



REQUEST: Site Plan Level IV Review: Rezoning from A-1-A Beachfront Area District (ABA) to Planned Development District (PDD) with Site Plan Approval for 215 Multi-family Residential Units, 5,150 Square-Feet of Retail and Restaurant Space, and Public Parking

Case Number	PDD19001		
Property Owner/Applicant	KT Seabreeze Atlantic, LP.		
Agent	Stephanie Toothaker, Toothaker.org		
General Location	3000 Alhambra Street		
Property Size	98,858 square feet / 2.27 acres		
Existing Use	Vacant		
Existing Zoning	A-1-A Beachfront Area District (ABA)		
Proposed Zoning	Planned Development District (PDD)		
Future Land Use Designation	Central Beach Regional Activity Center		
Applicable Unified Land Development Regulations (ULDR) Sections	47-24.4, Rezoning 47-25.2, Adequacy Requirements 47-25.3, Neighborhood Compatibility Requirements 47-37A, Planned Development District		
	Required (ABA)	Required (PDD)*	Proposed (PDD)
Density	N/A	50 units per acre or as permitted by underlying land use	95 units per acre; 215 units
Lot Size	N/A	N/A	98,858 square feet / 2.27 acres
Lot Width	N/A	N/A	200 feet
Floor Area Ratio (FAR)	4.0 (Max)	N/A (Residential Use) 3.0(Nonresidential Max)	4.5 (Residential Use)** 2.5 (Nonresidential)**
Structure Length	200 feet (Max)	N/A	356 feet, 3 inches (Podium)** 136 feet, 6 inches (East Tower) 110 feet, 6 inches (West Tower)
Structure Width	200 feet (Max)	N/A	198 feet, 10 inches (Podium) 86 feet, 2 inches (East Tower) 108 feet, 2 inches (West Tower)
Building Height	200 feet (Max) 240 feet (Max as significant impact)	300 feet (Max)	198 feet, 10 inches (Podium) 299 feet, 5 inches (East Tower)** 299 feet, 5 inches (West Tower)**
Building Separation	20 feet or 20% of tallest building = 60 feet(Min)	N/A	68 feet, 7 inches
Parking	609 spaces	N/A	497 spaces** (120 public parking spaces included in the 497 spaces)
Landscape Area	25% / 24,715 square feet	N/A	11% / 11,267 square feet**

Setbacks	Required (ABA)***	Required (PDD)	Proposed (PDD)
Front (E)	20 feet	N/A	20 feet
Side (N)	20 feet	N/A	20 feet
Side (S)	20 feet	N/A	21.3 feet
Rear (W)	20 feet	N/A	20.6 feet
Notification Requirements	ULDR Section 47-27.2, Sign Notice ULDR Section 47-27.4, Public Participation ULDR Section 47-27.5, Mail Notice		
Action Required	Recommend Approval with or without Conditions to the City Commission, or Deny		
Project Planner	Jim Hetzel, Principal Urban Planner		<i>JH EP</i>

*Specific standards identified in the PDD Ordinance, ULDR, Section 47-37A.

**Proposed as part of the PDD rezoning request as site specific development standards.

***Subject site fronts right-of-way on all four sides. ABA requires setback of 20 feet for all frontage along right-of-way.

PROJECT DESCRIPTION:

The applicant, KT Seabreeze Atlantic, LP., is proposing to construct 215 residential units and 5,150 square feet of ground floor retail and restaurant space located at 3000 Alhambra Street. The proposed project also includes 120 public parking spaces. The property was acquired by KT Seabreeze Atlantic, LP. in 2017 by way of a land swap agreement with the City of Fort Lauderdale. The land swap was for the property adjacent to the Bonnet House known as the "Natchez Parcel" in exchange for the Sebastian Parking Lot at 3009 Sebastian Street property. The intent of the land swap was to relocate more intense development away from the historic Bonnet House property and to provide parking in the North Beach area, which was deemed a significant need for the area.

The subject property is bound by Seabreeze Boulevard to the east, North Birch Road to the west, Alhambra Street to the north, and Sebastian Street to the south. Currently, the site contains a surface parking lot owned by the City and vacant land. The site is zoned A-1-A Beachfront Area (ABA) and has an underlying land use of Central Beach Regional Activity Center (C-RAC).

The applicant is requesting to rezone the property from A-1-A Beachfront Area (ABA) to a Planned Development District (PDD) with a request for approval of the associated site plan. The application, project narratives, and site plan are provided as **Exhibit 1**.

