



Planning, Zoning, and Building Department

BOARD ACTION REPORT – APPEALABLE ITEM

Project Name: Kolter Hotel
Project Location: 135, 145, 169, and 185 SE 6th Avenue
Request: Class V Site Plan, Landscape Plan, and Architectural Elevations.

Board: Site Plan Review and Appearance Board
Meeting Date: March 22, 2017

Board Actions: Approved the Class V Site Plan (2016-247) with conditions on a 4 to 1 vote (Sullivan Dissented, Dawson/Purdo-Enochs absent); approved the Architectural Elevations with conditions on a 4 to 1 vote (Sullivan Dissented, Dawson/Purdo-Enochs absent); approved the Landscape Plan with conditions on a 4 to 1 vote (Sullivan Dissented, Dawson/Purdo-Enochs absent).

Project Description:

The subject property consists of 1.169 acres, generally located on the northeast corner of SE 6th Avenue and SE 2nd Street. The subject property is zoned Central Business District (CBD) and is located within the Central Core Sub-district. The property is currently vacant. The development proposal consists of a new hotel with 150 rooms and associated on-site amenities, parking, and landscaping. The property is adjacent to the Marina Historic District.

Board comments:

The Board was supportive of the revised project and Staff's conditions and also added the following conditions in response to public comments:

1. Replace one parallel parking space in the alley with landscaping.
2. Shield the transformer near the loading space with landscaping.
3. Add landscaping on the east side of the pool deck to help buffer the adjacent neighborhood.
4. Add additional traffic directional signage in the rear of the building/alley.

Public Comments:

The application was originally heard at the January 25th SPRAB meeting. Representatives from the Marina Historic District raised concerns regarding the architectural elevations, traffic access and circulation, and buffering the neighborhood. At the March 22nd SPRAB meeting, neighborhood representatives were generally supportive of the changes to the project and raised minor issues related to traffic directional signage and landscaping/screening which were largely incorporated into conditions of approval by the board.

Associated Actions:

All required actions were taken.

Next Action:

SPRAB action is final unless appealed by the City Commission.

**SITE PLAN REVIEW AND APPEARANCE BOARD
MEMORANDUM STAFF REPORT**

Applicant: Kolter Acquistions, LLC

Project Name: Kolter Hotel

Project Location: Northeast corner of SE 6th Avenue and SE 2nd Street (approximately 1.169 acres).

ITEM BEFORE THE BOARD

The action before the Board is to consider the Class V Site Plan, Landscape Plan, and Architectural Elevations associated with the Kolter Hotel project.

BACKGROUND/DESCRIPTION

At its meeting of January 25, 2017, the SPRAB considered and postponed action on the site plan, landscape plan, and building elevations mentioned above and provided the applicant direction on changes to be made. The Board had the following observations/concerns regarding the development proposal that needed to be addressed by the applicant:

- Engage in additional community outreach
- Redesign the architectural elevations
- Reconsider primary access from the alley and traffic circulation as it relates to potential impacts to the adjacent neighborhood
- Buffering techniques in the rear of the project

Additional Community Outreach:

On February 14, 2017, a meeting was held with representatives from the Marina Historic District, City Staff, and the Kolter Hotel design team to review and address concerns raised from the adjoining neighborhood. On February 28, 2017, the Kolter design team met with city staff to present design changes to the building elevations and site plan based on this input.

Courtesy notices were sent to the Chamber of Commerce, Delray Citizens' Coalition, the Marina Historic District, and Osceola Park.

Redesign Architectural Elevations:

The applicant has revised the building elevations in response to the critique by the board, comments from the public, and meeting with staff. In the board package, the elevations presented at the January 25th meeting are labeled "Previous Elevation" and the elevations submitted for consideration at this meeting (March 22, 2017) are labeled "Current Elevations." The design maintains Masonry Modern architecture. Window proportions have been changed to be more vertical in proportion. Detailing provides more characteristics of the style, including deeper cantilevered eyebrows over windows and the incorporation of exterior spaces on the upper story. In discussions with staff, the material on the base was to be changed to precast material rather than stucco. However, the current elevations do not indicate the material

change discussed and shown in the renderings, so its application is a recommended condition of approval.

Vehicular Access and Circulation:

Both SE 6th Avenue and SE 2nd Street are designated as Primary Streets on the Central Core Sub-District Regulating Plan. Section 4.4.13(B)(1) sets forth that Primary Streets are intended to develop over time as superior pedestrian environments. Section 4.4.13(I)(3)(b)(1) requires that alleys and Secondary Streets shall be the primary source of vehicular access to off-street parking. This requirement is to maintain a continuous pedestrian streetscape with as few potential pedestrian-vehicular conflicts as possible.

In response to concern that too much traffic would utilize the alley, the applicant has made several adjustments to the site plan. The most significant adjustment is changing vehicular access from Federal Highway from a one-way entry to two-way access. The applicant has indicated they met with the Florida Department of Transportation (FDOT) and were given tentative approval. In the one-way configuration, an area for guests to unload was provided; changing to the two-way configuration removes this area, raising concern that cars may stop in the lane, resulting in cars queuing on Federal Highway. The two-way access offers vehicles from the hotel another option (northbound Federal Highway) to leave the hotel without travelling the whole length of the alley behind the building – or even engaging it at all depending upon the parking space. Staff recommends including a condition of approval that requires the traffic circulation be reevaluated, if needed, once the hotel is fully functional.

Other circulation changes include changes in material and signage. Pavers have been added to the alley to provide a measure of traffic calming and to aesthetically improve the right-of-way, which is currently used by pedestrians and will link to the proposed cross-block connection. The pedestrian walkway in the garage is denoted with a change in paver size and pattern to distinguish it from vehicular travel areas. Signage has been added at the bottom of the ramp and access points to lead visitors south on the alley (away from the narrower portion of the alley to the north) to engage the signal at SE 2nd Street and Federal Highway.

Buffering Techniques

The garage openings have been re-proportioned and grillwork has been added to some of the garage openings. Additional landscaping is not proposed. Changing the type of tree planted within the planter areas between the parallel parking spaces was discussed, but the plans maintain palm species. Staff recommends utilizing a tree species with more foliage to provide additional buffering.

RECOMMENDATION

By separate motion:

Site Plan:

Approve the request for a Class V site plan for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in Sections 2.4.5(F)(5), and Chapter 3 of the Land Development Regulations, subject to the following conditions:

1. That the site plan be revised to provide parking facilities for a minimum of 16 bicycles.
2. That sufficient detail is provided to ensure the required pedestrian clear zone along SE 6th Avenue.
3. That a \$500 per hotel unit (\$75,000 total) park impact fee is remitted prior to issuance of a building permit.
4. Submit plat for review in accordance with the applicable sections of LDR Section 2.4.3 (A), (B), (H), (J), (K), (L); and Section 5.2.2, prior to site plan certification.
5. That the building façade proportions are correctly depicted to comply with Façade Composition Compliance;
6. That the kitchen ventilation is illustrated and adequately screened;
7. That the roof material is specified and compliance with the Urban Heat Island requirement is provided; and,
8. That the Green Building Practice requirements are noted on the site plan.
9. That the site plan be modified to establish ingress/egress to Federal Highway (if approved by FDOT) and associated changes to traffic circulation. That the traffic circulation shall be evaluated six months after Certificate of Occupancy by a professional traffic engineer. A report of the evaluation with recommendations to address identified issues (if any exist) shall be provided to the City's Planning Department within three weeks of the evaluation. The City shall review the report and provide direction to the applicant within 30 days of receipt regarding traffic circulation changes to address identified issues. The applicant shall make adjustments to the traffic circulation within 60 days of the receipt of direction from the City or as mutually agreed. The Marina Historic District shall be provided a copy of the report (upon receipt by the City) and a copy of the direction to the applicant prior to implementation of the recommended changes to traffic circulation (if any).
10. Pavers in the alley are subject to approval by the City Engineer.

Landscape Plan:

Move approval of the Landscape Plan for Kolter Hotel, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in 4.6.16, Section 2.4.5(F)(5) and Chapter 3 of the Land Development Regulations, with the following conditions:

