



SITE PLAN REVIEW AND APPEARANCE BOARD STAFF REPORT

DEVELOPMENT SERVICES DEPARTMENT

100 NW 1ST AVENUE, DELRAY BEACH, FLORIDA 33444

PLANNING & ZONING DIVISION: (561) 243-7040 • BUILDING DIVISION: (561) 243-7200

SITE PLAN REVIEW AND APPEARANCE BOARD

Meeting: October 28, 2020

File No.: 2020-263-SPF-SPR-CL2

Application Type: Class II Site Plan Modification

General Data:

Agent: Gary Eliopoulos, GE Architecture

Applicant/Owner: Ocean Properties, LTD

Location: 10 N. Ocean Boulevard

PCN: 12-43-46-16-E3-003-0010

Property Size: 4.6 acres

FLUM: Central Core (CC)

Zoning: Central Business District (CBD)

Adjacent Zoning:

- North: CBD / Community Facilities (CF)
- South: CBD
- East: Open Space (OS)
- West: CF / OS

Existing Land Use: Hotel

Proposed Land Use: Hotel

Item before the Board:

The action before the Board is the approval of a Class II Site Plan application for the Opal Grand Hotel pursuant to LDR Section 2.4.5 (F)(1)(a), including the following:

- Site Plan
- Architectural Elevations



Optional Board Motions for Action Items:

- A. Move to continue with direction.
- B. Move approval of the request for the Class II (2020-263) Site Plan and Architectural Elevations for **Opal Grand Hotel** located at **10 N. Ocean Blvd**, by finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in the Land Development Regulations.
- C. Move denial of the request for the Class II (2020-263) Site Plan and Architectural Elevations for **Opal Grand Hotel** located at **10 N. Ocean Blvd**, by finding that the request is inconsistent with the Comprehensive Plan and does not meet criteria set forth in the Land Development Regulations.

Background:

The Opal Hotel formally known as the Marriott Hotel is located on the northwest corner of Atlantic Avenue and N. Ocean Boulevard. The 4.64 acres property is in the Central Business District (CBD) within the Beach sub-district and has a Central Core (CC) Future Land Use Map (FLUM) designation. The existing 328,486 sf. development was first constructed in 1983 and has gone through several modifications and expansions since it was constructed.

Project Planner: Rachel Falcone, Planner FalconeR@mydelraybeach.com 561-330-6052	Review Dates: SPRAB Board: October 28, 2020	Attachments 1. Site Plans 2. Architectural Elevations
---	---	---



On July 14, 1980, the Planning and Zoning Board recommended approval of the Seacrest Hotel conditional use request to allow a 168-room hotel in a six-story structure. The Planning & Zoning Board approval was subject to the condition that a time limitation of 18 months be set for development of the project. On October 28, 1980, the City Council (later renamed City Commission) approved the conditional use request subject to the applicant providing 16 parking spaces in the southwest corner for public parking. Prior to building permit issuance, the applicant was also required to enter a long-term lease with the City at the rate of \$1.00 per year with a termination date 99 years from October 28, 1980. This condition of approval was not to take effect until the applicant received written approval from the Florida Department of Transportation (FDOT) regarding elimination of ten (10) spaces on the south side of Atlantic Avenue between Gleason Street and Bronson Avenue, as well as, the removal of thirteen (13) spaces on the north side of Atlantic Avenue between State Road A1A and Andrews Avenue. The condition of approval also established a period of 12 months to obtain FDOT approval or the approval would be rendered null and void and a new conditional use request would need to be processed and approved. Upon FDOT approval, the time limitation for development of the project would be 18 months. FDOT approval was not received and the conditional use approval expired.

On July 20, 1981, the Planning and Zoning Board recommended approval of the revised Seacrest Hotel conditional use request to construct a 5 story, 150 room hotel. The City Commission voted to approve the conditional use request for the Seacrest Hotel on August 11, 1981 and stipulated that 18 parking spaces located in the southwest corner of the site be made public to reduce the impact on the merchants that were to be affected by the elimination of 23 parking spaces located along Atlantic Avenue between Gleason Street and State Road A1A. However, FDOT did not approve the proposed road improvements along Atlantic Avenue and the 23 spaces were not removed. The Seacrest Hotel nonetheless proceeded with their plans to include an 18-space public parking lot in the southwest corner of their site, in the event of eventual FDOT approval. To date, FDOT has not approved any proposed road modifications on Atlantic Avenue for the Delray Marriott. Thus, the original parking configuration containing 19 parallel spaces on the south side of Atlantic Avenue and 21 parallel parking spaces on the north side of Atlantic Avenue between Venetian Drive and State Road A1A has not changed.

