



CITY OF FORT LAUDERDALE

APPROVED
ECONOMIC DEVELOPMENT ADVISORY BOARD (EDAB)
MEETING MINUTES
CITY OF FORT LAUDERDALE
100 NORTH ANDREWS AVENUE
8TH FLOOR CONFERENCE ROOM
WEDNESDAY, MARCH 13, 2019 – 3:45 P.M.

January-December 2019

<u>Board Member</u>	<u>Attendance</u>	<u>Present</u>	<u>Absent</u>
Jason Crush, Chair	P	2	1
Jordan Yates, Vice Chair (arr. 3:54)	P	3	0
Steve Buckingham	P	3	0
Michael Buonaiuto	P	3	0
Christopher “Kit” Denison	P	2	1
Mick Erlandson	P	1	2
Nicholas Kuchova	P	3	0
Bernice Lee	P	2	1
David Neal	P	3	0
Dustin Robinson	A	0	2

Staff

Michael Chen, City Liaison, Economic and Business Development Manager
Ella Parker, Urban Design and Planning Manager, Department of Sustainable Development
Chris Cooper, Deputy Director of Sustainable Development
Jim Hetzel, Principal Planner, Urban Design and Planning
Lorraine Tappen, Principal Planner, Urban Design and Planning
Lutecia Florencio, Economic Development Program Aide

Communications to the City Commission

None.

I. Call to Order & Determination of Quorum

The meeting was called to order at 3:51 p.m. Roll was called and it was noted a quorum was present.

II. Approval of February 13, 2019 Meeting Minutes

Motion duly made, seconded by Mr. Denison, to approve. In a voice vote, the **motion** passed unanimously.

III. Staff Updates

- **General Update (5 Minutes)**
- **Economic Development Strategic Plan (15 Minutes) – EDAB Input**

Mr. Chen reported that Economic and Business Development Staff is planning an upcoming trip to Israel with the Mayor, City Manager, and other members of City Staff. The delegation plans to meet with the operator of a major desalinization plant, as well as with an entrepreneurial entity that matches corporations with startups and representatives of Tel Aviv Pride. Mayor Dean Trantalis hopes to meet with the new mayor of Haifa, which is one of Fort Lauderdale's Sister Cities.

Mr. Yates arrived at 3:54 p.m.

Mr. Neal arrived at 3:55 p.m.

IV. Greater Fort Lauderdale Sister Cities Update (10 Minutes)

Russell Weaver, President of Greater Fort Lauderdale Sister Cities International, stated that since the previous month's meeting, a business networking event was held with trade group Pro Chile. Upcoming events include a visit to City Hall from the Japanese Consul General and visits from the new Brazilian, Colombian, and Mexican Consul Generals over the next three months.

On April 16, 2019, the winner of a student essay contest will be recognized by the Turkish Committee in honor of Children's Day in the nation of Turkey. On April 24, the Turkish Consul General will be a guest at a Tower Club event held by the Florida Turkish-American Association. Mr. Weaver added that Sister Cities and the Jewish Federation of Fort Lauderdale are working with the Israeli consulate to plan meetings for the Fort Lauderdale delegation with organizations from Haifa.

Mr. Weaver continued that he has reached out to the city of Dubai in United Arab Emirates regarding a potential Sister Cities or business relationship. Greater Fort Lauderdale Sister Cities is a recipient of the Focus Brazil Foundation's Business Award.

V. Presentation: Ella Parker, Department of Sustainable Development, Urban Design and Planning Division

Urban Design and Planning Manager Ella Parker introduced a presentation on the City's development policy, which will include an overview of the City's unified flex policy, the Downtown Master Plan codification updates, and the 10-year update to the City's Comprehensive Plan, which determines land use policy.

Jim Hetzel, Principal Planner, explained that the City's planning for the future is determined by two different documents: the Strategic Plan, which sets the tone for the community at large, and the Comprehensive Plan, which is an evaluation and appraisal report that is updated every 10 years. Future planning factors include population growth, demographic changes, employment distribution, climate change, and connectivity.

The City's current population trends show that growth is happening in urban core areas. The largest demographic cohort is comprised by millennials. Planning efforts for the City include various sections, including the Northwest, the South Andrews Avenue Corridor, and the Fort Lauderdale Beach. Different planning principles guide initiatives in these areas, including the City's unified flex policy.