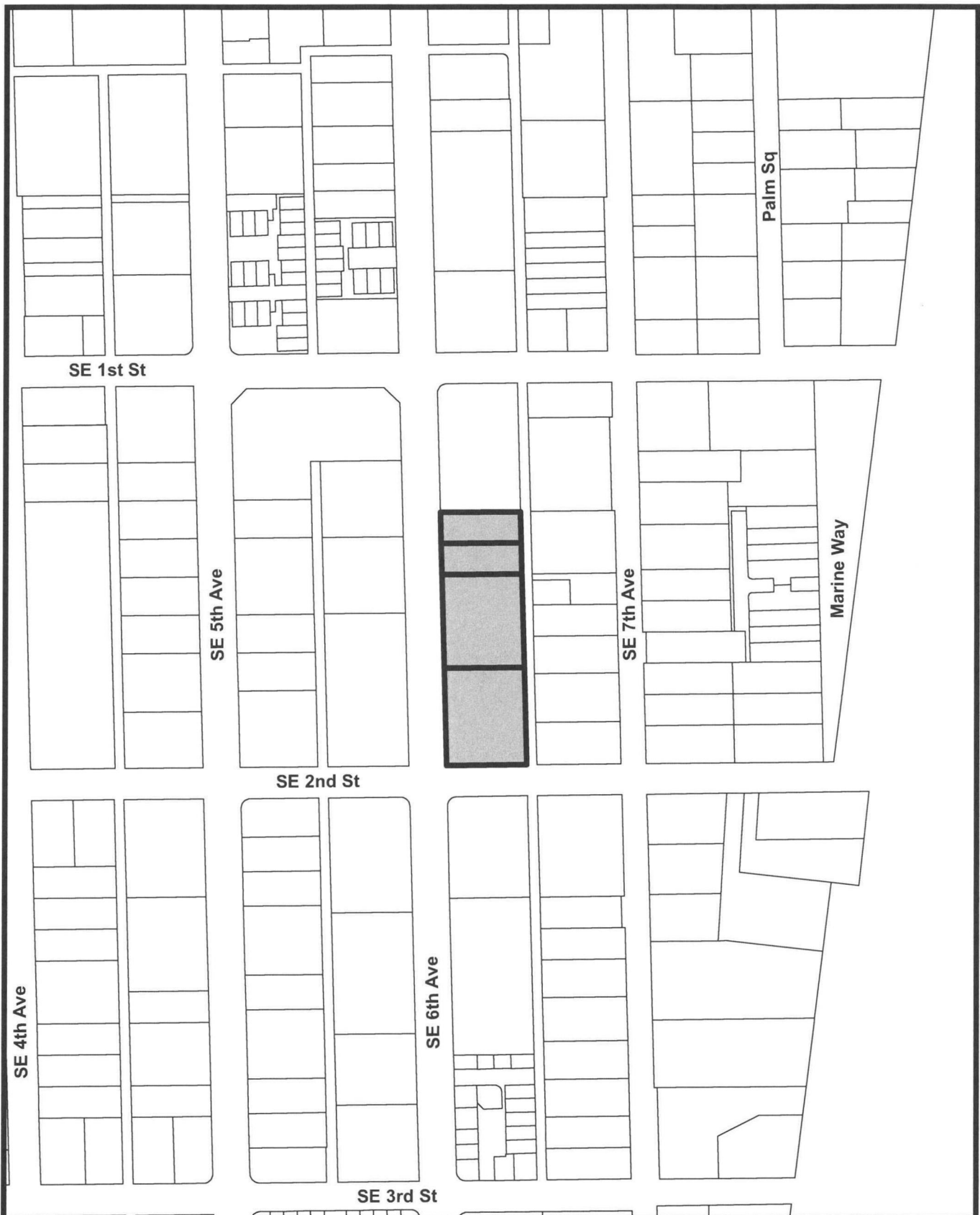
1. The final Landscape Plan reflects two-way access from Federal Highway.
2. A tree that offers more foliage such as Pigeon Plum, Magnolia, or Dahoon Holly be planted in the alley instead of a palm species.




Elevations:

Approve the proposed elevations for **Kolter Hotel** based on positive findings with respect to LDR Section 4.6.18(E), subject to the condition that precast stone is noted on the elevations at the base of the building and three (3) copies of the revised plans are submitted

Attachments:

- Current and Previous Site Plan, Landscape Plan, and Current and Previous Architectural Elevations
- SPRAB Staff Report January 25, 2017
- Petition to the SPRAB Board & City Commission from the Marina Historic District
- Correspondence, including Review of Kolter Hotel Plans dated 11/21/17, from Dan Sloan



	 NORTH PLANNING & ZONING DEPARTMENT	<p align="center">Kolter Hotel</p> <p align="center">135, 145, 169, and 185 SE 6th Avenue</p> <p align="center">LOCATION MAP</p>	 Subject Property
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1 ENLARGED - WEST ELEVATION

SCALE: 1/16" = 1'-0"

BUILDING ELEVATION NOTES:

1. WALL TRANSPARENCY AREA PER LEVEL CALCULATIONS. SEE SHEET A-3.
2. ALL STOREFRONT & GLASS AREAS ABUTTING THE STREET ARE TO BE TRANSPARENT, NON-SOLAR, NON-MARKED W/ LIGHT TRANSMISSION REDUCTION OF NO MORE THAN 20%.
3. ALL WINDOWS AND GLASS AREAS TO BE NON-SOLAR OR MIRRORING AND TO HAVE A LIGHT TRANSMISSION REDUCTION OF NO MORE THAN 20%.
4. ALL ROOFTOP EQUIPMENT INCLUDING ROOFTOP GENERATOR WILL BE SCREENED FROM VIEW.

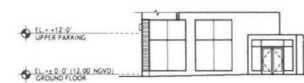
MATERIAL LEGEND:

- 1 ALUMINUM ACCENT CANOPY
- 2 CONCRETE STAIRS
- 3 COLORED METAL ACCENT PANELS
- 4 LED LIGHTING FIXTURE
- 5 ALUMINUM LOUVER
- 6 CONCRETE EYEBROW
- 7 ALUMINUM TRELLIS
- 8 ALUMINUM RAILING
- 9 ALUMINUM/GLASS RAILING
- 10 ELEVATOR SHAFT
- 11 DECORATIVE ALUMINUM PANEL AND GRILLE
- 12 DECORATIVE ALUMINUM SHUTTER
- 13 ALUMINUM CANOPY
- 14 ALUMINUM IMPACT RESISTANT STOREFRONT
- 15 ALUMINUM IMPACT RESISTANT GLASS DOOR
- 16 ALUMINUM IMPACT RESISTANT WINDOW
- 17 ALUMINUM IMPACT RESISTANT SLIDING GLASS DOOR
- 18 SMOOTH STUCCO
- 19 TEXTURED STUCCO
- 20 SCORED STUCCO
- 21 STUCCO BANDING
- 22 PRECAST STONE
- 23 DECORATIVE BRACKET
- 24 DECORATIVE MEDALLION
- 25 METAL DOOR



2 ENLARGED - SOUTH ELEVATION

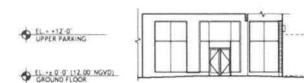
SCALE: 1/16" = 1'-0"



3 ENLARGED - SOUTH ELEVATION

VEHICULAR ENTRANCE

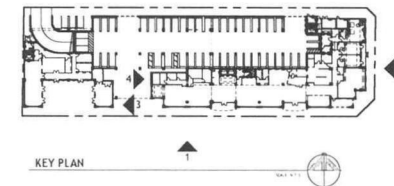
SCALE: 1/16" = 1'-0"



4 ENLARGED - NORTH ELEVATION

VEHICULAR ENTRANCE

SCALE: 1/16" = 1'-0"



Current Elevation

REVISIONS	BY

Slattery & Associates
ARCHITECTS PLANNERS
 2060 NW BOCA RATON BLVD.
 SUITE 2
 BOCA RATON, FL 33431
 TEL: 561-392-3848
 FAX: 561-392-5402
 WWW.SLATTERYARCHITECTS.COM

KOLTER HOTEL
 DELRAY BEACH
 FLORIDA

SLATTERY AND ASSOCIATES
 FLORIDA REGISTRATION # A48016

EXTERIOR ELEVATIONS

DATE	1/1/18
BY	JF
DATE	03/06/17
BY	JF
DATE	1/1/18
BY	JF
DATE	2016-05
BY	JF

A-4



3 ENLARGED - EAST ELEVATION

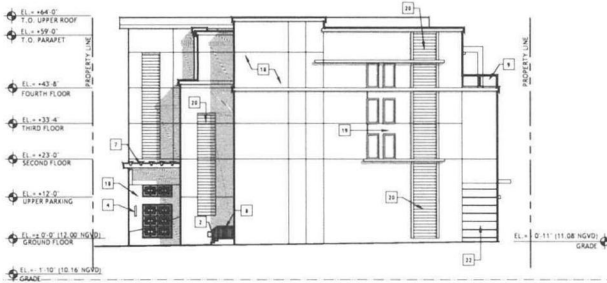
SCALE: 1/16" = 1'-0"

BUILDING ELEVATION NOTES:

1. WALL TRANSPARENCY AREA PER LEVEL CALCULATIONS. SEE SHEET A-3.
2. ALL STOREFRONT & GLASS AREAS ABUTTING THE STREET ARE TO BE TRANSPARENT, NON-SOLAR, NON-REFLECTIVE LIGHT TRANSMISSION. REDUCTION OF NO MORE THAN 20%.
3. ALL WINDOWS AND GLASS AREAS TO BE NON-SOLAR OR NON-REFLECTIVE AND TO HAVE A LIGHT TRANSMISSION REDUCTION OF NO MORE THAN 20%.
4. ALL ROOFTOP EQUIPMENT INCLUDING ROOFTOP GENERATOR WILL BE SCREENED FROM VIEW.

MATERIAL LEGEND:

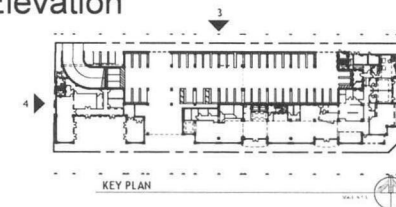
- 1 ALUMINUM ACCENT CANOPY
- 2 CONCRETE STAIRS
- 3 COLORED METAL ACCENT PANELS
- 4 LED LIGHTING FIXTURE
- 5 ALUMINUM LOUVER
- 6 CONCRETE EYEBROW
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- 21 STUCCO BANDING
- 22 PRECAST STONE
- 23 DECORATIVE BRACKET
- 24 DECORATIVE MEDALLION
- 25 METAL DOOR



4 ENLARGED - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

Current Elevation



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KOLTER HOTEL
 DELRAY BEACH FLORIDA

SLATTERY AND ASSOCIATES
 FLORIDA REGISTRATION # AAB000141

EXTERIOR ELEVATIONS

DATE	11/18/16
BY	JF
SCALE	1/16" = 1'-0"
DATE	2016-05
BY	JF

A-5



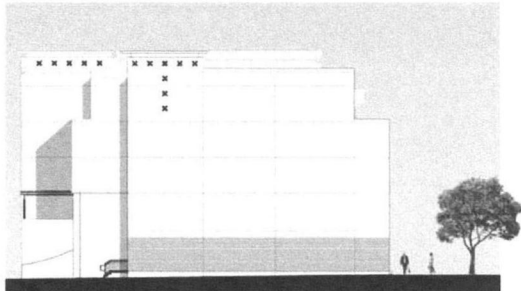
WEST ELEVATION
(SE 6th AVE.)