PRIOR REVIEWS:

The project was reviewed by the Development Review Committee (DRC) on August 13, 2019. 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 47-24.4, Rezoning
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements
- ULDR Section 47-37A, Planned Development District

Rezoning Criteria

Pursuant to the ULDR Section 47-24.4, Rezoning, the rezoning request is subject to the following criteria:

1. The zoning district proposed is consistent with the City's Comprehensive Plan.

The underlying land use is Central Beach Regional Activity Center. The proposed PDD contains residential and commercial uses, which are permitted in this land use designation and is therefore the zoning district is consistent with the City's Comprehensive Plan. Refer to Comprehensive Plan Consistency section of this report for additional analysis.

2. The changes anticipated by the proposed rezoning will not adversely impact the character of development in or near the area under consideration.

The proposed PDD is generally consistent with the character of development in the surrounding area, which is predominantly multi-family residential with a mix of commercial uses such as restaurants, retail, and hotels. The general intensity of the surrounding area ranges from medium to high residential to resort hotels along State Road A-1-A. The proposed project is similar in character of development with the majority of the projects in the area and consists mostly of residential use, which generates lesser impacts in comparison to other land uses.

3. The character of the area proposed is suitable for the uses permitted in the proposed zoning district and is compatible with surrounding districts and uses.

The proposed PDD uses are the same as those uses existing in the area and support the existing built environment. The properties to the north and south are zoned ABA district and contain residential and hotel uses. Properties to the west are zoned Intracoastal Overlook Area District (IOA) and contain residential and smaller boutique-type hotels. The proposed PDD is compatible with surrounding districts and uses.

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 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 no improvements to water and wastewater infrastructure are needed to service the project. The capacity letter is attached as **Exhibit 2**.

The neighborhood compatibility criteria of ULDR Section 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, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts".

The subject property is currently zoned A-1-A Beachfront Area District (ABA), which is intended to promote high quality destination resort uses that reflect the desired character and quality of the Fort Lauderdale beach and improvements along State Road A-1-A. The district promotes high quality development through design incentives for redevelopment and ensures that such redevelopment is responsive to the character, design, and planned improvements as described in the Central Beach Revitalization Plan. Residential and hotel uses are permitted provided they meet certain criteria outlined for the ABA District, Design Compatibility and Community Character Scale. The applicant is requesting site specific design standards under the PDD zoning district in lieu of the of the Design Compatibility and Community Character Scale, which as proposed, meets similar design intent. A more detailed analysis on site specific standards are located in the PDD Analysis Section contained herein.

The proposed development will contain a mix of uses consisting of residential, retail, restaurant, and public parking, which are compatible uses to the surrounding character of the beach and are consistent with the uses identified in the 1989 Central Beach Revitalization Plan. The ground floor of the building has retail and restaurant space facing A-1-A and Seabreeze Boulevard, residential entrances facing Alhambra Street and Sebastian Street, and residential amenity space facing North Birch Road.

An enhanced pedestrian experience is proposed along the perimeter of the site with wide sidewalks and street trees along Alhambra Street, Sebastian Street, and North Birch Road. The frontage along A-1-A contains a 10-foot wide sidewalk with landscape planters and elevated plaza area near the northeast corner of the site. In addition, the public parking garage pedestrian entrance/exit is located on the east side of the building immediately adjacent to A-1-A thereby providing convenient pedestrian access.

As proposed, the building design contains two residential towers on top of a parking podium with the ground floor containing commercial uses, vehicular valet services, residential tower entrance, back of house activity, and residential amenity space. In order to reduce the building podium mass, the ground floor to ceiling heights were increased at various areas of the project. A significant increase in this height occurs at the southeast corner of the building. In addition, the applicant created a north-south view corridor to allow light and air through.

The residential towers are strategically placed on the project to allow for significant tower separation of 68 feet, 7 inches as well as minimizing the visual impact on adjacent properties. The tower design contains expansive glazing and the building finish palette includes materials receptive and complementary to the beach and regional environment, including smooth concrete walls and stone veneer which are reflective of the surrounding Beach. In addition, the building artistic metal screen panels as a decorative element enhancing the overall design. The parking podium is screened with a glazing system that is 75% opaque allowing minimum transparency to occur.

