



**REQUEST:** Site Plan Level IV Review: 124-Room Hotel, 6 Multifamily Residential Units with Associated Parking Agreement in the Central Beach Regional Activity Center

<b>Case Number</b>	PLN-SITE-20040008	
<b>Property Owner/Applicant</b>	3001-18 Harbor Drive, LLC.	
<b>Agent</b>	Robert Lochrie, Lochrie & Chakas, P.A.	
<b>General Location</b>	3001 Harbor Drive	
<b>Property Size</b>	42,626 square feet / .98 acres	
<b>Existing Use</b>	Vacant Lot	
<b>Existing Zoning</b>	South Beach Marina and Hotel Area (SBMHA) District	
<b>Future Land Use Designation</b>	Central Beach Regional Activity Center	
<b>Applicable Unified Land Development Regulations (ULDR) Sections</b>	47-12, Central Beach District Requirements 47-25.2, Adequacy Requirements 47-25.3, Neighborhood Compatibility Requirements	
	<b>Required</b>	<b>Proposed</b>
<b>Density</b>	48 units per acre	1.4 units per acre / 6 units
<b>Lot Size</b>	N/A	42,626 square feet / .98 acres
<b>Floor Area Ratio (FAR)</b>	5 (maximum)	3.02
<b>Structure Length</b>	200 feet (maximum)	180 feet
<b>Structure Width</b>	200 feet (maximum)	211 feet
<b>Building Height</b>	120 feet (maximum)	115 feet
<b>Parking</b>	98 spaces	98 spaces*
<b>Landscape</b>	25% / 10,656 square feet	26% / 10,952 square feet
<b>Setbacks</b>	<b>Required</b>	<b>Proposed</b>
Front (S)	20 feet	20 feet
Side (E)	10 feet or ½ the height	30 feet
Side (W)	10 feet or ½ the height	15 feet
Rear (N)	20 feet or ½ the height	20 feet
<b>Notification Requirements</b>	ULDR Section 47-27.2, Sign Notice ULDR Section 47-27.4, Public Participation	
<b>Action Required</b>	Approve, Approve with Conditions, or Deny	
<b>Project Planner</b>	Jim Hetzel, Principal Urban Planner	<i>JH EP</i>

\*Off-Site Parking Provided

#### **PROJECT DESCRIPTION:**

The applicant, 3001-18 Harbor Drive, LLC., is proposing to redevelop the parcel of land located at 3001 Harbor Drive with a mixed use development project containing 124-room hotel, six residential units, and accessory restaurant space. The subject site is located at the northwest corner of State Road A-1-A and Harbor Drive, adjacent to City's Fire Station 49 and across from the City's South Beach Parking Lot. The site has an underlying land use designation of Central Beach Regional Activity Center (Beach RAC) and is zoned South Beach Marina and Hotel Area (SBMHA) District. The application, site plan and project narratives are provided as **Exhibit 1**.

An associated case for a proposed residential development located at 3012 Harbor Drive called "Bahia Cabana Apartments" is also scheduled on the October 21, 2020, Planning and Zoning Board agenda as Case No PLN-SITE-20040006. The associated development is providing off-site parking for the subject project.

#### **PRIOR REVIEWS:**

The project was reviewed by the Development Review Committee (DRC) on May 12, 2020. 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 47-25.2, Adequacy Requirements
- ULDR Section 47-25.3, Neighborhood Compatibility Requirements

**Central Beach District Requirements**

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 SBHMA zoning district. The intent of the SBHMA 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 project proposes 124-room hotel and six residential units. The hotel occupies the second floor through seventh floor with the second floor containing accessory hotel meeting space, gym, and spa. Hotel rooms are located on the third through seventh floors. Residential units are located on the eighth and ninth floors, with three units on each level. The tenth level contains a bar area with enclosed seating space as well as an outdoor terrace. Restaurant and café uses are proposed on the ground level with the café accessible to the public while the restaurant is accessory to the hotel.

The proposed setback along Harbor Drive is generally maintained at 20-feet. The project contains a building canopy that encroaches 15 feet to provide cover for pedestrians and vehicles. In addition, there is café terrace with outdoor dining that encroaches 14 feet. The side setback along the east property line is 30 feet to allow for the pedestrian plaza. The side setback along the western property line is 15 feet and the rear setback along the Intracoastal Waterway is 20 feet, with site enhancements including landscaping, pool deck, and seating. The proposed building height is 115 feet, within the 120-foot building height limitation.

