



DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

SITE PLAN REVIEW AND APPEARANCE BOARD STAFF REPORT

Opal Grand Hotel

Meeting	File No.	Application Type
May 25, 2022	2022-167-SPF-SPR-CL1	Class I Site Plan Modification
Property Owner	Applicant	Agent
Ocean Properties LTD	Ocean Properties LTD	GE Architecture Inc./Gary P. Eliopoulos

Request

Consideration of a Class I Site Plan Modification associated with minor elevation changes to the west elevation for the Opal Grand Hotel (fka Marriott) located at 10 North Ocean Boulevard.

General Data

Location: 10 North Ocean Boulevard

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

Property Size: 4.6 acres

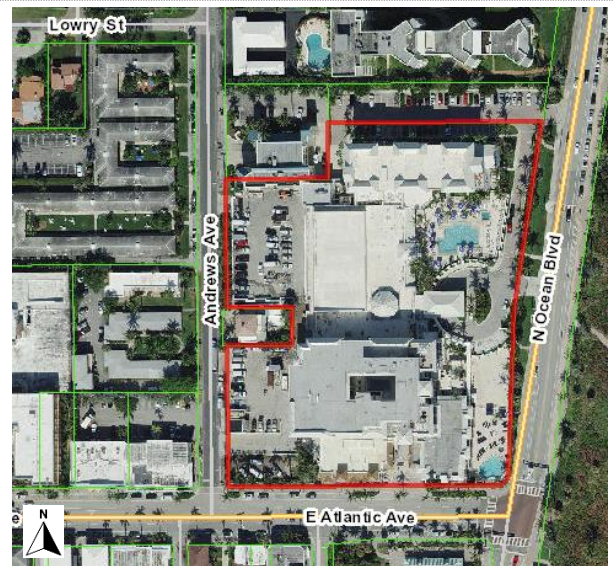
LUM: CC (Central Core)

Zoning: Central Business District (CBD), Beach Sub-District

Adjacent Zoning:

- North: Open Space (OS) & Community Facilities (CF)
- South: CBD
- East: Atlantic Ocean
- West: Multiple Family Residential – Medium Density (RM) & CBD

Existing Land Use: Hotel



Background

The Opal Grand Hotel, formerly known as the Marriott Hotel, is located on the northwest corner of East Atlantic Avenue and North Ocean Boulevard. The existing 328,486 square foot development was first constructed in 1983 and has gone through several modifications and expansions. An extensive overview of the most recent site modifications is provided in the following paragraphs.

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 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 of the property for public parking. Prior to building permit issuance, the applicant was also required to enter a long-term lease with the City at a 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 10 spaces on the south side of Atlantic Avenue between Gleason Street and Bronson Avenue, as well as the removal of 13 spaces on the north side of Atlantic Avenue between State Road

A1A and Andrews Avenue. The condition of approval also established a maximum 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. As the FDOT approval was not received, 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 five story, 150 room hotel. The City Commission voted to approve the conditional use request for the Seacrest Hotel on August 11, 1981, stipulating the condition 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 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 proceeded with plans to include an 18-space public parking lot in the southwest corner of the site, in the event that FDOT granted 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 to 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 LTD (owner) was approved by the City Commission on April 11, 1989.

On June 28, 1990, the Board of Adjustment approved a variance for a 50-space parking reduction to run in perpetuity with the site via petition #861. Following this, on July 16, 1990, the Planning and Zoning Board recommended approval to modify the conditional use for the hotel, renamed to Camino Real Holiday Inn, which expanded its site from 2.62 to 4.64 acres. The revised proposal was 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. On October 1, 1990, through the city-wide rezoning, the subject property was rezoned from Limited Commercial (LD) to CBD.