Mr. Hetzel explained that in 1989, when Fort Lauderdale and Broward County adopted their respective Comprehensive Plans, the two documents did not match one another. Unified flex policy was developed in order to bring the Plans into agreement. The City began with 18 different zones, each of which included residential and commercial flex units to be allocated and reported to the County. There was also a distribution of uses with no planning rationale at the time, and may have contributed to current issues such as traffic congestion and neighborhood compatibility.

When these 18 zones were collapsed into a single entity, the result was concentration along major roadway corridors and activity centers. Residential units are concentrated in areas where neighborhoods are protected and preserved. Mixed-use patterns are currently considered to be more sustainable for the future. Because unified flex policy is a long-term strategy, it can also help align with strategic initiatives in other City Departments, such as infrastructure improvements that allow better planning for growth.

Development is being aligned with major travel corridors that offer different transportation options, such as access to transit and multimodal connections. This development pattern also offers the availability of commercial flex acreage, which allows an area to transition from, for example, industrial to commercial land use. Higher density also allows for the incorporation of affordable housing units.

Staff is working to create a form-based alignment for flex use along these corridors, which helps strengthen neighborhood compatibility and creates a better sense of place in the City due to this built environment. Form-based Code includes multimodal traffic mitigation, improved connectivity, workforce housing, and more inclusive, livable communities.

Mr. Hetzel noted that there are ways to address some of the City's cultural nuances, such as resistance to pedestrian activity, by providing streetscapes with shade elements and landscape materials. Pedestrian experience is now a key element to development, as existing projects are being integrated into the pedestrian realm and new projects include elements to encourage this activity.

Ms. Parker emphasized the importance of connectivity, stating that a positive pedestrian experience is more likely to provide a reason for people to leave their cars. The pedestrian realm must be comfortable and engaging. This requires a focus on areas that serve a higher density or offer the most services.

Mr. Neal asked if a transition plan is in place to implement changes. Ms. Parker replied that as individual improvements in specific areas lead to better experiences, residents are more likely to engage with the pedestrian environment over the longer term. Plans that focus on compatibility, such as placing buildings of similar height next to one another, provide for better development. Chair Crush pointed out that the intent of creating activity centers is to allow individuals to park in an area once and walk between destinations, or for residents to have options other than use of cars.

Ms. Parker moved on to the Downtown Master Plan, which was adopted by Fort Lauderdale in 2003 and was updated in 2007. Creation of this Plan required multiple stakeholder meetings. The City Commission has asked the Department of Sustainable Development to codify quantitative guidelines within the Downtown Master Plan, including building and streetscape design, tower separation requirements, floor plate sizes, and other prescriptive values. These guidelines affect the massing of buildings and allow more air and light into the streets.

There are three separate character areas within the Downtown:

- Downtown core, which serves as the central business district and includes the most intense uses and provides the fewest limitations on height
- Near Downtown, which scales down from the core and offers a greater variety of different building heights
- Urban neighborhoods, which comprise the northern and southern tips of Downtown

Additional limits are in use within the Downtown Master Plan, including the following:

- Limits on building length to ensure more fluid blocks with pedestrian crossings and connections
- Façade articulation
- Active ground floor uses to create a pedestrian environment
- Podium heights and stepbacks to provide different characters for buildings

The City Commission has also asked Urban Design and Planning to look into transitions between the Downtown area and adjacent residential zoning districts. These transitions include limiting height in transitional areas and allowing for greater height when transitioning to commercial zoning districts. They also seek to balance the public realm environment by providing open space as a respite within built-out areas.

The approach to streetscape design in the Downtown Master Plan will focus on City jurisdiction streets. Designs will be coordinated with the Department of Transportation and Mobility to provide connected blocks and prioritization of streets. State and County

roads will require a separate effort, as the entity with jurisdiction on a right-of-way will ultimately be asked to sign off on any plans for that location. Projects address the design of the street rather than include ways to improve traffic flow.

It was asked how codification of guidelines within the Downtown Master Plan would affect current business owners from a cost perspective. Ms. Parker replied that any new development project will be subject to these new requirements once they are codified; however, she reiterated that most developments have met these guidelines prior to their codification. There may also be specific circumstances that would exempt certain developments from having to meet some guidelines. Other projects may be required to undergo review by the Planning and Zoning Board before they are approved.

