

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... 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, buffer yards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts".

The site is located adjacent to Seabreeze Boulevard and proposes a redevelopment of the site in a manner that enhances the underutilized land area of the site to a mixed use environment with extensive public access to pedestrian amenities and direct connection to the public realm. The project will create presence along the street and provide better functionality for majority of the site. The site is designed to reduce impacts on the surrounding neighborhood by maximizing pedestrian accessibility and multiple vehicular access point. In addition, the architectural design reduces light glare and the project will contain protective measures for light glare on adjacent properties and the beach consistent with the regulations for turtles.

Service areas for trash and delivery are located within the building footprints and are screened from public view. The frontage along Seabreeze Boulevard is emphasized with strong pedestrian-oriented design elements including a 12-foot sidewalk with a combination of shade trees and palms along the sidewalk to enhance pedestrian comfort and provide shade. Building mass and scale varies throughout the project with building heights that vary from 18 feet to 120 feet and generally complement the varying building heights within the surroundings and the Central Beach. The taller buildings at 120 feet contain well-articulated building facades that incorporate significant glass coverage and balconies and include roof lines with vertical articulation to provide visual interest and break up overall mass and scale.

In addition, the project proposes expansive building overhangs at three locations facing the marina. Three of the residential buildings have a dramatic cantilevering feature over the circulating driveway and waterfront promenade. This unique design provides a clearance of 44 feet and creates a spatial element that is viewed from the marina, Seabreeze Boulevard, adjacent properties, and surrounding neighborhood. Furthermore, the residential buildings which anchor the large open space located on the west side of the property contain building step backs which reduce the appearance of mass and provide light and air into the open space/marina park area below. The rooftops of the hotel, residential buildings, and central parking garage have pool deck amenities that screen the top of the buildings while reducing urban heat gain. The overall project design is visually appealing and incorporates design aspects and building techniques that mitigate impacts on the Central Beach community.

COMPREHENSIVE PLAN CONSISTENCY:

The proposed use is consistent with the Central Beach Regional Activity Center (Beach RAC) land use designation. Staff has determined that the proposed development is generally consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Objective 1.9, Central Beach Regional Activity Center (Central Beach-RAC) Redevelopment Efforts, continue to ensure that development of the Central Beach Regional Activity Center (Central Beach-RAC), which was identified as a blighted area, will be consistent with the Community Redevelopment Area Plan, established for the designated beach redevelopment area; Objective 1.11, Policy 1.11.2, Enhance landscaping, street and pedestrian amenities through the development review process within the Beach-RAC; Policy 1.11.3, Enhance views of the oceanfront and Intracoastal Waterway within the Beach-RAC; Policy 1.12.1, Central Beach-RAC zoning districts shall require land uses consistent with the adopted Central Beach Revitalization Plan; and Objective 1.21, Encouraging Mixed Use Development, Encourage 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.

The City's Future Land Use Map indicates that the proposed project is located within the boundaries of the Beach RAC. Per an Interlocal Agreement between the City and Broward County, the City is required to monitor and track development entitlements in regional activity centers. The Beach RAC development limitations are based on residential units and vehicular trips. The project proposes 651 residential units and will add a net of 241 trips. If approved, there will be 714 residential units and 471 trips remaining for development allocation.

PUBLIC PARTICIPATION

This application is subject to the public participation requirements established in ULDR Section 47-27.4. According to the applicant, public participation meeting was held on August 29, 2017, to offer the neighborhood surrounding the property the opportunity to learn about the proposed project. The meeting notification was sent to the Central Beach Alliance, Idlewyld Improvement Association, and Harbor Beach Homeowners Association. The public participation meeting summary and affidavit are provided as Exhibit 2.

In addition, this request is subject to sign notification requirements established in ULDR Section 47-27.4. The applicant has installed a total of 5 signs on the property and has submitted a sign affidavit indicating proper sign notification was provided. Exhibit 3 contains the affidavit and pictures of the posted signs.

STAFF FINDINGS:

Staff recommends the Board approve this request, consistent with:

- ULDR Section 47-12, Central Beach District Requirements
- ULDR Section 47-23.8, Waterway Use
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

The applicant has submitted narratives regarding the project's compliance with the requirements, attached with the site plan and submittal material, to assist the Board in determining if the proposal meets these criteria.

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 IV 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 IV 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 IV permit.

CONDITIONS OF APPROVAL:

Should the Planning and Zoning Board approve the development, the following conditions are proposed:

1. Prior to City Commission submittal, applicant shall provide an updated letter from the Federal Aviation Administration, addressing proposed building height;
2. Prior to Final DRC, applicant is required to contract with an archeologist to provide a preliminary report containing a shovel test survey that includes samples from the project site to determine whether the development site holds archeological significance. The archeologist must state within the report if further testing on the site is required and/or if monitoring by the archeologist is required during ground disturbing activity once construction commences. If monitoring is determined to be required, the applicant must

also provide a letter of agreement with the archeologist stating that they will be present during phases of the project that include ground disturbing activity;

3. The applicant shall be responsible for coordinating with the City's Public Works Department for the reconstruction of the pump station D-32. The reconstruction of the pump station shall be designed and constructed to have enough capacity to accept the estimated project flow contribution and capacity for water service to address proposed project demand;
4. Prior to Final DRC, applicant shall provide a management plan for the publicly accessible areas as indicated on the site plan including waterfront promenade, marina park, retail plaza, gateway park, and Seabreeze promenade. The document shall address access, hours of operation, private events, safety and any other components necessary to define control to same areas;
5. Prior to building permit submittal, the applicant shall obtain City Commission consent and approval for public access easements, roadway easements, and water/wastewater easement dedications necessary to construct the development as depicted on the attached site plan drawings;
6. Prior to City Commission, the applicant shall coordinate and identify any improvements to the design and construction of the pedestrian bridge over Seabreeze Boulevard.

EXHIBITS:

1. Planning and Zoning Board Application, Project Narratives, and Site Plan Package
2. Traffic Study Executive Summary
3. Water and Wastewater Capacity Letter
4. Public Participation Meeting Summary and Affidavit
5. Sign Notice Affidavit