SCALE: 1/16" = 1'-0"



EAST ELEVATION
(ALLEY)

SCALE: 1/16" = 1'-0"



NORTH ELEVATION
(ADJACENT PROPERTY)

SCALE: 1/16" = 1'-0"

Previous Elevations



SOUTH ELEVATION
(SE 2nd STREET)

SCALE: 1/16" = 1'-0"

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KOLTER HOTEL
DELRAY BEACH FLORIDA

SLATTERY AND ASSOCIATES
FLORIDA REGISTRATION # AAB01501

DATE	07/1/02
BY	JP
SCALE	1/16" = 1'-0"
DATE	2014-05
BY	AK

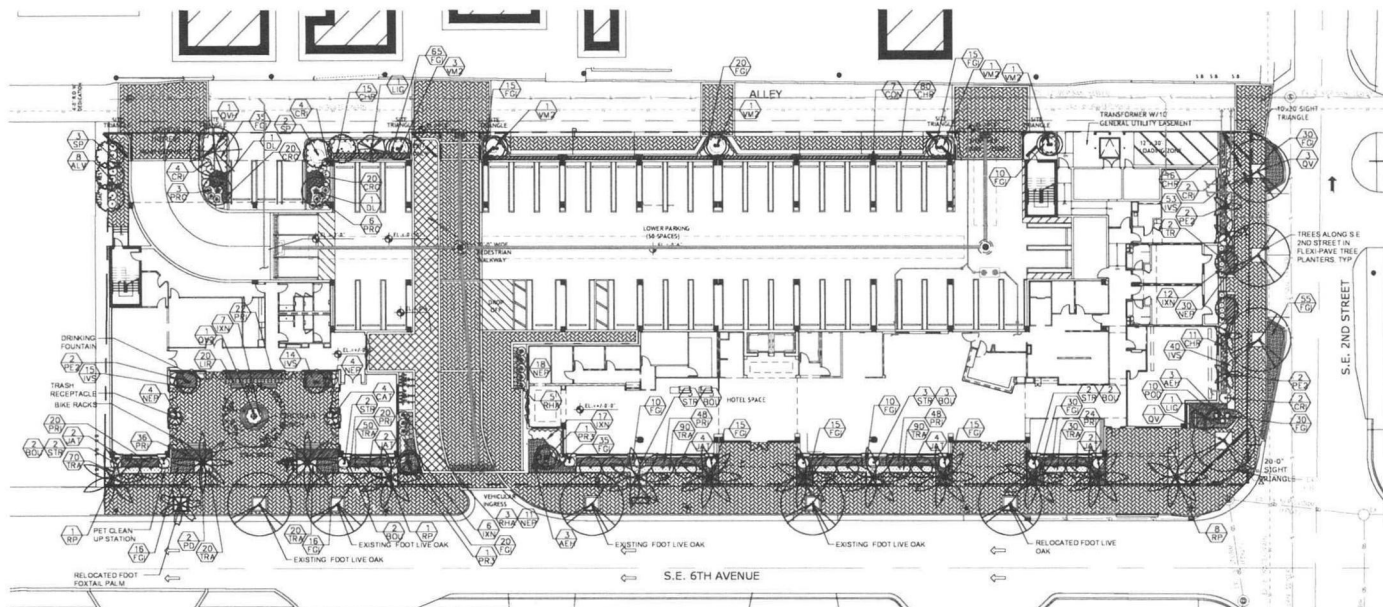
A3

Diagram illustrating the construction of a landscape island. The diagram shows a cross-section of a curb and the area behind it. Labels indicate the 'BACK OF CURB', 'COMPACTED SOIL 12" WIDE', and 'EXCAVATION AREA 30" DEEP'. The island is labeled 'LANDSCAPE ISLAND'.

8	TOTAL LOT AREA		50,838	50	F
9	STRUCTURES, PARKING, WALKWAYS, DRIVES, ETC.		48,238	50	F
10	TOTAL PERVIOUS LOT AREA	$D = (A - B)$	1,402	50	F
11	AREA OF SHRUBS AND GRASSES REQUIRED	$E = (C \times 30)$	4,205	50	F
12	AREA OF SHRUBS AND GRASSES PROVIDED		4,352		F
13	NATIVE VEGETATION REQUIRED	$F = (D \times 35)$	492	50	F
14	NATIVE VEGETATION PROVIDED		1,321		F
15	TOTAL PAVED VEHICULAR AREA		2,714	50	F
16	TOTAL INTERIOR LANDSCAPE AREA REQUIRED		217	50	F
17	TOTAL INTERIOR LANDSCAPE AREA PROVIDED		217	50	F
18	TOTAL INTERIOR SHADE TREES REQUIRED	$K = (I \times 125 \text{ S.F.})$	2		F
19	TOTAL INTERIOR SHADE TREES PROVIDED		2		F
20	TOTAL LINEAR FEET SURROUNDING PARKING OR VEHICULAR AREA		N/A	N/A	F
21	TOTAL NUMBER OF PERMETER TREES REQUIRED	$N = (W \times 30)$	N/A	N/A	F
22	TOTAL NUMBER OF PERMETER TREES PROVIDED		N/A	N/A	F
23	TOTAL NUMBER OF TREES TO BE PLANTED ON SITE		2	2	F
24	TOTAL NUMBER OF NATIVE TREES REQUIRED	$O = (K + N) \times 50$	1		F
25	TOTAL NUMBER OF NATIVE TREES PROVIDED		16	16	F
26	TOTAL NUMBER OF TREES ON PLAN PROVIDED		33	33	F



TWO TREES (ONE OAK AND ONE FORTAL PALM) IN THE FDOT ROW TO BE RELOCATED TO PLANTERS AS SHOWN ON PLAN WITHIN THE ROW



GROUND FLOOR



SCALE: 1" = 30'

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KOLTER HOTEL
DELRAY BEACH FLORIDA

CAROL B. PEREZ
FLORIDA REGISTRATION # 0000000000

SITE PLAN REVIEW AND APPEARANCE BOARD

CITY OF DELRAY BEACH

---STAFF REPORT---

MEETING DATE: January 25, 2017

ITEM: Kolter Hotel - Class V Site Plan, Landscape Plan and Architectural Elevations associated with construction of a new 150 hotel and associated on-site amenities, parking and landscaping.

RECOMMENDATION: Approve the Class V Site Plan, Landscape Plan and Architectural Elevations.

GENERAL DATA:

Owner..... Tresshanti, LLC

Applicant..... Kolter Acquisitions, LLC

Agent..... Miller Land Planning, Inc.

Address..... 135, 145, 169 and 185 SE 6th Avenue

Location..... Northeast corner of SE 6th Avenue and SE 2nd Street

Property Size..... 1.169 acres (50,938 sq. ft.)

Future Land Use Map..... CC (Central Core)

Current Zoning..... CBD (Central Business District)

CBD Sub-district..... Railroad Corridor (RC)

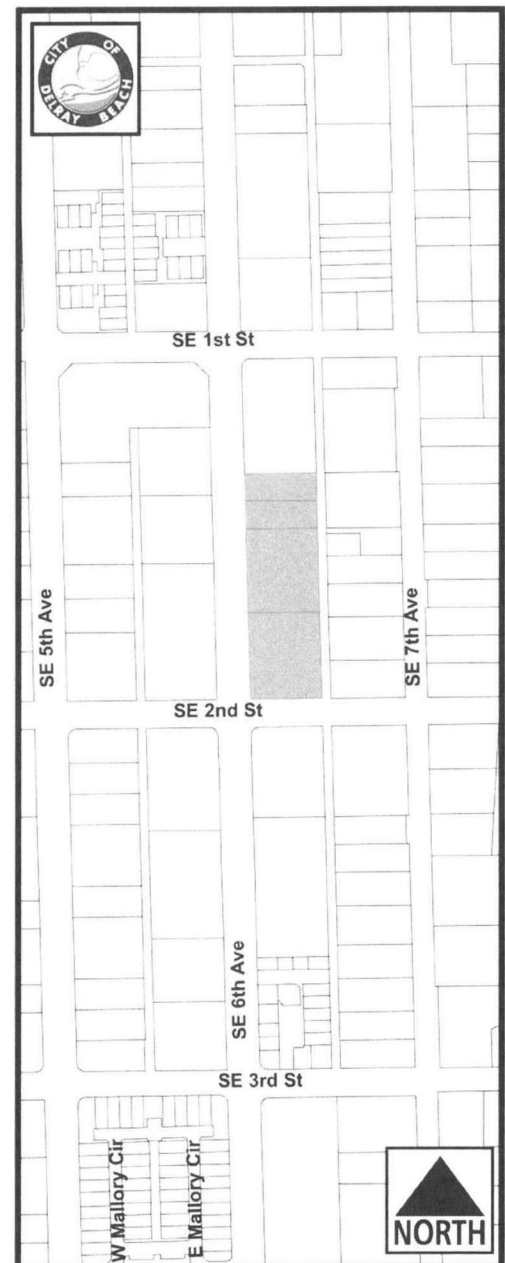
Adjacent Zoning..... North: CBD (Central Business District)
East: RM (Multiple Family Residential)
South: CBD (Central Business District)
West: CBD (Central Business District)

Existing Land Use..... Vacant (Prior Gasoline Station)

Proposed Land Use..... New 150-room hotel

Water Service..... Provided via a 6" valve within the NE 2nd Street right-of-way

Sewer Service..... Provided via a 15" valve within the NE 2nd Street right-of-way



ITEM BEFORE THE BOARD

The action before the Board is approval of the following aspects of a Class V Site Plan proposal for **Kolter Hotel**, pursuant to LDR Section 2.4.5(F):

- ☐ Site Plan;
- ☐ Landscape Plan; and,
- ☐ Architectural Elevations;

The site is located at the northeast corner of SE 6th Avenue and SE 2nd Street.

BACKGROUND

The subject property is zoned CBD (Central Business District) and has a Central Core (CC) Future Land Use Map (FLUM) Designation. The site is vacant and most recently contained a gas station which was demolished.

Now before the Board for consideration is a Class V Site Plan proposal to construct a 150-room hotel.