Ms. Parker again emphasized the importance of connectivity and the pedestrian environment, including connected sidewalks, shaded areas, and spaces for multimodal transportation. New technologies, such as autonomous vehicles, are also expected to have an impact on the pedestrian realm. Since the adoption of the Downtown Master Plan in 2003, Staff has seen much stronger public realm projects than in prior years. Most of the City's Departments are represented within the Development Review Committee (DRC) and communicate with one another regarding the implementation of projects, including their infrastructure, transportation, and engineering.

At present, Urban Design and Planning Staff are conducting public outreach to City committees and organizations. The updated Downtown Master Plan is anticipated to be adopted in late fall 2019. Updates would apply to both residential and non-residential development.

Lorraine Tappen, Principal Planner, addressed future land use and the Comprehensive Plan update, recalling that she had previously presented the draft Plan's economic development element to the Board. The base of the Comprehensive Plan is its future land use element, which determines what can and cannot be done with properties. This applies to a property's use, density, and intensity. It also determines how land can be built out, including responses to sea level rise and other sustainability issues, affordable housing opportunities, mixed use, preserving the character of lower-density neighborhoods, and other elements.

The future land use map serves as the base map for the Comprehensive Plan. It identifies different land uses within the City. New development is concentrated in activity centers and major corridors such as Federal Highway, Broward and Sunrise Boulevards, and others. While in the past, residential flex units could be used in several different areas, current planning focuses them in areas with activity, transit, and affordable housing.

As the Comprehensive Plan is updated, it will include an urban design element, which contemplates better quality of architecture and design, streetscapes, thematic planning districts, and wayfinding. Its transportation element provides a network into which

Complete Streets may be implemented to ensure standard facilities that form a complete network so these modes can move users from one part of the City to another.

Once the Comprehensive Plan has passed first reading by the City Commission, it will also be reviewed by entities including the Florida Department of Transportation, the South Florida Water Management District, the Florida Department of Economic Opportunity, Broward County, and neighboring municipalities so they may all contribute comments on the document. Staff is working to make the Comprehensive Plan a more user-friendly document.

VI. Old Business

Mr. Buckingham recalled that in fall 2018, the Economic Development Advisory Board (EDAB) met with the City Commission to discuss priorities for the coming year. One of those priorities was a new Economic Development Strategic Plan, which included the opportunity for the Board to participate in the development of branding for the City's economic development function. Branding can include mission or vision statements, as well as references to the City's history or location.

Mr. Buckingham noted that in the past, Fort Lauderdale's Economic and Community Investment Division (ECI) has used the slogan "A Tropical Oasis of Opportunity." He distributed a handout to the Board members, including a brochure that used this branding and theme. He reviewed other local branding efforts, including those used by the Greater Fort Lauderdale Convention and Visitors' Bureau. Mr. Buckingham proposed the branding theme of "Bright for Business," which incorporates the City's logo and refers to the climate as well as to existing economic development efforts.

The Board discussed the proposal, including consideration of it as an "umbrella term" under which other branding efforts, including ECI, could be gathered. They agreed to discuss this effort further at the April 2019 meeting. It was noted that the proposed branding and logo could be easily incorporated into every aspect of the updated Economic Development Strategic Plan. Mr. Chen suggested that Broward College's students might be interested in developing a new logo for proposed branding.

VII. New Business

The next Economic Development Advisory Board meeting will be April 10, 2019.