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 waivers associated with the beach public parking lot bordering the north property line of the hotel site. The waivers were regarding the following:

1. The provision of a 20-foot 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 five feet to three feet and one-half inch 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 a five-foot 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 five-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 the public parking lot located within a commercial establishment. The appeal was heard at the May 6, 1997, City Commission

meeting and was denied, thereby maintaining the original SPRAB approval. At its meeting of June 25, 1997, SPRAB approved the architectural elevations for the project, and the revised landscape plan was approved by SPRAB on July 9, 1997.

On December 17, 1997, SPRAB approved minor modifications to the approved plans to expand the hotel. The modifications 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 square foot 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 was approved on February 3, 1998.

On September 16, 1998, a site plan modification was approved to convert the penthouse restaurant into 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. The City Commission granted the appeal at its meeting on October 20, 1998, thereby repealing the original SPRAB approval.

On January 29, 2001, a Class I site plan modification request was approved to install stealth telecommunication antennas.

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 the construction of a two-story hotel addition containing nine cabana suites, expanding the existing restaurant, adding a retail and commercial component, constructing a four-story hotel addition with 27 suites along the entire south property line 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, SPRAB approved a two-year extension request for the Class IV Site Plan, Landscape Plan and Architectural elevations, which established a new expiration date of October 14, 2012. On August 8, 2012, SPRAB approved an extension request and a Class I Site Plan Modification, allowing the referenced Class IV Site Plan Modification to be completed in three phases.

On June 12, 2019, SPRAB approved a Class II Site Plan Modification that included a transition from the existing Mediterranean architectural design to Anglo Caribbean, new French doors, changes in roof material, and a new color scheme. These changes were associated with the rebranding of the hotel from the Marriott to the Opal Grand.

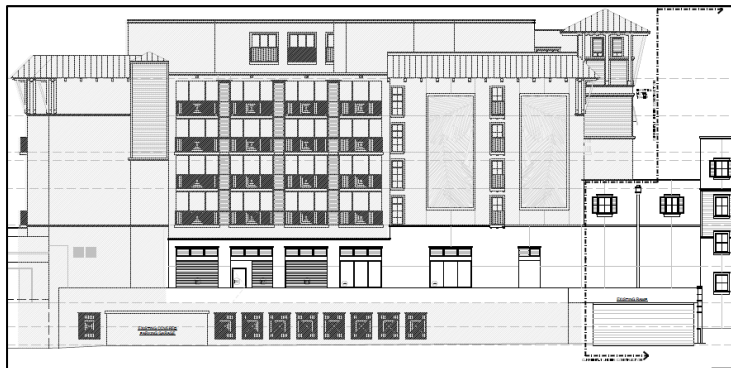
On October 28, 2020, SPRAB approved a Class II Site Plan Modification associated with the addition of a new event deck, additional parking, and architectural features.



Description of Proposal

The proposed Class I Site Plan Modification for the Opal Grand Hotel includes the following modifications to the site plan and exterior elevations: **All of the work is proposed on the west elevation, Andrews Avenue within the existing footprint of the hotel. The proposal is to infill the existing ramp and create a level floor with the ground floor of the hotel. This is the original ramp down to the underground covered parking lot that is no longer in use.**

- Interior site work to create a new employee lounge, storage, and support space for the existing hotel;
- Create a loading space for laundry drop off and compacter.
- Install roll up doors in Brilliant White to match the current hotel, which will accommodate the loading area, recycle, and dumpster area;
- Install a door to the entrance of the laundry area;
- Install windows in Aluminum Bronze which will enclose the access into the garage; and
- Exterior colors: Benjamin Moore Acadia White, to match existing.