PROJECT DESCRIPTION

The development proposal includes, but is not limited to the following:

- Construction of a 150-room hotel with a restaurant, lounge and meeting rooms;
- Provision of structured parking on the ground and second level;
- Provision of a civic open space plaza;
- Provision of two vehicular access points off the alley; and,
- Associated landscaping and streetscape

SITE PLAN ANALYSIS

COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS:

Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.

LDR Section 4.4.13(D) – Dimensional Requirements by CBD Sub-district:

The following indicates that the proposed building complies with the CBD District - Central Core.

Pursuant to Table 4.4.13(C), the following development regulations are applicable to CBD Sub-districts:

KOLTER HOTEL (CLV)		Central Core	SE 6 th Ave.	SE 2 nd St.	Side (North)	Alley
Lot Width: 394'6"		20 ft. min.				
Lot Area: 50, 938 sq. ft.		2000 sf. min.				
A	Front Setback ¹	10 ft. min. / 15 ft. max.	10' min. / 15' max. ²	10' min. / 15' max. ²		N/A
B	Side Setback ¹ (0 ft. min.)	0 ft. min.	N/A	N/A	0'	N/A
C	Rear Setback	10 ft. min.	N/A	N/A		10'

B C	Side Setback Abutting Res. District; 1 st to 3 rd Story	10 ft. min.	N/A	N/A		N/A
B C	Side/Rear Setback Abutting Res. District Above 3 rd Story	30 ft. min.	N/A	N/A		30' min.
D	Front Setbacks Above 3 rd Story ¹	20 ft. min.	20' min.	20' min.		N/A
E	Building Frontage Required on Primary Streets	75% min./100%max	81% ³	80% ³		N/A
Max. Height outside of the Atlantic Avenue Limited Height Area		4 Stories & 54 ft.	4 stories & 54 ft.	4 stories & 54 ft.		4 stories & 54 ft.

¹ Side lot lines facing streets are regulated by front setback requirements. Side lot lines along alleys are regulated by rear setbacks.

² The min./max. setback requirements are applicable to the building frontage on primary streets (i.e. 75% min.). Excess frontage can vary.

³ Civic open space areas meeting the requirements of LDR Section 4.4.13(G), may qualify toward meeting the frontage requirement.

Pursuant to Figure 4.4.13-5 (Central Core Regulating Plan), SE 6th Avenue and SE 2nd Street are classified as Primary Streets. All development standards applicable to Primary Streets will be applied.

Active Use Liners:

Pursuant to LDR Section 4.4.13(D)(8), each parking garage level exposed to a street or civic open space shall be counted as a story for the purposes of measuring height. Parking fully concealed from view by a story containing an active use (i.e. retail, residential, office, etc.) are not counted as stories for the purpose of measuring height. The upper level parking garage meets this requirement and is not counted as a story.

Parking Requirement:

Per LDR Section 4.6.9(C)(7)(e), hotels and motels shall provide 0.7 spaces per motel room. Also, 1 space per 800 sq. ft. of floor area devoted to restaurants and lounges are required in the CBD. The applicant has calculated 0.7 spaces for each of the 150 motel rooms then 1 per 800 sq. ft. for the meeting rooms. Thus, the total parking requirement is 111 spaces and 113 are provided. Therefore this standard is met.

Civic Open Spaces:

Pursuant to LDR Section 4.4.13(G)(3)(d), the project is required to 5% of the site area between 20,000 and 40,000 square feet as a civic open space. Further, an additional 7% of the site area greater than 40,000 square feet is required for the civic open space. The 50,938 sq. ft. site is required to provide 1,766 sq. ft. as civic space. The development proposal complies with this requirement since a 1,790 square foot civic space has been provided along SE 6th Avenue at the north end of the project. It is noted that civic open space isn't required for the first 20,000 square feet of a site.

Mezzanines:

Pursuant to LDR Section 4.4.13(D)(1)(a)(7), mezzanines that exceed 15 percent of floor area are counted as stories for the purpose of measuring height. The proposed mezzanine level is deemed compliant.

Façade Composition Compliance

Pursuant to LDR Section 4.4.13(F)(d), all development submittals shall provide diagrams and/or documentation to illustrate compliance with the requirements of this Section which includes Building

Articulation, Tripartite Composition, and Visual Screening. Additional analysis demonstrating compliance may be required by the Planning and Zoning Director at my point in the process. The provided building proportions meet the required façade proportions; however, they have not been correctly illustrated. This revision is recommended as a condition of approval to provide accurate proportion dimensions prior to site plan certification.

Architectural Style

Pursuant to LDR Section 4.4.13(F)(3)(a), Permitted Architectural Styles, the Masonry Modern style, which has been identified, is one of the permitted styles, and meet the criteria outlined in the Delray Beach Central Business District Architectural Design Guidelines.

Ground Story Height:

Pursuant to LDR Section 4.4.13(D)(1)(a)(4), the ground story of commercial or mixed-use buildings shall be a minimum of twelve feet (12') tall. The building sections demonstrate compliance on the ground level as measured from the finished floor to finished ceiling.

Upper Story Height:

Pursuant to LDR Section 4.4.13(D)(1)(a)(6), each story above the ground story in all buildings must be at least nine feet tall. The building sections demonstrate compliance on all upper stories as measured from the finished floor to finished ceiling.

Reduction of Urban Heat Islands

Pursuant to LDR Section 4.4.13(F)(9)(b), Roofed, use Energy Star roof-compliant, high-reflectance and high emissivity roofing (initial reflectance of at least 0.65 and three-year-aged reflectance of at least 0.5 when tested in accordance with ASTM E903 and emissivity of at least 0.9 when tested in accordance with ASTM 4080 for a minimum of 75% of the roof surface; or install a "green" (vegetated) roof for at least 50% of the roof area. The roofing material must be specified to illustrate compliance with the subject requirement prior to site plan certification.

Green Building Practices

Pursuant to LDR Section 4.4.13(F)(10), Green Building Practices, cross-ventilation, energy efficiency, and green building design shall be considered for all projects. All development which proposes to build 50,000 square feet or more, in one or more buildings, shall be at a minimum certified as Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent standards adopted or approved by the City. The plans must indicate how the project will comply with the Green Building Practice requirement with the submittal of revised plans prior to site plan certification.

Bicycle Parking:

Bicycle parking is calculated pursuant to Table 4.4.13(L), Minimum Number of Bicycle Parking Spaces Required in the CBD for commercial and residential uses. A minimum of 16 bicycle parking spaces is required as calculated below:

The plans indicate that three bicycle rack will be provided at the civic open space and hotel entrance.

Table 4.4.13(L)	Site	Minimum Number of Bicycle Parking Spaces Required in the CBD	Required
Commercial Uses			
Hotels/Motels	150	1 space per 10 guest rooms	15
Hotels/Motels	2,400	Plus 1 space per 5,000 sf. of restaurant, meeting rooms, and shops	0.48
Retail, Restaurant, and Commercial Uses	496	2 space per 1,000 sf. of gross floor area	0.49
Total			16

However, the detail of the bike rack appears to accommodate two to three bicycles each. Thus, a condition of approval is attached that the site plan be revised to provide sufficient facilities for 16 bicycles.

Handicap Accessible Parking:

Pursuant to LDR Section 4.6.9(C)(1)(b), special parking spaces designed for use by the handicapped shall be provided pursuant to the provisions of Florida Accessibility Code for Building Construction. Pursuant to the Florida Accessibility Code for Building Construction, for 101 to 150 parking spaces, 5 serving the development must be handicap accessible. Based upon 113 parking spaces required, the development provides a total of 5 handicap accessible parking spaces. Thus, this standard is met.

Loading Spaces:

Pursuant to LDR Section 4.6.10(C), a single loading space shall be required. It shall be vehicle accessible, paved and clearly marked via signage and/or striping. The location of a loading spaces have been identified or dimensioned on the site plan. Thus, this standard is met.

Refuse Enclosure:

Pursuant to LDR Section 4.6.6(C)(1), dumpsters, recycling containers and similar service areas must be enclosed on three (3) sides with vision obscuring gates on the fourth side, unless such areas are not visible from any adjacent public right-of-way. The development proposal indicates an area located at the rear of the property adjacent to the alley where refuse trash and recyclable roll out bins will be kept. This area will be screened with vision obscuring gates. Thus, this LDR requirement has been met.

Lighting:

Pursuant to LDR Section 4.6.8, on-site lighting must be provided and be consistent with the minimum and maximum foot candle illumination level requirements. A detail shall be provided which indicates that all pole mounted light fixtures do not exceed the 25' maximum height requirement. Cut sheets have also been provided for any proposed free-standing and wall-mounted light fixtures. The photometric plan meets the minimum foot candle allowance of 1.0 along the rear alley and provides adequate lighting interior to the parking garage. It is noted that 0.25 spillage onto adjacent properties is cut-off at their property lines. Thus, this standard is met.

LDR Section 5.3.1(D) - Right-of-Way Requirements:

Pursuant to LDR Sections 5.3.1 (A) and (D) and Table T-1 of the Comprehensive Plan Transportation Element, the following table describes the required rights-of-way and the existing rights-of-way adjacent to the subject property:

Item Considered	Right-Of-Way -Existing-	Right-Of-Way -Required-	Right-Of-Way -Dedication-
SE 6 th Ave. (US1)	60'	60'	N/A
Existing 16' Alley	16'	20'	4'
SE 2 nd Street	50' (curb/gutter)	50' (curb/gutter)	N/A

SE 6th Avenue: The required right-of-way for SE 6th Avenue is 60'. The existing right-of-way is 60'. Thus, no right-of-way dedication is required.

Existing 16' Alley: A four foot right-of-way dedication for the existing sixteen feet (16') alley. 4' is proposed.

SE 2nd Street: The required right-of-way for SE 2nd Street is 50' for curb and gutter. The existing right-of-way is 50' with curb and gutter. Thus, no right-of-way dedication is required.