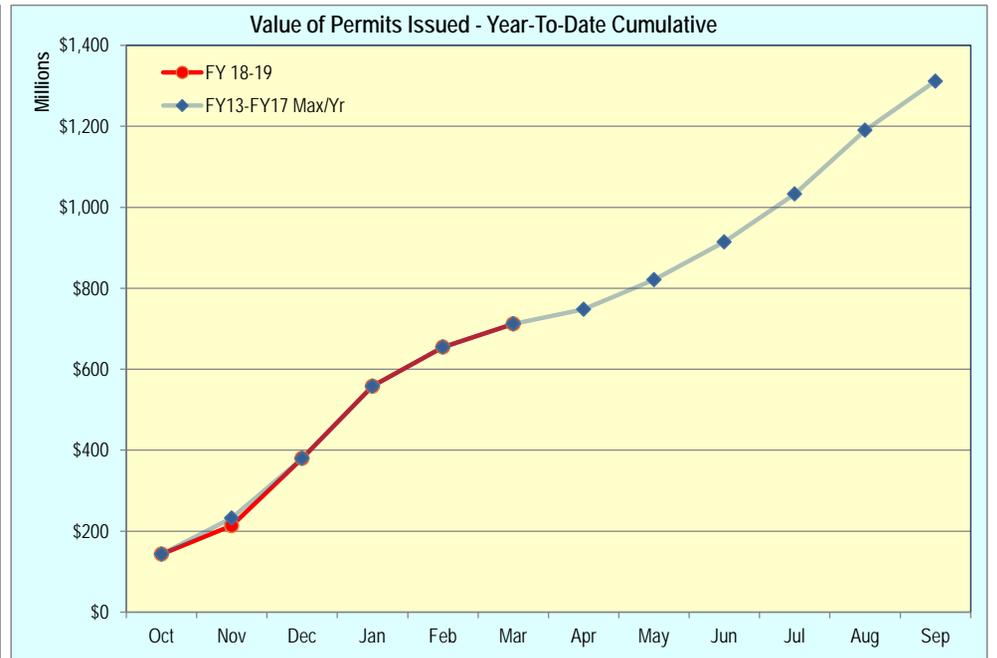
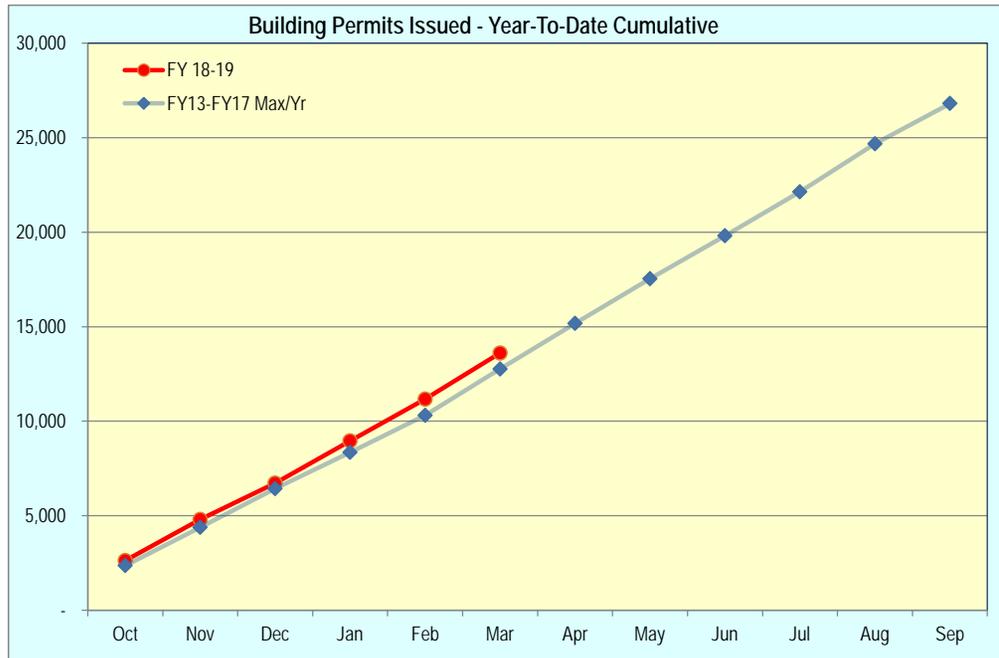
There being no further business to come before the Board at this time, the meeting was adjourned at 5:12 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