On April 10, 1984, the City Commission approved the construction of a rooftop restaurant as a sixth floor on the existing hotel. On February 23, 1988, the City Commission approved a waiver of the rezoning fee and final boundary plat fee with a City land exchange for the parking lot (Parcel 1) along the north property line for public beach access and Fire Station #2. The final land exchange agreement between the City and Ocean Properties (owner) was approved by the City Commission on April 11, 1989.

On June 28, 1990, the Board of Adjustment approved a variance for a fifty-space parking reduction to run in perpetuity with the site via petition #861. On July 16, 1990, the Planning and Zoning Board recommended approval of a conditional use modification request for the hotel renamed to Camino Real Holiday Inn on an expanded site (from 2.62 to 4.64 acres), with a revised proposal to construct a five-story, 100 room hotel addition, two tennis courts and 87 additional parking spaces. The City Commission approved the conditional use on July 24, 1990. The subject property was initially zoned Limited Commercial (LC). After October 1, 1990, with the city-wide rezoning, the subject property was rezoned to the Central Business District (CBD) zoning district.

On January 21, 1992, the City Commission approved a conditional use modification extension request associated with the Camino Real Holiday Inn hotel expansion.

On February 23, 1994, the Site Plan Review and Appearance Board (SPRAB) approved the site plan associated with the approved conditional use modification for the *Camino Real - Holiday Inn Expansion*. Two subsequent site plan extensions associated with the hotel expansion were approved on July 26, 1995 and February 5, 1997.

On March 19, 1997, the Site Plan Review and Appearance Board (SPRAB) approved three (3) waivers associated with the beach public parking lot bordering the north property line of the hotel site. The waivers were with regard to the following: 1) the provision of a 20' stacking distance if A1A is widened in the future [LDR Section 4.6.9.D.3.c.1], 2) the allowance of a reduction in the perimeter landscaping width from 5' to 3 1/2' along the south property line of the City property containing the parking row adjacent to the building [LDR Section 4.6.16.H.3.d], and 3) the provision of only a 5' landscape strip along the east property line where tree plantings were required, adjacent to A1A [LDR Section 4.6.16.H.3.a].

At its meeting of April 16, 1997, SPRAB considered two design layouts for the Camino Real - Holiday Inn Hotel expansion to accommodate a 5-story addition with 100 rooms. One site plan combined the beach parking lot with the proposed hotel parking area adjacent to the north property line, and the second plan maintained the previously approved separation of the two parking areas. The site plan combining the parking areas was approved, while the associated landscaping and elevations were continued. The Manor



House Condominium Association appealed the April 16, 1997 SPRAB approval of the site plan challenging the use and accessibility of a public parking lot located within a commercial establishment. This appeal was heard at the City Commission meeting of May 6, 1997 and was denied, thus maintaining the original SPRAB approval. At its meeting of June 25, 1997, SPRAB approved the architectural elevations for the project. The revised landscape plan was approved by SPRAB on July 9, 1997.

On December 17, 1997, SPRAB approved minor modifications to the approved plans for expansion of the hotel. These items included redesign of the main entry from an elliptical to a circular drive, redesign of the proposed pool area, relocation of garage entry along Andrews Avenue, elimination of one tennis court and floor plan changes which resulted in an 85 sq. ft. increase in total building area. The associated landscape plan was approved on January 21, 1998. On February 17, 1998, the Seacrest Hotel Final Boundary Plat (ORB 660 PG 4) was approved which included the hotel, fire station #2 and beach parking lot. At that time, an access easement for Parcel 1 (City Parking Lot) was established with Ocean properties which called for payment of \$50,000 to the City. A landscape maintenance easement agreement for this lot had already been established and approved on February 3, 1998.

On September 16, 1998, a site plan modification was approved to convert the penthouse restaurant to hotel suites and construct a restaurant addition. The new restaurant addition required additional parking, which was subject to payment of in-lieu parking fees. The adjacent property owners along Atlantic Avenue between Venetian Drive and Seabreeze Avenue appealed the September 16, 1998 SPRAB approval of the site plan, due to concerns about the parking requirement associated with the restaurant addition. This appeal was heard at the City Commission meeting of October 20, 1998 and was granted, thus reversing the original SPRAB approval.

