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VIA ELECTRONIC FILING

October 11, 2021

David Recor, AICP
Director
Development Services
City of Pompano Beach
100 W. Atlantic Boulevard
Pompano Beach, FL 33060

Re: Development Narrative – Hidden Harbour Planned Development – Amended Major Site Application for Mixed-Use Component (PZ21-1200040).

Our firm represents AMP IV-Hidden Harbour, LLC and HTG AMP Harbourside, LLC (collectively the “Applicant”), the owners of the mixed-use component of the Hidden Harbour Marina site and adjacent land. Please consider this letter the Applicant’s development narrative for the pending major site plan for the mixed-use portion of the overall site. As you will note from the submitted materials, the proposed changes will improve both the design and functioning of the project, while reducing maximum development density and intensity. The Applicant is processing an amendment to the PD-I Master Plan to implement the proposed changes.

Property and PD-I Master Plan. The existing overall Hidden Harbour site is approximately 6.9 acres in size and is zoned Planned Development – Infill (“PD-I”) under the City’s Code. As currently developed, the overall site includes: (1) marina/boat yard/boat storage uses east of NE 23 Avenue; and (2) retail uses along Federal Highway.

The approved Master Plan for the Property anticipates the retention of the existing marina use and the redevelopment of the remainder of the Property with up to 323 residential units and 510,000 square feet of commercial development. As approved, the height of the proposed buildings ranges from nine stories along Federal Highway to thirty-five (35) feet adjacent to existing multifamily development on NE 16 Street. The instant PD

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amendment application proposes revisions only for the mixed-use component of the development – the marina will remain unmodified.

Pending PD Revisions. The Applicant has proposed modest revisions to the approved PD-I Master Plan. Specifically, the amendment proposes the following:

1. PD-I Expansion and New Parking Structure. The Applicants are proposing to add the lot at 2351 NE 16 Street to the Planned Development. This lot is proposed, along with the parcel to its west, to be developed with a parking structure serving the approved mixed-use building on the south side of NE 16 Street. This change will bring several benefits to the project and neighborhood:
 - a. The amount of traffic at the intersection of NE 16 Street and NE 23 Avenue will be significantly reduced. Under the approved plan, the building along NE 16 Street was proposed to be served by valet parking in the garage along Federal Highway. The introduction of a small parking structure north of NE 16 Street will allow for self or valet parking for the building on NE 16 Street to be served without the need to travel back and forth on NE 16 Street and NE 23 Avenue. As you will note from the attached analysis, the traffic reduction from this change will be significant – up to 1,000 vehicle trips per day will be removed from that intersection as compared to the approved plan.
 - b. The redesign has allowed the Applicant to move the service area of the NE 16 Street building so that it is accessed from NE 23 Avenue – removing delivery and garbage truck traffic completely from NE 16 Street.
 - c. The introduction of the NE 16 Street parking structure will also allow the reduction of the amount of area in the Federal Highway building that is devoted to parking. Additional portions of the Federal Highway and NE 23 Street frontages will be lined with commercial and residential uses under the revised plan. The revised design therefore improves the activation of both the Federal Highway and NE 23 Avenue rights of way.
2. Reduction of Permitted Height. The Applicant recently processed Major Site Plan approvals to reduce the proposed height of the development. The proposed building along Federal Highway was approved at a reduced eight (8) stories and 80'4" (as opposed to nine stories and 90 feet). The maximum height of the proposed building along NE 16 Street was also approved at eight (8) stories and 80'4", retaining the

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approved height transition down to three stories and 35 feet. The proposed PD amendment will formalize this reduction – ensuring that no future site plan revisions could seek more than eight stories without returning to the Commission for another PD amendment.

3. Density Reduction. As approved, the PD permits up to 323 residential units. The proposed amendment would reduce that cap to 300 units.

Major Site Plan Implementation of Master Plan. As proposed, the Major Site Plan application hews closely to the Master Plan. As implemented in the Site Plan, the proposed development consists of: (1) the existing 68,800 square foot marina building east of NE 23 Avenue; and (2) two new mixed-use buildings – the first fronting Federal Highway and the second fronting NE 16 Street; and (3) a new parking structure on the north side of NE 16 Street. The amended Major Site Plan contemplates 285 multifamily residential units and approximately 11,825 square feet of vertically integrated commercial space in the new mixed-use buildings. The commercial space is proposed as a mix of restaurant and retail uses. The proposed new garage structure has been designed to mimic the residential design, providing a transition from the mixed-use development to the lower density uses to the east and north.

As contemplated in the Master Plan, the proposed Site Plan provides a publicly accessible waterfront promenade along NE 23 Avenue and the north side of the waterway, providing unparalleled direct pedestrian access to the water in this area of the City. The project design incorporates a superior pedestrian access pattern along all street frontages.

Planned Development Standards. The revised plan remains consistent with the goals of the City's Planned Development Districts, as reflected in Section 155.3601.A:

1. Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;

The Hidden Harbour PD-I development represents a unique opportunity to bring together active marine uses with new mixed-use residential and commercial development in a manner that would be impossible using the City's traditional zoning districts.

2. Allowing greater freedom in selecting the means of providing access, open space, and design amenities;

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The proposed design will allow the Applicant to open up water access to the public in a manner that would not be possible without the flexibility afforded to Planned Development districts. The project design provides superior pedestrian, bicycle, and transit access to the area while retaining full vehicular access across the site.

3. Allowing greater freedom in providing a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;

The project fully vertically integrates residential and commercial use, including a mix of multi-family unit sizes serving single occupants to families.