Minimum Streetscape Width:

Pursuant to LDR Section 4.4.13(E)(2)(a), the combination of public sidewalk (located within the right-of-way) and hardscape (located in front setback areas) shall provide a minimum streetscape area no less than fifteen feet (15') in width, measured from the back of curb. The streetscape area shall be organized as follows:

Streetscape Standards	Minimum Standard	Civic Space	SE 6 th Avenue	SE 2 nd Street
Curb Zone	4'0"	6'6"	7'1"	5'5"
Pedestrian Zone	6'0"	8'2"	7'11"*	6'0"
Remaining Front Setback Area	5'0"	36'9"	6'0"	5'0"
Total Streetscape Width	15'0"	51'9"	21'0"	16'5"

*It is unclear if the 6-foot pedestrian clear zone is maintained along SE 6th Avenue (see detail VII, SP1.3) due to possible encroachment of landscape planters within the site. A condition of approval is attached that sufficient details are provided to ensure the required pedestrian clear zone is provided.

Hotel Room Size:

Pursuant to LDR Section 4.3.3(M), each sleeping room for a motel/hotel must contain a minimum gross floor area of 325 sq. ft. The minimum room sizes are noted on the floor plans. The smallest room size provided is 373 sq. ft. Thus, this requirement has been met.

Separation Between Entrances:

Pursuant to LDR Section 4.4.13(E)(3) – Building Entrances, on the ground level there shall be no more than a seventy-five foot separation between entrances along a Primary Street for all non-residential uses. The entrances along South Federal Highway and SE 2nd Street comply.

Linear Street Frontage:

Pursuant to LDR Section 4.4.13(G)(3)(a), civic open spaces must be provided along linear street frontage for no less than thirty feet. The ground level civic spaces meet this design along US1. Thus, this standard is met.

Pedestrian/Bicycle Passageway:

Pursuant to LDR Section 4.4.13(D)(6), a minimum 10' pedestrian/bicycle passageway shall have transparent windows covering at least 50% if the wall area on either or both sides. The proposed design demonstrates compliance.

Storefront and Glazing Area:

Pursuant to LDR Section 4.4.13 (E)(4)(b)(e)(1)(a), (b), and (c) the storefront is a frontage type along sidewalk level of the ground story, typically associated with commercial uses. Storefront Dimensions Table 1 provides the dimensional requirements for all elements contained in a storefront as indicated in the chart below:

Table 1	Dimensional Requirements		
Commercial Storefronts	Minimum Required	Maximum Allowed	Proposed
Building Setback	10 ft.	15 ft.	10 ft. and 15 ft.
Storefront Width	75 ft. req. retail streets	N/A	N/A
Storefront Base	9 in.	3 ft.	1' – 3' varies
Glazing Height	8 ft.	-	9 ft.
Required Openings	80%	-	81%
Awning Projection	3 ft.	-	N/A

As indicated in the chart above, Kolter Hotel meets all dimensional requirements for those elements contained in a commercial storefront. No awning is proposed, thus the minimum 3' projection is not applicable.

Lobby Entry:

Pursuant to LDR Section 4.4.13 (E)(4)(b)(e)(1)(g), the lobby entry is a frontage type that emphasizes the main entrance to the reception area of a building with a significant architectural feature. The lobby entry provides an integral architectural element that provides a sheltered area to congregate in front of the main entrance to a commercial, mixed-use, multi-family or civic building. The entry may be at sidewalk level or elevated.

Lobby Entry Dimensions Table 4.4.13(K) provides the dimensional requirements for all elements contained in a lobby as indicated in the chart below:

Table 4.4.13(K)	Required Dimensions		
	Minimum	Maximum	Proposed
Commercial Storefronts			
Building Setback	10 ft.	15 ft.	15 ft.
Lobby Entry Width	N/A	N/A	N/A
Overhand/Awning Projection	N/A	10 ft.	9 ft. canopy
Columns, Pilasters, Posts	N/A	5 ft.	N/A

As indicated in the chart above, Kolter Hotel meets all dimensional requirements for those elements contained in a lobby. No columns, pilasters or posts are proposed, thus the maximum 5' projection is not applicable.

LDR Section 6.1.8 (Undergrounding of Utilities):

Pursuant to Section 6.1.8 (Undergrounding of Utilities), utility facilities serving the development (i.e. electric, phone, cable) shall be located underground throughout the development. The utility services for the proposed structure must be placed underground and a note to this effect shall be included on the proposed site plan. This is a condition of approval.

Recreation Impact Fee:

Per LDR Section 5.3.2(C), a \$500 per hotel unit (\$75,000 total) park impact fee is required. A condition of approval is attached that the fee be submitted prior to issuance of a building permit.

LANDSCAPE PLAN ANALYSIS

Pursuant to LDR Section 4.6.16 (C)(1)(a), prior to the issuance of a building permit for a structure or a paving permit, compliance with the requirements of Section 4.6.16 shall be assured through the review and approval of a landscape plan submitted pursuant to Section 2.4.3 (C). A proposed landscape plan has been submitted, evaluated and recommended for approval by the City's Senior Landscape Planner. Based upon these findings, the proposed development can be found in compliance with applicable requirements of LDR section 4.6.16.

ARCHITECTURAL ELEVATIONS ANALYSIS

Pursuant to LDR Section 4.6.18(E), the following criteria shall be considered by the Site Plan Review and Appearance Board 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 proposed building's architectural elevations will enhance the image of the City. The architectural elevations will offer a visually attractive and transparent view of the building which is consistent with providing a pedestrian experience. The proposed architectural design is a high quality design product that will be

compatible with the neighboring properties and will further enhance the image of the City and CBD central core area. Based upon the above, the proposal will be deemed consistent with the criteria established in LDR Section 4.6.18 (E).

REQUIRED FINDINGS

REQUIRED FINDINGS: (Chapter 3):

Pursuant to Section 3.1.1 (Required Findings), prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, the staff report, or minutes. Findings shall be made by the body which has the authority to approve or deny the development application. These findings relate to the following four areas.

FUTURE LAND USE MAP: The use or structures must be allowed in the zoning district and the zoning district must be consistent with the land use designation).

The subject property has a Future Land Use Map designation of CC (Commercial Core), and a zoning designation of CBD (Central Business District). The CBD zoning is consistent with the Commercial Core FLUM designation. Pursuant to Table 4.4.13(A), Allowable Uses in the CBD Sub-Districts, in the Central Core, principle uses "P" include retail, multiple family dwellings, hotels, motels and public parking garages. Based upon the above, a positive finding can be made with respect to consistency with the Future Land Use Map (FLUM) designation.

CONCURRENCY: Facilities which are provided by, or through, the City shall be provided to new development concurrent with issuance of a Certificate of Occupancy. These facilities shall be provided pursuant to levels of service established within the Comprehensive Plan.

As described in Appendix "A", a positive finding of concurrency can be made as it relates to applicable standards such as water and sewer, streets and traffic, drainage and solid waste. Palm Beach County School District concurrency is still pending. Receipt of written confirmation of school concurrency is a condition of approval and required prior to site plan certification.

CONSISTENCY: Compliance with performance standards set forth in Chapter 3 and required findings in Section 2.4.5(F)(5) for the request shall be the basis upon which a finding of overall consistency is to be made. Other objectives and policies found in the adopted Comprehensive Plan may be used in making a finding of overall consistency.

A review of the objectives and policies of the adopted Comprehensive Plan was conducted and the following applicable objective was found:

Future Land Use Element - Objective A-1: Property shall be developed or redeveloped in a manner so that the future use and intensity is appropriate and complies in terms of soil, topographic, and other applicable physical considerations, is complimentary to adjacent land uses, and fulfills remaining land use needs.

The proposed hotel development will be a welcome addition to the downtown CBD (Central Business District) district. The proposed window and storefront design of the front architectural elevation is compatible and consistent with the urban architecture prevailing in other existing establishments. Therefore, the proposed development will be complementary to adjacent commercial and residential land uses.

Transportation Element Policy D-2.2: Bicycle parking facilities shall be required on all new development and redevelopment. Particular emphasis is to be placed on development within the TCEA Area.

Bicycle Parking requirements are applied to new development, expansion of an existing use, and changes of use. Retail and Commercial uses shall provide two spaces per 1,000 sf. of gross floor area. The proposed project has provided bicycle racks to accommodate bicycle parking spaces. Thus, this LDR requirement is met.

COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS (LDRs): Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.

As described under the Site Plan Analysis section of this report, a positive finding of compliance with the LDRs can be made.

LDR Section 2.4.5(F) (5) - Compatibility (Site Plan Findings): The approving body must make a finding that development of the property pursuant to the site plan will be compatible and harmonious with adjacent and nearby properties and the City as a whole, so as not to cause substantial depreciation of property values.

The following zoning designations and uses are abutting the subject property:

	<i>Zoning Designation:</i>	<i>Use:</i>
<i>North:</i>	CBD (Central Business District)	Office Condo Complex
<i>South:</i>	CBD (Central Business District)	Automotive Sales
<i>East:</i>	RM (Multiple Family Residential)	Multi-Family Residences
<i>West:</i>	CBD (Central Business District)	Office Condo Complex

To the north and west are existing office condominium complexes. To the south is an existing automotive sales and repair facility. To the east is a multi-family residential complex. The alley buffers the adjacent single family residences. Adjacent rights-of-way also buffer all developments on the west and south sides. The proposed hotel use is consistent with development in the Central Core (CC) of the Central Business District (CBD). Thus, a finding can be made that the use will not have a detrimental effect upon the stability of the downtown, nor will it hinder the development or redevelopment of nearby properties. It is compatible with surrounding uses. Thus, positive findings can be made pursuant to LDR Section 2.4.5 (F)(5).

REVIEW BY OTHERS

Community Redevelopment Agency:

At its meeting of December 8, 2016, the CRA (Community Redevelopment Agency) reviewed the development proposal and reached a consensus to recommend approval.

Downtown Development Authority:

At the meeting of December 12, 2016, the DDA (Downtown Development Authority) reviewed the development proposal and reached a consensus to recommend approval.