As proposed, the PDD contains public improvements that include: (1) public parking; (2) triangular open space parcel, and (3) streetscape improvements. The PDD will contain a total of 120 public parking spaces at below grade level. The spaces are accessible to the public and also provide parking for Casablanca Café according to previous agreements for parking. The off-site triangular parcel will be enhanced with landscape, pedestrian connections, new vehicular drop off with handicap spaces directly connecting to Sebastian beach, and will also contain public art installations. Streetscape improvements will occur on all four edges of the project and will includes various elements such as on-street parking, street trees, seating areas, and low planter walls. The applicant prepared a public improvement exhibit which depicts the elements and location of the public improvements, which is attached as **Exhibit 3**.

Planned Development District Analysis

The applicant has submitted a narrative as part of **Exhibit 1**, outlining the design concepts of the development and how the proposal complies with Unified Land Development Regulations (ULDR) Section 47-37A, Innovative Development Requirements. Table 1 includes an analysis of the PDD requirements.

Table 1 –PDD Requirements Analysis

ULDR Section	Section Intent	Staff Analysis
47-37A.1 Intent and Purpose	(A) Promotion of development that demonstrates: Compact building forms, street design standards that encourage safety, sustainability, and multi-modal connectivity (B) Promote flexibility of design with focus on relationship of proposed buildings with surrounding properties	The PDD proposal promotes a compact built form and utilizes flexibility in design with unique design solutions that enhance the overall project design and relation to the surrounding context. In addition, the PDD contains substantial and recognizable improvements to the existing triangular parcel as off-site public improvements.

47-37A.2 Definitions	Definitions specific to Section 47-37A.	As applicable.
47-37A.3 Conditions for PDD rezoning	Minimum land area required for an application to an PDD district shall be one half (.5) acres for RACs.	Project site is approximately 2.27 acres in size and therefore meets the minimum .5 acre requirement.
	Consistency with the goals and objectives of plans adopted for the City's Regional Activity Centers.	See Rezoning Criteria and Comprehensive Plan Sections herein.
	Configuration of the ID zoning district.	Project site is a single tract of land.
	Entire tract under unified control.	Project site is a single tract of land under unified control.
47-37A.4 Uses Permitted	The uses permitted and combination thereof within the PDD district, shall be established at the time of rezoning to PDD and shall be consistent with the City's Comprehensive Plan	PDD proposes multi-family residential and commercial uses as the permitted use. Future commercial uses will need to meet the list of permitted uses under ULDR, Section 47-12.5.B.5.
47-37A.5 Application Public Outreach	Conduct meeting prior to application submittal providing notice, presentation of project, public participation, and summary; and meeting after DRC occurs.	Applicant has provided documentation regarding public outreach. Detailed information on public outreach can be found in the applicant's Public Participation Summary attached as Exhibit 6. A pre-application meeting was held with the community on June 20, 2019 prior to the application submittal on June 21, 2019. Applicant conducted a Post-DRC meeting on October 12, 2019.
47-37A.6 Application Requirements	Application submittal requirements, narratives, plans, project data	Applicant has provided all the necessary documentation regarding application submittal.
47-37A.7 Performance Standards for Permitted Uses	Development standards proposed for the PDD shall be established by ordinance, parking reductions, common ownership, and recordation of a development agreement.	Proposed PDD standards are contained herein and listed specifically in Table 2 – Staff Analysis Summary: Zoning Comparison and Proposed PDD Zoning.
47-37A.8 PDD Criteria and Limitations	Permitted land uses, creating a vibrant living environment, compatibility with adjacent land uses, street cross sections, density, FAR, height.	The Adequacy and Neighborhood Compatibility Section herein contains discussion regarding the proposed PDD development. Also see Table 2 – Staff Analysis Summary: Zoning Comparison and Proposed PDD Zoning.
47-37A.9 PDD Public Improvements	PDD shall promote substantial, significant, and recognizable improvements to the neighborhood.	The PDD proposes the following public improvements: (1) 120 public parking spaces; (2) triangular open space parcel, and (3) streetscape improvements.
47-37A.10 Review Process	Conduct pre-application conference with staff, Rezoning application criteria applied, super majority of four members of the City Commission.	Applicant conducted a pre-application meeting with staff on May 8, 2019. The application was reviewed consistent with rezoning criteria as stated herein on page 2, Review Criteria. The PDD ordinance will require the super majority of four members of the City Commission.

Table 2 depicts a comparison between the current ULDR requirements for the development site and the proposed PDD zoning development standards as well as justification for such requests. The zoning standards that deviate from current ULDR requirements are listed and if approved, will be considered specific development standards for the 3000 Alhambra PDD zoning district. The applicant's justification for the site specific standards has been provided in the table.