The building fronts Harbor Drive with a 30-foot wide pedestrian plaza on the northeastern portion of the property between the building and the City's fire station. The project includes improvements along the waterfront with pool deck, seating, and landscape planters along the Intracoastal Waterway. The ground level of the building contains the hotel entrance facing Harbor Drive and active restaurant and café uses fronting the entire length of the pedestrian plaza as well as a portion of Harbor Drive. Vehicle drop-off and pick-up is also proposed along Harbor Drive which will allow residents and visitors with convenient access. However, there is no parking on the site. Parking is provided at the proposed "Bahia Cabana Apartments" property located at 3012 Harbor Drive, which is also scheduled on this agenda. Refer to the Parking and Transportation Section herein for additional information.

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 and permissible in ULDR Section 47-12.5.F.5, Central Beach District Requirements and Limitations, which permits hotels, multi-family residential, marinas, museums, swimming pools, parking garages, restaurants, amphitheatres, and accessory uses supportive of a principal use. The applicant proposes

a mixed-use development program consisting of a hotel , multi-family residential units, and accessory restaurant uses. The uses are consistent with the surrounding 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.

Proposed architecture consists of high-quality materials and the design enhances the overall built environment and is compatible with the surrounding area. Building height, articulation of building walls, and pattern of windows are all integrated in a manner that reflects the resort and residential character of the surrounding community.

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;

Proposed building height is consistent with permitted height established in the ULDR for SBHMA Zoning District. The project's architecture maximizes transparency and water views thereby creating a style that is 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.

The proposed project contains uses that promote the waterfront destination. The improvements enhance the site with new a development creating opportunities for waterfront views of the Intracoastal Waterway and adding active uses to enhance the Central Beach experience for residents and visitors, and supporting the objectives and goals of the Beach Revitalization Plan.

#### **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 there is sufficient water and wastewater capacity to service the project. The capacity letter is attached as **Exhibit 2**.

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 on Harbor Drive and is visible from State Road A-1-A. The building is very visible from the public realm and will create presence along the street with active uses -including a pedestrian plaza and outdoor dining facing the public realm. The project frontage is emphasized with strong pedestrian-oriented design elements including an 8-foot wide sidewalk with a combination of shade trees and palms along the sidewalk to enhance pedestrian comfort and provide shade.

The first two levels of the building contain enhanced design elements such as wood cladding, glass railing, and decorative artificial green walls. The building design incorporates high quality design elements that enhance transparency and provide for light, air and a view corridor from the street to the Intracoastal Waterway via the pedestrian plaza. There is ample glass coverage giving the building a transparent appearance as well as terraces and balconies that further activate the building facades. The building mass has been designed to complement the existing buildings in the vicinity, while maintaining the building height permitted under the SBMHA zoning district. Building stepbacks are proposed on the east elevation facing the fire station as well as the west elevation due to the building’s proximity to the lower residential buildings adjacent to the site.

#### **PARKING AND TRANSPORTATION:**

As proposed, the site does not contain parking and therefore, there is no vehicular ingress and egress to the site with the exception of a passenger pick-up/drop-off area and service loading area. Pedestrian enhancements are proposed along the property fronting Harbor Drive and replace the existing back-out parking. Bike racks are located on the site adjacent to the sidewalk and the project includes numerous visual pedestrian features such as artwork, vertical green wall, and an oculus lens in the entrance canopy, which will project light through the canopy onto the ground.

The required parking is proposed off-site on the adjacent “Bahia Cabana Apartments” development, also scheduled as on this agenda as Case No. PLN-SITE-20040006. The applicant has indicated that valet service will be provided on the “Bahia Cabana Apartments” site and not on the hotel site due to the separation of the development sites by a public right-of-way. Staff has provided a condition restricting valet services on the property due to the inability to utilize City right-of-way for valet circulation. There are 98 spaces required for the project. All 98 spaces are proposed within a parking structure located off-site. The applicant will be required to record a parking agreement for the off-site parking spaces. Table 1 provides a breakdown of the total parking required for the site.