Courtesy Notices:

Courtesy notices have been provided to the following associations that have requested notice of developments in their areas:

- Delray Citizen's Coalition
- Chamber of Commerce
- Osceola Park
- Historic Marina

Public Notices:

Any letters of objection and/or support received to date, have been attached to the staff report for the Board's consideration. Any additional letters of objection and/or support received after the report has been prepared, will be presented at the Site Plan Review and Appearance Board (SPRAB) meeting.

ASSESSMENT AND CONCLUSION

The Class V Site Plan development proposal is associated with construction of a 150 room hotel all within one phase. No waivers are required. A civic open space is provided as required. The mixed-use development will be consistent with the current policies and objectives of the Comprehensive Plan and Chapter 3 of the Land Development Regulations, subject to the conditions as indicated in the staff report. Therefore, positive findings can be made with respect to Section 2.4.5(F)(5).

ALTERNATIVE ACTIONS

- A. Continue with direction.
- B. Move approval of the waiver, Class V Site Plan, Landscape Plan and Architectural Elevations for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in Sections 2.4.5(F)(5), 2.4.7(B)(5), 4.4.13(K)(8)(b)(2), 4.6.16, 4.6.18(E) and Chapter 3 of the Land Development Regulations, subject to conditions.
- C. Move denial of the waiver, Class V Site Plan, Landscape Plan and Architectural Elevations for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request is inconsistent with the Comprehensive Plan and does not meet criteria set forth in Sections 2.4.5(F)(5), 2.4.7(B)(5), 4.4.13(K)(8)(b)(2), 4.6.16, 4.6.18(E) and Chapter 3 of the Land Development Regulations.

RECOMMENDED ACTION

By Separate Motions:

Site Plan:

Move approval of the Class V site plan and architectural elevations for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in Section 2.4.5(F)(5) and Chapter 3 of the Land Development Regulations, subject to the following conditions:

1. That the site plan be revised to provide parking facilities for a minimum of 16 bicycles.
2. That sufficient details are provided to ensure the required pedestrian clear zone along SE 6th Avenue.
3. That a \$500 per hotel unit (\$75,000 total) park impact fee is remitted prior to issuance of a building permit.
4. The Palm Beach County School District has not yet approved the development proposal for compliance with the adopted Level of Service for School Concurrency. Written verification from the Palm Beach County School District is required prior to site plan certification.
5. Submit plat for review in accordance with the applicable sections of LDR Section 2.4.3 (A), (B), (H), (J), (K), (L); and Section 5.2.2, prior to site plan certification.

6. That the building façade proportions are correctly depicted to comply with Façade Composition Compliance;
7. That the kitchen ventilation is illustrated and adequately screened;
8. That the roof material is specified and compliance with the Urban Heat Island requirement is provided; and,
9. That the Green Building Practice requirements are noted on the site plan.

Landscape Plan:

Move approval of the Landscape Plan for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with the Comprehensive Plan and meets criteria set forth in 4.6.16, Section 2.4.5(F)(5) and Chapter 3 of the Land Development Regulations.

Architectural Elevations:

Move approval of the architectural elevations for **Kolter Hotel**, by adopting the findings of fact and law contained in the staff report, and finding that the request meets criteria set forth in Section 4.6.18(E), and Section 4.4.13 (F)(3) of the Land Development Regulations.

Staff Report Prepared by: Candi Jefferson, Senior Planner

Attachments:

- Site Plan
- Landscape Plan
- Architectural Elevations
- Appendix "A"
- Appendix "B"

APPENDIX “A” CONCURRENCY FINDINGS

Pursuant to LDR Section 3.1.1(B), Concurrency, as defined pursuant to Objective B-2 of the Land Use Element of the Comprehensive Plan, must be met and a determination made that the public facility needs of the requested land use and/or development application will not exceed the ability of the City to fund and provide, or to require the provision of, needed capital improvements for the following areas:

Water and Sewer:

- Water Service is available via a 6” valve within the NE 2nd Street right-of-way.
- Sewer Service is available via a 15” valve within the NE 2nd Street right-of-way.

Pursuant to the City’s Comprehensive Plan, treatment capacity is available at the City’s Water Treatment Plant and the South Central County Waste Water Treatment Plant for the City at build-out. Based upon the above, positive findings can be made with respect to this level of service standard.

Streets and Traffic:

The development proposal will not significantly impact traffic. It is noted that the site is located within the City’s Transportation Concurrency Exception Area (TCEA), which encompasses the CBD, CBD-RC and OSSHAD. The TCEA exempts the above-described areas from complying with the Palm Beach County Traffic Performance Standards Ordinance. Therefore, a traffic study is not required for concurrency purposes. A traffic statement was prepared which indicates that Kolter Hotel will generate an increase of 144 daily trips, a decrease of 2 am peak trips and an increase of 6 pm peak hour trips. The Palm Beach County Traffic Division issued a traffic concurrency determination letter on October 20, 2016 indicating the development proposal complies with Palm Beach County traffic standards and is valid through build-out on December 31, 2021.

Parks and Recreation Facilities:

Pursuant to LDR Section 5.3.2, a park impact fee of \$500.00 per each new dwelling unit will be collected prior to issuance of a building permit for the proposed 150 new hotel units. A total fee of \$75,000 will be required of this development for parks and recreation purposes, prior to building permit issuance.

Solid Waste:

The prior 5,400 sq. ft. gasoline station use generated 79.65 tons of solid waste per year. The proposed hotel 152,432 sq. ft. development with 150 rooms will generate 358.21 tons of solid waste per year. There is a 278.56 ton net increase in solid waste per year. The Solid Waste Authority has indicated that its facilities have sufficient capacity to accommodate all development proposals until 2047.

Schools:

The Palm Beach County School District has not yet approved the development proposal for compliance with the adopted Level of Service for School Concurrency. Written verification from the Palm Beach County School District is required prior to site plan certification.

Drainage:

Drainage will be accommodated on site via an exfiltration trench system. There should be no impact on drainage as it relates to this standard.

**APPENDIX B
 STANDARDS FOR SITE PLAN ACTIONS**

- A. Building design, landscaping, and lighting (glare) shall be such that they do not create unwarranted distractions or blockage of visibility as it pertains to traffic circulation.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- B. Separation of different forms of transportation shall be encouraged. This includes pedestrians, bicyclists, and vehicles in a manner consistent with policies found under Objectives D-1 and D-2 of the Transportation Element.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- C. Open space enhancements as described in Policies found under Objective B-1 of the Open Space and Recreation Element are appropriately addressed.**

Not applicable	X
Meets intent of standard	
Does not meet intent	

- D. The City shall evaluate the effect that any street widening or traffic circulation modification may have upon an existing neighborhood. If it is determined that the widening or modification will be detrimental and result in a degradation of the neighborhood, the project shall not be permitted.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- E. Development of vacant land which is zoned for residential purposes shall be planned in a manner which is consistent with adjacent development regardless of zoning designations.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- F. Vacant property shall be developed in a manner so that the future use and intensity are appropriate in terms of soil, topographic, and other applicable physical considerations; complementary to adjacent land uses; and fulfills remaining land use needs.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- G. Redevelopment and the development of new land shall result in the provision of a variety of housing types which shall continue to accommodate the diverse makeup of the City's demographic profile, and meet the housing needs identified in the Housing Element. This shall be accomplished through the implementation of policies under Objective B-2 of the Housing Element.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- H. The City shall consider the effect that the proposal will have on the stability of nearby neighborhoods. Factors such as noise, odors, dust, traffic volumes and circulation patterns shall be reviewed in terms of their potential to negatively impact the safety, habitability and stability of residential areas. If it is determined that a proposed development will result in a degradation of any neighborhood, the project shall be modified accordingly or denied.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- I. Development shall not be approved if traffic associated with such development would create a new high accident location, or exacerbate an existing situation causing it to become a high accident location, without such development taking actions to remedy the accident situation.**

Not applicable	
Meets intent of standard	X
Does not meet intent	

- J. Tot lots and recreational areas, serving children from toddler to teens, shall be a feature of all new housing developments as part of the design to accommodate households having a range of ages. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units.**

Not applicable	
Meets intent of standard	X
Does not meet intent	



PETITION TO SPRAB BOARD & DELRAY CITY COMMISSION

The Marina Historic District HOA Undersigned Members & Residents Hereby Petition to have the SITE PLAN & ARCHITECTURAL APPROVAL of the KOLTER HOTEL as currently submitted to the SPRAB Board (as drawn/ submitted by Slattery Assoc. 11/21/16 for site at 135 to 185 SE 6th Ave.) **DENIED** until the design is modified.

The modifications are suggested in the written Analysis/Report Prepared by Sloan & Sloan Architects Dated Feb. 12, 2018, and are summarized as follows:

1. No Traffic Ingress/Egress off of the Alley. This Alley is actually part and parcel of the Marina Historic District (as the district's west boarder runs north/ south down the middle of said alley. – Use of an alley partially within an historic district as the main access to and from a project of this size is totally unacceptable. The use of SE 2nd Street and/or Federal Hwy may only be used for Ingress /Egress purposes for this project.

2. Architectural Style needs to be modified to respect/ reflect the architecture of the Marina Historic District. The two main entrances to this Nationally Registered Historic District are at Federal Highway & SE 1st Street and Federal Highway and 2nd Streets, (which are the two streets flanking this hotel). Additionally, as this project it is utilizing areas within an historic district for its own purposes, it should also be reviewed by the Historic Preservation Board for architectural appropriateness and approval. Florida Frame Vernacular, Anglo Caribbean, Mediterranean Revival, or Classical/Transitional as described in the CBD Design Guidelines would be appropriate- Mallory Square and Seagate Hotel may be used as a model of desirable style.

3. The single huge mass of this structure needs to be visually broken up into 3 or 4 smaller modules by carving into the uppermost story exterior perimeter wall and/or adding selected sloped mansard roof elements. Height should respect the scope and scale of the historic structures in the historic district and be reduced to a 3 Story Design.