Table 2 – Staff Analysis Summary: Zoning Comparison and Proposed PDD Zoning

	Required (ABA)	Proposed PDD
Building Height	200 feet 240 feet, if approved as development of significant impact	299 feet, 5 inches (Residential Towers) <u>Justification:</u> Increased height allows for slender towers with smaller floorplates thereby reducing building mass and allowing light and air to filter around and in between the towers.
Building Length and Width	200 feet	356 feet, 3 inches (Podium Length) <u>Justification:</u> To provide parking podium with various form to reduce the mass.
Floor Area Ratio (FAR)	4.0	4.5 (Residential Use) 2.5 (Nonresidential) <u>Justification:</u> To allow for flexibility in design to provide view corridors and placement of uses.
Parking	609 parking spaces	497 parking spaces <u>Justification:</u> Shared parking amongst the uses.
Landscape	25% / 24,715 square feet	11% / 11,267 square feet <u>Justification:</u> The proposed 11,267 square feet of landscape is on-site pervious area and does not include off-site improvements proposed by the PDD for the triangular parcel, which is 14,254 square feet. Collectively, the on-site and off-site pervious area would equal 23,541 square feet.

PARKING AND TRANSPORTATION:

Vehicular ingress and egress to the site is located at two points: (1) valet service area off Sebastian Street, and (2) public parking garage off Alhambra Street. The valet service area is primarily for the residents and patrons of the restaurant use. The public parking garage ingress and egress from Alhambra Street leads to below grade parking. Pedestrian access to the public parking is located on the eastern side of the site providing direct pedestrian connection for beach access. In addition, the applicant proposes twelve on-street parking spaces along Alhambra Street and Sebastian Street.

As proposed, the project will contain a total 497 parking spaces with 120 spaces for public parking use in accordance with the land swap agreement with the City. The public parking will be metered and generated revenue will be collected by the City. The remaining 377 parking spaces will be utilized for private use for the proposed residential and commercial uses. The 377 parking spaces are based on a ratio of one and half spaces per residential unit and one space for 114 square feet of commercial use. This analysis was based upon ITE, Trip and Parking Generation Manual, 10th Edition, and was reviewed and approved by the City's Transportation and Mobility Department. The PDD proposes parking ratios that are less than those in the ULDR and are deemed a reduction. Table 3 provides a breakdown of parking calculations for the PDD.

Table 3 – Parking Summary

Use	Units/Square Feet (sq. ft.)	ULDR Required Parking Ratio	PDD Proposed Ratio*	Required
Residential – 2 Bedrooms	124 units	1.75 space per unit	1.5 space per unit	186 spaces
3 Bedrooms	45 units	2.1 space per unit	1.5 space per unit	68 spaces
4 Bedrooms	46 units	2.2 space per unit	1.5 space per unit	69 spaces
Retail / Restaurant	5,150 sq. ft	<u>Retail:</u> 1 space per 250 sq. ft.	1 space per 114 sq. ft. of space	46 spaces

		Restaurant: 1 space per 30 sq. ft. of Customer Area		
Subtotal				369 spaces
Public Parking				120 spaces
Total				489 spaces
Parking Provided				497 spaces

* ITE, Trip and Parking Generation Manual, 10th Edition

In addition, the applicant has submitted a Traffic Study identifying that the project will generate 1,535 new net daily vehicular trips in the area with 118 AM peak trips and 127 PM peak trips. The Traffic Study, dated June 2019, prepared by the applicant's consultant, DC Engineers, indicates that the surrounding roadway network has sufficient capacity to accommodate the additional vehicular trips from the proposed development and that new traffic will not have a negative impact on the surrounding roadway network. It is recommended that the developer request traffic signal timing be coordinated for optimization of traffic signals in the area. An executive summary of the traffic study and the City's Transportation and Mobility Department approval letter are attached as **Exhibit 4** and **Exhibit 5**, respectively.

COMPREHENSIVE PLAN CONSISTENCY:

The proposed use is consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Policy 1.11.1, establishing a design character in Central Beach, Future Land Use Element Policy 1.11.2, enhancing landscaping, street and pedestrian amenities through the development review process within the Central Beach RAC, and Future Land Use Element Policy 1.11.3, by enhancing views of the oceanfront and Intracoastal waterway within the Central Beach RAC.