Review and Analysis

Pursuant to **LDR Section 2.4.5(G)(1)(b), Modifications to site plans and Master Development Plans: Class I**, a Class I Site Plan Modification is classified as the *approval of items listed in Section 2.4.5(I)(1) such as but not limited to: walls, fences, slabs, dumpster enclosures, sheds, etc. which do not require Board action; and changes in architectural elevations which require Board action.*

The items identified in LDR Section 2.4.5(I)(1) are *features and exterior color changes which are not significantly visible from the public street system, facade changes which do not significantly alter the style or image of a structure, fences, walls, sheds, gazebos, flagpoles, screen enclosures, changes of roof material, changes of roof color, public enclosures, site lighting, awnings, canopies, construction trailers, decks, handrails (balcony railings), permanent hurricane shutters, changes in exterior wall openings to accommodate or alter overhead garage doors, doors, windows, dumpster enclosures, and attendant lot landscaping.*

There are components of the request that are “visible from the public street system”, and therefore, Board action is required.

Pursuant to **LDR Section 2.4.5(I)(5), Architectural (Appearance) Elevations Findings**, *at the time of action on architectural elevations the approving Board shall make findings with respect to the objectives and standards as contained in the architectural regulations, Section 4.6.18. An overall determination of consistency with respect to the above is required in order for an architectural plan to be approved.*

Pursuant to **LDR Section 4.6.18 (A)(2)**, *it is required that all site development, structures, buildings, or alterations to same, show proper design concepts, express honest design construction, and be appropriate to surroundings.*

Pursuant to **LDR Section 4.6.18(E), Criteria for Board Action**, *the following criteria shall be considered, by the Site Plan Review and Appearance Board (SPRAB), in the review of plans for building permits. If the following criteria are not met, the application shall be disapproved:*

- (1) *The plan or the proposed structure, 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.*

- (2) *The proposed structure, or project, is in its 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.*
- (3) *The proposed structure, or 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 following Objective and Policy from the Neighborhood, Districts, & Corridors Element of the Always Delray Comprehensive Plan are applicable to the subject request.

Policy NDC 1.3.5 *Use the Commercial Core land use designation to stimulate the vitality and economic growth of the city while simultaneously enhancing and preserving the cultural and historic downtown area.*

Objective NDC 2.2 Downtown and Surrounding Neighborhoods *Protect and enhance the “Village by the Sea” character of the downtown and neighborhoods located east of I-95.*

Architectural Elevations:

As noted, the Opal Grand Hotel transitioned from a Mediterranean Revival architecture style to Anglo-Caribbean architecture as part of the Class II Site Plan Modification in June of 2019. A common element of this architecture is multiple building volumes of varying heights, widths, and functions assembled to form a single structure. The sloped roofs also display a defining characteristic of Anglo-Caribbean architecture along with balconies with the exterior finish in smooth stucco.

The proposed modifications are consistent with the building's style and will continue the existing harmony with the surrounding area. The interior modifications will not affect the evolving environment or depreciate in appearance and value. The exterior improvements provide an enclosed service area for loading, and trash pickup, which will be closed off with rolling doors providing a buffer for potential guest or visitors walking by. The exterior finishes will match the existing hotel, thereby keeping in harmony with the proposed developments in the general area and the Comprehensive Plan.



Off Street Parking:

Pursuant to **LDR Section 4.6.9(C)(7)(e)**, **Hotels and motels**, provide seven-tenths of a space for each guest room plus ten spaces per 1,000 square feet of floor area devoted to ballrooms, meeting rooms, restaurants, lounges, and shops. As the interior changes include areas that accommodate uses within the hotel for daily functions of services, parking is not being modified as part of this application.

Review By Others

The proposal was reviewed by the **Downtown Development Authority (DDA)** on May 10, 2022; a recommendation of approval was provided.

Board Action Options

- A. Move approval of the Class I Site Plan Modification (2022-167) for the Opal Grand Hotel located at 10 North Ocean Boulevard associated with elevation changes to the west elevation, by finding that the request is consistent with the Land Development Regulations and the Comprehensive Plan.
- B. Move denial of the Class I (2022-167) Site Plan Modification for the Opal Grand Hotel at 10 North Ocean Boulevard associated with elevation changes to the west elevation, by finding that the request is consistent with the Land Development Regulations and the Comprehensive Plan.
- C. Continue with direction.