**Table 1 – Parking Summary**

Use	Intensity	Parking Ratio	Required
Hotel Rooms	124 rooms	.67 space per room	84 spaces
Residential			
- 3 Bedroom Unit	4 units	2.1 spaces per unit	9 spaces
- 4 Bedroom Unit	2 units	2.2 spaces per unit	5 spaces
Total Provided			98 spaces

In addition, the applicant submitted a Traffic Generation Statement, dated August 4, 2020, prepared by DC Engineers, Inc., identifying that the project will generate less trips than the previously existing use with -91 AM peak trips and -22 PM peak trips. The result will add 22 PM peak trips back into the City’s available trip table for future allocation to projects in the Beach RAC. Given the results of the Traffic Generation Statement, a more comprehensive traffic study was not required. The Traffic Generation Statement is attached as **Exhibit 3**. The City’s Transportation and Mobility Department approval letter is attached as **Exhibit 4**.

### **COMPREHENSIVE PLAN CONSISTENCY:**

The City's Future Land Use Map indicates that the proposed project is located within the boundaries of the Beach RAC. The proposed development aligns 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 (Beach RAC) Redevelopment Efforts: Continue to ensure that development of the 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; 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.

Per an Interlocal Agreement between the City and Broward County, the City is required to monitor and track development entitlements in regional activity center land use designation. The Beach RAC development limitations are based on residential units and vehicular trips. As previously stated, the project is generating less trips than the previously existing use with -22 PM peak trips; however, the project will be allocated six residential units since that use was not previously existing. If approved, there will be 404 residential units and 101 trips remaining for development allocation. Table 2 below provides a summary of the vehicular trips allocated to date.

**Table 2 – Central Beach RAC Development Vehicular Trips Tracking Summary**

Residential Summary		Vehicle Trip Summary	
Total Residential Units Permitted	5,500	Total Peak Hour Trips Permitted	3,220
Built and Approved Units <sup>(1)</sup>	5,124	Built and Approved Trips <sup>(1)</sup>	3,191
Demolition Credits <sup>(2)</sup>	34	Demolition Credits <sup>(2)</sup>	50
Number of Available Units	410	Number of Available Trips	79
Allocation for Bahia Cabana Hotel	6	Allocation for Bahia Cabana Hotel	-22
<b>Number of Trips Available if Proposed Bahia Cabana Hotel is Approved</b>	<b>404</b>	<b>Number of Trips Available if Proposed Bahia Cabana Hotel is Approved</b>	<b>101</b>

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

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

### **PUBLIC PARTICIPATION:**

This application is 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 a virtual public participation meeting on August 13, 2020, with the Central Beach Alliance to provide an opportunity for comments from the public. The applicant's public participation meeting summary and affidavit are provided as **Exhibit 5**.

In addition, this request is subject to sign notification requirements established in ULDR Section 47-27.4. The applicant has installed a total of two 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 October 21, 2020, are provided as **Exhibit 6**.

### **CONDITIONS:**

If approved, the following conditions shall apply:

1. Valet parking operations shall not be permitted on-site. The drop-off area, as depicted on the site plan, Sheets A-0.15 and A-0.16, shall be restricted for drop-off and pick-up only.
2. Prior to Final DRC, the applicant shall coordinate with staff on the appropriate pedestrian safety measures for Harbor Drive between the Bahia Cabana Hotel, Case PLN-SITE-

20040008, and Bahia Cabana Apartments, Case PLN-SITE-20040006. Such measures shall be depicted on the site plan.

3. Prior to Final DRC, the applicant shall relocate the FPL utility pole five feet toward Harbor Drive so the pole is not located in the sidewalk area, in order to maintain a clear, unimpeded pedestrian wide path.
4. Prior to issuance of building certificate of occupancy, the applicant shall execute an off-site parking agreement, record the agreement at its own expense in the Broward County Public Records, and provide a copy of the recorded agreement to the City Department of Sustainable Development.
5. 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.
6. 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.

**PLANNING & ZONING BOARD REVIEW OPTIONS:**

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

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

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.

If the Planning and Zoning Board determines that the proposed development application meets the standards, requirements, and criteria of the ULDR for Site Plan Level IV as stated herein, the Planning and Zoning Board shall recommend approval or approval with conditions, to the City Commission for issuance of the Site Plan Level IV permit.

If the Planning and Zoning Board determines that the proposed development application does not meet the standards, requirements, and criteria of the ULDR for Site Plan Level IV as stated herein, the Planning and Zoning Board shall recommend denial of the Site Plan Level IV permit to the City Commission.

**EXHIBITS:**

1. Application, Project Narratives, and Site Plan
2. Water and Sewer Capacity Letter
3. Traffic Generation Statement, DC Engineers, Inc., August 4, 2020
4. Transportation and Mobility Department Approval Letter
5. Public Participation Meeting Summary and Affidavit
6. Public Sign Notice and Affidavit