On January 29, 2001, a Class I site plan modification request to change the elevations of the hotel to provide stealth telecommunication antennas was approved.

On October 14, 2008, the Site Plan Review and Appearance Board (SPRAB) approved a Class IV Site Plan Modification for the Delray Marriott Expansion which entailed construction of a two-story hotel addition containing nine (9) cabana suites, expanding the existing restaurant, adding a retail and commercial component, constructing a four-story hotel addition with twenty-seven (27) suites along the entire south property line (i.e. fronting on East Atlantic Avenue), adding a kitchen to better accommodate existing banquet rooms and expansion of the existing pool deck.

On September 22, 2010, the Site Plan Review and Appearance Board (SPRAB) approved a two (2) year extension request for the Class IV Site Plan, Landscape Plan and Architectural elevations. This provided an expiration date of October 14, 2012.

On August 8, 2012 the Board approved an extension request and a Class I Site Plan Modification associated with the establishment of three (3) phases for the previously approved Class IV site plan Modification which was associated with changes to the cabana suites and courtyard area along East Atlantic Avenue.

On June 12, 2019, the Site Plan Review and Appearance Board (SPRAB) approved A Class II Site Plan Modification that included a transition of the existing Mediterranean architectural design to Anglo Caribbean, new French doors, changes in roof material and a new color scheme.

On August 31, 2020, the City of Delray Beach Development Services Department received a Class I Site Plan Modification application for various architectural elevation changes. On September 11, 2020, the City of Delray Beach Development Services Department received a Class II Site Plan Modification application associated with the construction of the event deck. On September 30, 2020, the applicant for the Opal Grand hotel agreed to combine the Class I Site Plan Modification (2020-249) to the Class II Site Plan Modification application (2020-263).

Project Request:

The proposed Class II Site Plan Modification for the Opal Grand is associated with the addition of new event deck, parking, and architectural features such as the addition of glass railings to the top of restaurant; replacing existing railings at covered walkway to cable railings; addition of stucco decorative panels (palm leaves), decorative architectural brackets, and decorative shutters; replacing decorative railings at existing parking garage; modification of the "Marriot Clock Tower;" addition of shutters to north tower; rebuilding the existing wooden roof top trellises out of aluminum and the removal of false windows on the tower feature.

Site Plan Analysis:

The following items identified in the Land Development Regulations shall specifically be addressed by the Site Plan Review and Appearance Board (SPRAB) for final action on the site and development applications/requests, as presented.

**Off-Street Parking Requirement:**

Pursuant to LDR Section 4.4.13(L), **Commercial Uses**, shall provide six spaces per 1,000 square feet of gross floor area which includes Restaurants and lounges (including those located within hotels/motels) NOT in the Atlantic Avenue Parking District.

	Required	Provided
Event Deck 6 spaces per 1,000 (gross sq. ft)	24 spaces	24 spaces
Total Parking for Hotel	456 spaces	508 spaces

- The proposed 3,943 sq. ft. event deck requires an increase in parking of 24 spaces for the hotel. The proposal provides the required parking spaces due to the surplus of parking spaces within the hotel. Currently, the hotel has a surplus of 52 parking spaces. The proposed 1,132 sq. ft. green buffer area intended use is to provide a buffer between the event deck area and the adjacent hotel rooms. Therefore, the green buffer deck area does not require additional parking due to the area being a not occupiable space.

Architectural Elevations and Aesthetics

- The proposed design is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
- The facade elevations express good, exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
- The project is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.
- The proposed Class II Site Plan Modification is associated with the addition of a new event deck, new green buffer deck, and architectural elevation features. The proposed event deck is approximately 3,943 sq. ft and proposed green buffer deck is approximately 1,132 sq. ft. The proposed event deck and green buffer deck will be located above the previously approved restaurant on the eastern portion of the hotel. The proposed green buffer deck will be covered with an astro turf surface and planters.
- The modification to the architectural features throughout the Opal Grand include the addition of glass railings to the top of the restaurant; replacing existing railings at the covered walkway to cable railings; addition of stucco decorative panels (palm leaves), decorative architectural brackets, and decorative shutters. The proposal includes the replacement of decorative railings at the existing parking garage; modification of the "Marriot Clock Tower;" addition of shutters to north tower and the removal of false windows on the tower feature. Lastly, the project proposes to rebuild the existing wooden roof top trellises out of aluminum.

Review by Others:

The proposal was reviewed by the Downtown Development Authority (DDA) on October 13, 2020. The DDA Board recommended approval of the proposal.