4. Allowing more efficient use of land, with smaller networks of streets and utilities, and thereby lowering development and housing costs; and

The overall Hidden Harbour site is a compact 6.9 acres in size and uses only existing street infrastructure in an infill area that has more than adequate utility capacity.

5. Promoting quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, wetlands, floodplains, and historic features.

The Harborside plan fully integrates and highlights the waterway that forms its central spine. The plan has also been designed to locate more intense uses away from nearby residential development. As an infill development, Harborside at Hidden Harbour is consistent with smart planning principles that discourage further urban expansion into existing greenfields.

Mixed Use Design. The proposed plan is also consistent with the relevant requirements of the requirements of Section 155.5602, which governs mixed-use development in the City:

1. Encourage establishment of a strong sense of place with vibrant commercial, institutional, and mixed-use development in key areas of the city;

The Hidden Harbour site was recognized as a location for mixed-use redevelopment along the Federal Highway corridor. The proposed plan implements both that City policy and the PD-I Master Plan.

2. Encourage a more pedestrian-friendly environment through attention to human-scale design and site features to limit large, bulky buildings with few architectural details.

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The design team has focused on the pedestrian experience throughout, including comfortably wide sidewalks, extensive use of ground level fenestration, and covered arcades. The proposed buildings have a modern and clean design that features architectural details throughout.

3. Foster greater compatibility between adjacent residential and nonresidential development;

The PD-I Master Plan requires a height transition from the more intense development along Federal Highway to the existing multifamily development to the east of the Property on NE 16 Street. The proposed Major Site Plan implements that transition and will reduce overall building height significantly. All commercial uses will front on either Federal Highway or NE 23 Avenue. The modifications proposed in the instant application will improve the appearance and functioning of the project in a manner that will benefit the overall neighborhood.

4. Limit the impacts of automobile-oriented development in commercial, institutional, and mixed-use areas; and

None of the proposed uses are automobile-oriented. The proposed modifications will reduce the need for up to 1,000 local valet trips per day impacting the intersection of NE 16 Street and NE 23 Avenue.

5. Improve the appearance of gateways and entrances to the city.

The Property is not located at a gateway or entrance to the City. The proposed development will be, however, the northernmost implementation of the City's Transformation Study for the Federal corridor.

Major Site Plan and Building Design Review. Given the nature of the proposed development, the Applicant hereby requests major site plan and building design review and approval for the modestly amended design. The proposed design, as with the approved 2020 design, is consistent with the PD-I Master Plan in all relevant respects. The design is also consistent with the relevant requirements of the requirements of Section 155.5602, which governs mixed-use development in the City. The proposed layout and architectural design is consistent with the goals of the mixed- use standards:

1. Encourage establishment of a strong sense of place with vibrant commercial, institutional, and mixed-use development in key areas of the city;

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The Hidden Harbour site was recognized as a location for mixed-use redevelopment along the Federal Highway corridor. The proposed plan implements both that City policy and the PD-I Master Plan.

2. Encourage a more pedestrian-friendly environment through attention to human-scale design and site features to limit large, bulky buildings with few architectural details;

The design team has focused on the pedestrian experience throughout, including comfortably wide sidewalks, extensive use of ground level fenestration, and covered arcades. The proposed buildings have a modern and clean design that features architectural details throughout.

3. Foster greater compatibility between adjacent residential and nonresidential development;

The PD-I Master Plan requires a height transition from the more intense development along Federal Highway to the existing multifamily development to the east of the Property on NE 16 Street. The proposed Major Site Plan implements that transition and will reduce overall building height significantly. All commercial uses will front on either Federal Highway or NE 23 Avenue and the centralized parking structure is located on Federal Highway as far south as possible.

4. Limit the impacts of automobile-oriented development in commercial, institutional, and mixed-use areas; and

None of the proposed uses are automobile-oriented.

5. Improve the appearance of gateways and entrances to the city.

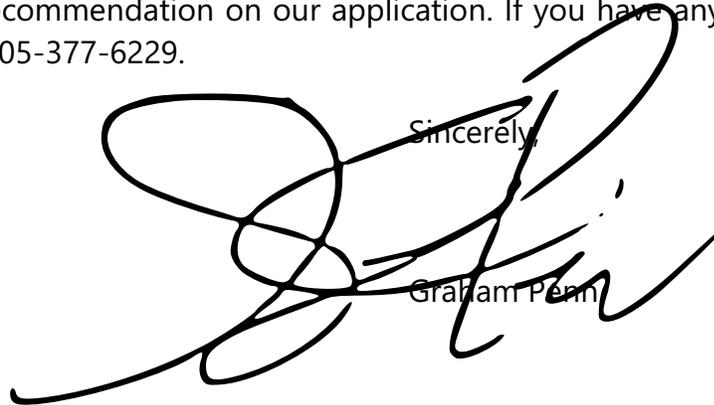
The Property is not located at a gateway or entrance to the City. The proposed development will be, however, the northernmost implementation of the City's Transformation Study for the Federal corridor.

Air Park Obstruction Review. As part of the 2020 approval, the Planning and Zoning Board approved the Applicant's Air Park obstruction permit review. Because the approved buildings have gone down in height and the new proposed garage structure has a roof line at just over thirty feet, additional Air Park review will not be necessary.

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Conclusion. The Harborside at Hidden Harbour development has been designed to implement the City's long-held policies related to infill development and the Federal Highway corridor. The approved 2020 plans were the result of a lengthy Land Use Plan and Planned Development review process. The revised 2021 plan represents a reduction in both density and intensity of development, while retaining all of the benefits of the approved design. We look forward to your recommendation on our application. If you have any questions or comments, please call me at 305-377-6229.

Sincerely,

Graham Penn

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