4. Lastly, The "Blank" North Façade is totally unacceptable and needs to be modified and addressed with detail, fenestration, and building undulation.
(fire rated glass can be used in this location)

Dan Sloan, Presidnet
Charles Dortch, VP Membership
Claudia Willis, Secretary
Genie Deponte, Treasurer

Marina Historic District
Homeowners Association
106 SE 7th Ave,
Delray Beach, FL. 33483
(561) 441-2316 phone
email: cedortch@aol.com

#	SIGNATURE	PRINTED NAME	ADDRESS
130	<i>Carolyn Schroth</i>	Carolyn Schroth	130 SE 7TH AVE.
130	<i>C. William Schroth</i>	C. WILLIAM SCHROTH	130 SE 7TH AVE
138	<i>Elizabeth Damiant</i>	ELIZABETH DAMIANT	138 SE 7TH AVE
	<i>Charles Damiant</i>	CHARLES DAMIANT	138 SE 7TH AVE
	<i>George Harvey</i>	George Harvey	65 PALM SQUARE
	<i>Joyce de Mause</i>	Joyce de Mause	65 Palm Square
	<i>Candi Mihalych</i>	Candi Mihalych	704 SE 2nd ST
	<i>Michael Mihalych</i>	Michael Mihalych	704 SE 2nd ST.

*****Signatures follow on Next Page*****



Dan Sloan, President
Charles Dortch, VP Membership
Claudia Willis, Secretary
Genie Deponte, Treasurer

File: MarinaHistDist_Kolter Petition_Feb 12.indd



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Charles Dortch, VP Membership
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Gianniotes, Anthea

From: Dan Sloan <ds1750@bellsouth.net>
Sent: Tuesday, February 07, 2017 3:06 PM
To: Hoyland, Michelle
Cc: Dan Sloan; Gianniotes, Anthea; Alvarez, Amy
Subject: Re: Marina Historic District and Kolter Hotel
Attachments: Kolter Analysis_MHD_Jan 25 2017.pdf

Hi Michele,

I am so glad to hear you are the new Historic Preservation Planner! ... Congratulations on that!

Just to fill you in on this Project's History... we had contacted the Staff Planner (Ms. Candi Jefferson) back in October via multiple phone calls and email asking her to inform us of the Developmental Review Calendar. She said they were tied up in TAC comments but would let us know when the review calendar was established... *She Never Did*

As I had not heard back from Ms. Jefferson in some time... On January 17, I called her to see if there was any update to the project's status as we had a Marina Historic District Board meeting later that afternoon and wanted to include any new information regarding the project on the agenda. I was told by Ms. Jefferson that she had no information and was no longer working on the project as she was moving to engineering ... and that someone else would be assigned to that project.

Subsequently, after some persistence with the city, I found that the project had already passed the CRA! ... And the DDA! Board reviews... And all under Ms. Jefferson's purview!! ... And that the project was currently scheduled to go before SPRAB the following week on Wednesday, January 25th! She mentioned none of that during my phone call on January 17th!

Though Ms. Jefferson notified the Osceola Park neighborhood which is far removed from this hotel project, she neglected to inform the Marina HD HOA which shares a single lane alley with this project. Her reasoning for this was that she is not required to notify adjacent properties of projects, and that she does this as a courtesy, and that she did not feel that she needed to extend this courtesy to the Marina HD for some reason.

Long story short... the Marina Historic District HOA finally got a "courtesy notice" 4 days prior to the SPRAB meeting date! We missed out on the opportunity to speak at both the DDA Board and the CRA Board's review of the project as a result!

Additionally, Ms. Jefferson never encouraged the Developer nor the developer's Planner or Architect to reach out to the Marina Historic District HOA apparently. Neither I nor the past President ever got a phone call or email regarding this project (and while all of our info is clearly on file with the City as we receive periodic mailings/information etc all the time)... The SPRAB Board was very disappointed in the project as presented and asked them to reach out to the Marina HD for their feedback and suggestions prior to bringing the project back for review... So their "tight deadline" is entirely of their own making!

We just printed all the Preliminary Plans at full size & are finishing up updating a large 1/8" scale site model of SE 7th Ave between SE 1st Street (with all the cottages created in 3d to scale) and SE 2nd Street and a Mass Model of proposed Kolter Hotel which we should have completed in the next couple of days. We have scheduled a Neighborhood meeting to review the Site Model and solicit feedback and suggestions from the

Residents this coming weekend- Feb 12. We have been in contact with the Planner (Bradley Miller) and suggested we meet the following Monday or Tuesday (Feb 13 or 14th) at his convenience to review the Residents' Concerns and Comments-

I'd also be happy to bring it over to the larger P&Z Conference Room and set it up if you'd like first part of next week -maybe the day after I meet with Bradley Miller? (We can review the Marina Historic Districts Concerns in detail at the same time)

In the meantime, attached are my comments and analysis from a review of the tiny 11x17 set that was submitted to the SPRAB Board. I'll also forward you my email to Bradley Miller with similar sentiments. I'll be consolidating all the Residents' feedback into my updated analysis and review that I'll present to the Planner (Bradley Miller) and copy you on as well.

Again, so glad to have you "back aboard" at the City! ... You are great an asset for them over there!

Dan Sloan, Architect

AIA, LEED A.P.

Sloan & Sloan

Architecture + Interior Design

AIA, ASID, USGBC, & FGBC Members

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On Feb 7, 2017, at 1:18 PM, Hoyland, Michelle <HoylandM@mydelraybeach.com> wrote:

Dan-

Not sure if you heard, but I am glad to be back at the City serving as the Historic Preservation Planner. I hope you and DonnaMarie are doing well.

I am reaching out to you as P&Z staff would like to meet to review the Kolter Hotel submittal with you. We are hoping to better understand your concerns/comments regarding the project.

We are working within a very tight deadline and would like to meet as soon as possible. Can you advise as to your schedule?

Regards,

Michelle Hoyland

Historic Preservation Planner

<image001.jpg>City of Delray Beach
Planning, Zoning & Building Department
100 NW 1st Avenue
Delray Beach, FL 33444
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561-243-7221 (fax)
hoylandm@mydelraybeach.com
www.mydelraybeach.com

Preliminary Review of the "Kolter Hotel Plans dated 11/21/16
Designed by Slattery & Assoc., Architects" and Staff Report Dated 1/25/2017.
This Analysis prepared for the Marina Historic District HOA
by Dan Sloan, AIA, LEED AP, NCARB- rev. 1/25/2017

SITE PLAN PROBLEMATIC ITEMS:

1. Gridlock Inducing Traffic Flow- Due to the fact that the proposed project expels 100% of the traffic generated by 150 hotel rooms, a restaurant, and meeting spaces onto a tiny alley massive Gridlock is assured that the intersections of SE First Street and SE Second Street with Federal Highway. This is an unacceptable situation, particularly as the City is in the process of approving Traffic Calming at these same 2 locations <along with several other key locations> to help mitigate the massive influx of traffic we anticipate from the soon to be approved Atlantic Crossing project 1 block to the north! This projects traffic will single handedly destroy these traffic-calming efforts.

2. Dangerous Traffic Flow- Due to the (18) "grandfathered in" backout parking spots that back directly onto this same alley, the proposed project is guaranteed to create a very high potential for traffic accidents on the alley. These spots are at primarily at the Plum Business Condo, just north of the site.

Additionally, on Sunday and special religious holiday, the First Church of Christ Scientist 's Parking lot empties a portion of its traffic onto this alley, creating additional potential for accidents and gridlock.

3. Contrary to Comp Plan Future Land Use Element- Compatibility with Adjacent Land Uses Objective A-1 as it massively overwhelms and overshadows the adjacent 1 story residential structures with a nearly block long 64' high monolithic "box". It is Contrary to Goal Area "B" by detracting from the Marina Historic Districts Quality of Life for these same reasons & for the traffic gridlock the alley based traffic circulation pattern with assure.

"Objective A-1 -Property shall be developed or redeveloped, in a manner so that the future use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses"

'GOAL AREA "B" THE REMAINING GROWTH OF THE COMMUNITY SHALL OCCUR IN A MANNER WHERE NEW DEVELOPMENT AND REDEVELOPMENT WILL BE SERVICEABLE AND IT WILL NOT IMPEDE THE COMMUNITY'S ABILITY TO ACCOMMODATE FUTURE GROWTH OR DETRACT FROM ITS CURRENT QUALITY OF LIFE.'

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4. Contrary to Comp Plan Transportation Element- Goal Area "B" to maintain Safe & Efficient Street System with an Optimal Level of Service is NOT compatible with having essentially 100% of Traffic from a 150-room hotel enter and exit onto a 10-12 wide service alley. Backout parking at the north end of the alley will almost guarantee accidents and both SE 1st Street and SE 2nd Street/Federal Hwy. Intersections will become gridlocked.

*"GOAL AREA "B"- THE MAINTENANCE AND ENHANCEMENT OF THE CITY'S
EXISTING QUALITY OF LIFE SHALL BE COMPLIMENTED BY A
CONVENIENT, SAFE AND EFFICIENT STREET SYSTEM WHICH
MAINTAINS AN OPTIMAL LEVEL OF SERVICE. THE SYSTEM
SHALL KEEP THE LOCAL TRAFFICWAYS OF DELRAY BEACH
UNCONGESTED....."*

5. Recommendations- Flip the access to the parking garage (ingress/egress) to be on Federal Highway Side. Alternately come in on Federal Hwy and discharge on SE 2nd Street (much less desirable option). MHD will be supportive of waivers/variances, etc. to accommodate this change.

LANDSCAPE PLAN SUGGESTIONS:

1. Alley Parallel Parking Islands- There are 6 proposed Parallel parking spaces beside the alley and as the plan has 2 parking space more than required, we would *Recommend* that 2 be removed and the 36LF of area be converted into 2 or 3 evenly sized planter islands with palms to match balance of plan.
2. Proposed Parking Spots on SE 2nd Street need to be reviewed to be compatible with prior Traffic Calming Plans for this location.