The City's Future Land Use Map indicates that the proposed project has a Regional Activity Center (RAC) Land Use Designation. More specifically, the RAC Land Use Designation is intended to encourage development of regional significance and facilitate a mixed use development pattern with access to mass transit and reduce dependency on vehicle travel. The proposed project meets the intent of the land use designation.

Furthermore, the Comprehensive Plan requires that the City track development in the RAC and monitor the number of units and vehicular trips allocated to individual projects. As proposed, the project requires the allocation of 215 residential units and 127 PM peak hour trips. The project's trip has been secured as part of the land swap agreement and number of trips available account for this agreement. The residential units, if approved, would be deducted from the 410 units available leaving 195 units remaining. Table 4 below provides a summary of units and trips allocated to date.

Table 4 – Central Beach RAC Development Tracking Summary

Total Summary - Units		Total Summary - Trips	
Residential Units Permitted	5,500	Total Peak Hour Trips Permitted	3,220
Built and Approved Units ⁽¹⁾	5,124	Built and Approved Trips ⁽²⁾	3,190
Demolition Credits ⁽³⁾	34	Demolition Credits ⁽³⁾	50
Number of Units Available	410	Number of Trips Available	80

⁽¹⁾ Includes existing 3,050 units as of July 1998, built, approved not yet built, and pending litigation

⁽²⁾ Includes built projects, approved not yet built, and pending litigation.

⁽³⁾ Demolition credits for properties that demolition structures after 1989 and did not receive new approvals.

PUBLIC PARTICIPATION:

In addition to the public outreach required in ULDR Section 47-37A.5, Application Public Outreach, the application is also subject to the public participation requirements established in ULDR Section 47-27.4, which applies to projects within 300 feet of City-recognized civic associations. The applicant conducted numerous meetings with the Central Beach Alliance (CBA) as part of public outreach with the most current meeting occurring on June 15, 2020. The applicant's public participation meeting summary and affidavit are provided as **Exhibit 6**.

In addition, this request is subject to mail notice and sign notification requirements established in ULDR Section 47-27.4. The applicant has installed a total of four signs on the property and has submitted a sign affidavit indicating proper sign notification was provided. The affidavit and photographs of the posted signs, reflecting the meeting date of July 15, 2020, are provided as **Exhibit 7**.

PLANNING & ZONING BOARD REVIEW OPTIONS:

The Planning and Zoning Board shall consider the application and make a decision based on the following criteria:

- ULDR Section 47-24.4, Rezoning
- ULDR Section 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements
- ULDR Section 47-37A, Planned Development District

If the Planning and Zoning Board determines that the proposed rezoning and Site Plan Level IV application meets the standards and requirements of the ULDR and criteria for Site Plan Level IV review, the Planning and Zoning Board shall recommend approval or approval with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed rezoning and associated development, to the City Commission. If recommended for approval, the following conditions apply:

1. Prior to Final DRC, the applicant shall update the architectural elevation drawings with detailed drawings of the rooftop screening material and if necessary, provide additional sheets in the plan set to ensure rooftop screening material is adequate.
2. Prior to Final DRC, the applicant shall execute a parking reduction order and a valet parking agreement and record such in public records.
3. Prior to Final DRC, the applicant shall execute a development agreement consistent with ULDR, Section 47-37A.13, Agreements, which shall be recorded in public records and provided to the City post recordation.
4. Prior to final DRC, applicant shall provide the final School Capacity Availability Determination (SCADS) letter that confirms that school capacity is available, or if capacity is not available, that mitigation requirements have been satisfied.
5. Pursuant to ULDR Section 47-38A, Park Impact Fees, applicant will be required to pay Park Impact Fee for the proposed residential units prior to issuance of building permit.

If the Planning and Zoning Board determines that the proposed rezoning and associated development does not meet the standards and requirements of the ULDR and criteria for the proposed development or use, the Planning and Zoning Board shall recommend denial of the application and Site Plan Level IV permit.

The applicant has submitted narratives outlining how the project complies with the applicable sections of the ULDR as described herein and attached as **Exhibit 1**, to assist the Board in determining if the proposal meets these criteria.

EXHIBITS:

1. Application, Project Narratives, and Plans
2. Water Sewer Capacity Letter
3. Public Improvement Summary Exhibit
4. Traffic Study Executive Summary
5. Transportation and Mobility Department Approval Letter

6. Public Participation Meeting Summary and Affidavit
7. Public Sign Notice and Affidavit