ARCHITECTURAL PLANS & ELEVATIONS PROBLEMATIC ITEMS:

1. Incompatible Massing & Scale- The proposed project directly abuts the Marina Historic District, our only National Register Historic District, yet is totally out of context with the district. The Massing is that of a huge box, enlarged to the largest volume code proscribes.

It ignores the scale, rhythm, and height of the residences just to the east of the site and in fact it visually overwhelms them. We would suggest a ***3-story structure*** would be far more appropriate and would comply with the requirement to be "in harmony with the... developments in the area". Additionally, the bulk should be visually broken up into 2 or 3 modules to lessen the massive visual impact of the project.

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When the 4 Story "Meridian Condominium" was constructed in 2005 in the 300 block of SE 6th Ave together with 'out of scale' massive homes on the Intracoastal, it created such an unpleasant "canyon effect" on SE 7th Avenue, that the Marina Historic District was **Torn Apart**. The former south portion of the district "succeeded" and the district shrank to a much smaller size. *We don't want the District to be subjected to these types of destructive stresses again from a massive out of scale project on its western flank!*

2. Incompatible Architectural Style, Poorly Executed- The proposed project is purported to be designed in a "Masonry Modern" style, but in reality it is a pedantic commercial structure embodied in a 4-story box, build out to the maximum of each and every setback and criteria. It really has no discernable architectural style, wholly incompatible with and ignoring the Architectural Styles in the represented in the abutting Marina Historic District.

This hotel is of a form that might be seen in a thriftily constructed franchise national hotel beside any random interstate highway, say in Minnesota. There are no balconies or operable windows to celebrate the subtropical climate or proximity to the beach and the design has a cold and sterile demeanor.

If a Masonry Modern Style is insisted upon, the City's CBD Design Guidelines has a very nice example mixed use structure in Seaside Florida by Merrill, Pastor, & Colgan Architects. The Illustrative Sample Building shown in the Design Guidelines is so far removed from the applicants proposed building in Architectural Quality and Detailing as to be unrecognizable.

Variance to Design Guidelines Document Requirements:

>The Design Guidelines stipulate a clearly defined/visible expression of the structural system- Which the applicant has not done.

> Design Guidelines stipulate Stone and Wood details are to be used to soften the stark forms, with stronger colors and materials at the base- Which the applicant has not done.

A cheap Dryvit (EFIS) system over metal studs with plastic reveals doesn't constitute quality design and materials!

> Design Guidelines stipulate Windows should be casement or fixed with operable transom window- Which the applicant has not done. Alternately use single/double hung units.

> Design Guidelines stipulate Windows should have a vertical orientation- Which the applicant has not done.

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3. Recommendations- A substantial redesign is called for....

a. Massing- Our Strong Preference is for a 3 story Structure with the Massing visually Broken up into 3 or 4 modules, so it does not read as a huge stark monolithic box, essentially stripped of any design/detailing.

To quote the CBD Design Guidelines "*The historic Delray Beach development pattern occurred on lots generally ranging from 25 to 150 feet wide. Recent construction patterns have agglomerated multiple properties into much larger parcels, often on half or full city blocks. This newer pattern has raised concern about maintaining the character of the city*" **The proposed design is EXACTLY what the Design Guidelines are intended to prevent!**

b. A more appropriate Architectural Style would be Florida Vernacular, Anglo Caribbean, Mediterranean Revival, Classical/Transitional, or even a *well-executed* Masonry Modern (which the proposed design most certainly is NOT- the present submission might be called a "Value Engineered Modern" style!).

Our LEAST DESIRED OPTION IS MASONRY MODERN, due in no small part to the extreme difficulty in creating an exceptional design, vs. the typical pedantic efforts that litter our downtown, from failed attempts at this style!

A design inspired by the Mallory Square Project just to the south or the Seagate Hotel reflecting a Resort Revival/Florida Frame Vernacular aesthetic would be far preferable to the bland effort presented by the applicant. Balconies and other features of a classic resort hotel would vastly improve the curb appeal and livability of the units.... Again this is not a location beside some desolate stretch of interstate highway.

b. If the SPRAB Board elects to allow the Forth Floor, it can be visually mitigated by having a habitable pitched roof with dormer elements at each room or each 2 rooms (This would be appropriate in most styles but Masonry Modern)

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by Sloan & Sloan Architects, Dan Sloan, AIA, LEED AP, NCARB- rev. 2/12/2017

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2. Dangerous Traffic Flow- Though the developer may widen the alley adjacent to its property the developer does not own adjacent property along the entire length of the alley. As proposed, said alley will "bottleneck" into one lane at the north end. This one lane "bottleneck" will extend for a length along the alley of four lots (almost ½ the block). Also (18) "grandfathered in" backout parking spots back directly onto said alley, most of which are at this north end "bottleneck" where the Kolter Hotel proposes expels most of its traffic! The proposed project is guaranteed to create a very high potential for traffic accidents on the alley. These back out spots are at primarily at the Plum Building Condo, just north of the site.

Additionally, on Sundays and special religious holidays, the First Church of Christ Scientist's parking lot empties a portion of its traffic onto this one lane alley, creating additional potential for accidents and gridlock. Not to mention trash, recycling, and commercial dumpster pickups which occur regularly on this one lane alley a few times a week ... as well as occasional (but for substantial amounts of time) parked FPL, Cable, and etc. service trucks blocking passage on this one lane alley. During all of these times (weekly church events, biweekly trash pickup, and occasional but for long periods of time, service truck blockages) local residents avoid this one lane alley. Hypothetically, how would the Kolter Hotel propose for its guests to avoid the alley during these times if it were allowed to use the alley for its primary means ingress and egress? This just will not work!

3. Contrary to Comp Plan Future Land Use Element- Compatibility with Adjacent Land Uses Objective A-1 as it massively overwhelms and overshadows the adjacent 1 story residential structures with a nearly block long 64' high monolithic "box". It is Contrary to Goal Area "B" by detracting from the Marina Historic Districts Quality of Life for these same reasons & for the traffic gridlock the alley based traffic circulation pattern will assure.

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When 4 Story Condominiums were constructed in 2005 in the 300 block of SE 6th Ave together with 'out of scale' massive homes on the Intracoastal, it created such an unpleasant "canyon effect" on SE 7th Avenue, that the **Marina Historic District was Torn Apart**. The former south portion of the district 'succeeded' and the district shrank to a much smaller size. *We don't want the District to be subjected to these types of destructive stresses again from a massive out of scale project on its western flank!*

2. **Incompatible Architectural Style, Poorly Executed-** The proposed project is purported to be designed in a "Masonry Modern" style, but in reality it is a pedantic commercial structure embodied in a 4-story box, built out to the maximum of each and every setback and criteria. It really has no discernable architectural style, and is **wholly incompatible with and ignores the Architectural Styles represented in the abutting Marina Historic District.**

This hotel is of a form that might be seen in a thriftily constructed franchise national hotel beside any random interstate highway, say in Minnesota. There are no balconies or operable windows to celebrate the subtropical climate or its proximity to the beach and the design has a cold and sterile demeanor.

The Masonry Modern Style exhibited in City's CBD Design Guidelines is a very good example of this style; a mixed use structure in Seaside Florida by Merrill, Pastor, & Colgan Architects. The Illustrative Sample Building shown in the Design Guidelines is so far removed from the applicant's proposed building in Architectural Quality and Detailing as to be unrecognizable.

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> Design Guidelines stipulate Windows should have a vertical orientation, which the applicant has not done.

3. **Recommendations**- A substantial redesign is called for....

A. Massing- Our Strong Preference is for a 3 story Structure with the Massing visually Broken up into 3 or 4 modules, so it does not read as a huge stark monolithic box, essentially stripped of any design/detailing. It can be visually made to appear as not one huge box by using Mansard Roof Elements at the uppermost floor, broken up with strategically inset segments of vertical parapet as in the Seagate Hotel.

To quote the CBD Design Guidelines "*The historic Delray Beach development pattern occurred on lots generally ranging from 25 to 150 feet wide. Recent construction patterns have agglomerated multiple properties into much larger parcels, often on half or full city blocks. This newer pattern has raised concern about maintaining the character of the city*" **The proposed design is EXACTLY what the Design Guidelines are intended to prevent!**

B. ***A more appropriate Architectural Style would be Florida Frame Vernacular, Anglo Caribbean, Mediterranean Revival, Classical/Transitional***, reflecting/ respecting the architectural style on the Marina Historic District.

Our LEAST DESIRED OPTION IS MASONRY MODERN, due in no small part to the extreme difficulty in creating an exceptional design, vs. the typical pedantic efforts that litter our downtown, from failed attempts at this style! ... Not to mention that this style is not representative of the contextual architectural style of the Marina Historic District which it fronts.

A design inspired by the ***Mallory Square Project*** just to the south or the ***Seagate Hotel*** reflecting a Resort Revival/Florida Frame Vernacular aesthetic would be far preferable to the bland effort presented by the applicant. Balconies and other features of a classic resort hotel would vastly improve the curb appeal and livability of the units.... Again this is not a location beside some desolate stretch of interstate highway.

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C. *North Façade is essentially a "Blank Wall" and totally unacceptable-* Added Fenestration at each level (use fire glass) and added undulation/detailing are essential to make any façade visually appealing ... and imperative to the completion this design! The structure has four elevations! As proposed, it looks like the architect either forgot, or ran out of time to design the north elevation of this structure! It is unacceptable to use "zero set back" as an excuse to produce an incomplete design for our city. The north façade as proposed is an eyesore on the landscape! ... And would most likely remain exposed that way indefinitely as the property to the north is an office condominium (The Plum Building) and due to buyout economics, changes to that property, which may or may not hide the proposed un-designed façade of the Kolter hotel, are unlikely for the foreseeable future.

D. If the SPRAB Board elects to allow the Forth Floor, it can be visually mitigated by having a habitable pitched roof with dormer elements at each room or each 2 rooms. (This would be appropriate in most styles but Masonry Modern)