**Economic Development Advisory Board
Building Permit Activity - Year To Year Comparison**

Monthly	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	YTD
Permits FY 18-19	2,636	2,172	1,917	2,231	2,220	2,431							13,607
Permits FY 17-18	2,335	2,050	2,043	1,436	2,187	2,610	2,324	2,550	2,265	2,340	2,446	2,221	26,807
Permits FY 16-17	2,029	2,050	2,198	1,933	1,831	2,554	2,074	2,567	2,572	2,244	2,622	1,485	26,159
Permits FY 15-16	2,364	1,913	2,144	1,934	1,895	2,011	2,152	1,979	2,411	2,166	2,684	2,151	25,804
Permits FY 14-15	2,320	1,720	2,165	1,928	2,182	2,454	2,404	1,969	2,359	2,352	2,282	2,207	26,342
Permits FY 13-14	2,158	1,671	1,693	1,886	1,783	2,042	2,078	2,065	2,028	2,222	1,912	2,043	23,581
Value FY 18-19	\$143,253,753	\$70,600,464	\$166,144,391	\$178,105,786	\$96,576,895	\$57,144,607							\$711,825,896
Value FY 17-18	\$55,661,618	\$152,958,665	\$59,740,113	\$104,002,784	\$166,456,881	\$125,893,691	\$83,165,944	\$73,267,651	\$93,544,442	\$118,108,562	\$157,473,439	\$121,357,825	\$1,311,631,615
Value FY 16-17	\$123,921,353	\$108,563,274	\$75,270,124	\$112,116,500	\$94,746,424	\$122,726,209	\$64,674,735	\$93,242,310	\$74,129,480	\$150,244,475	\$111,698,782	\$142,682,256	\$1,274,015,922
Value FY 15-16	\$67,511,481	\$41,287,431	\$55,726,954	\$51,741,512	\$117,489,505	\$63,955,076	\$60,652,318	\$108,422,328	\$98,494,053	\$95,107,284	\$52,612,981	\$56,908,667	\$869,909,590
Value FY 14-15	\$62,631,335	\$44,325,918	\$66,895,725	\$37,769,253	\$134,708,176	\$53,122,983	\$40,303,422	\$88,610,251	\$104,410,391	\$85,687,521	\$43,890,285	\$58,245,665	\$820,600,925
Value FY 13-14	\$49,569,089	\$57,617,057	\$49,464,796	\$38,609,216	\$80,585,113	\$50,258,813	\$67,893,253	\$69,968,615	\$41,056,018	\$101,347,490	\$77,109,091	\$54,555,381	\$738,033,932

Y-T-D Cumulative	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Permits FY 18-19	2,636	4,808	6,725	8,956	11,176	13,607						
Permits FY 17-18	2,335	4,385	6,428	7,864	10,051	12,661	14,985	17,535	19,800	22,140	24,586	26,807
Permits FY 16-17	2,029	4,079	6,277	8,210	10,041	12,595	14,669	17,236	19,808	22,052	24,674	26,159
Permits FY 15-16	2,364	4,277	6,421	8,355	10,250	12,261	14,413	16,392	18,803	20,969	23,653	25,804
Permits FY 14-15	2,320	4,040	6,205	8,133	10,315	12,769	15,173	17,142	19,501	21,853	24,135	26,342
Permits FY 13-14	2,158	3,829	5,522	7,408	9,191	11,233	13,311	15,376	17,404	19,626	21,538	23,581
FY13-FY17 Max/Yr	2,364	4,385	6,428	8,355	10,315	12,769	15,173	17,535	19,808	22,140	24,674	26,807
Permits FY 18-19	\$143,253,753	\$213,854,217	\$379,998,608	\$558,104,394	\$654,681,289	\$711,825,896						
Value FY 17-18	\$55,661,618	\$208,620,283	\$268,360,396	\$372,363,180	\$538,820,061	\$664,713,752	\$747,879,696	\$821,147,347	\$914,691,789	\$1,032,800,351	\$1,190,273,790	\$1,311,631,615
Value FY 16-17	\$123,921,353	\$232,484,627	\$307,754,751	\$419,871,251	\$514,617,675	\$637,343,884	\$702,018,619	\$795,260,929	\$869,390,409	\$1,019,634,884	\$1,131,333,666	\$1,274,015,922
Value FY 15-16	\$67,511,481	\$108,798,912	\$164,525,866	\$216,267,378	\$333,756,883	\$397,711,959	\$458,364,277	\$566,786,605	\$665,280,658	\$760,387,942	\$813,000,923	\$869,909,590
Value FY 14-15	\$62,631,335	\$106,957,253	\$173,852,978	\$211,622,231	\$346,330,407	\$399,453,390	\$439,756,812	\$528,367,063	\$632,777,454	\$718,464,975	\$762,355,260	\$820,600,925
Value FY 13-14	\$49,569,089	\$107,186,146	\$156,650,942	\$195,260,158	\$275,845,271	\$326,104,084	\$393,997,337	\$463,965,952	\$505,021,970	\$606,369,460	\$683,478,551	\$738,033,932
FY13-FY17 Max	\$143,253,753	\$232,484,627	\$379,998,608	\$558,104,394	\$654,681,289	\$711,825,896	\$747,879,696	\$821,147,347	\$914,691,789	\$1,032,800,351	\$1,190,273,790	\$1,311,631,615



Economic Development Advisory Board
FY 2019 (YTD) Building Permit Activity

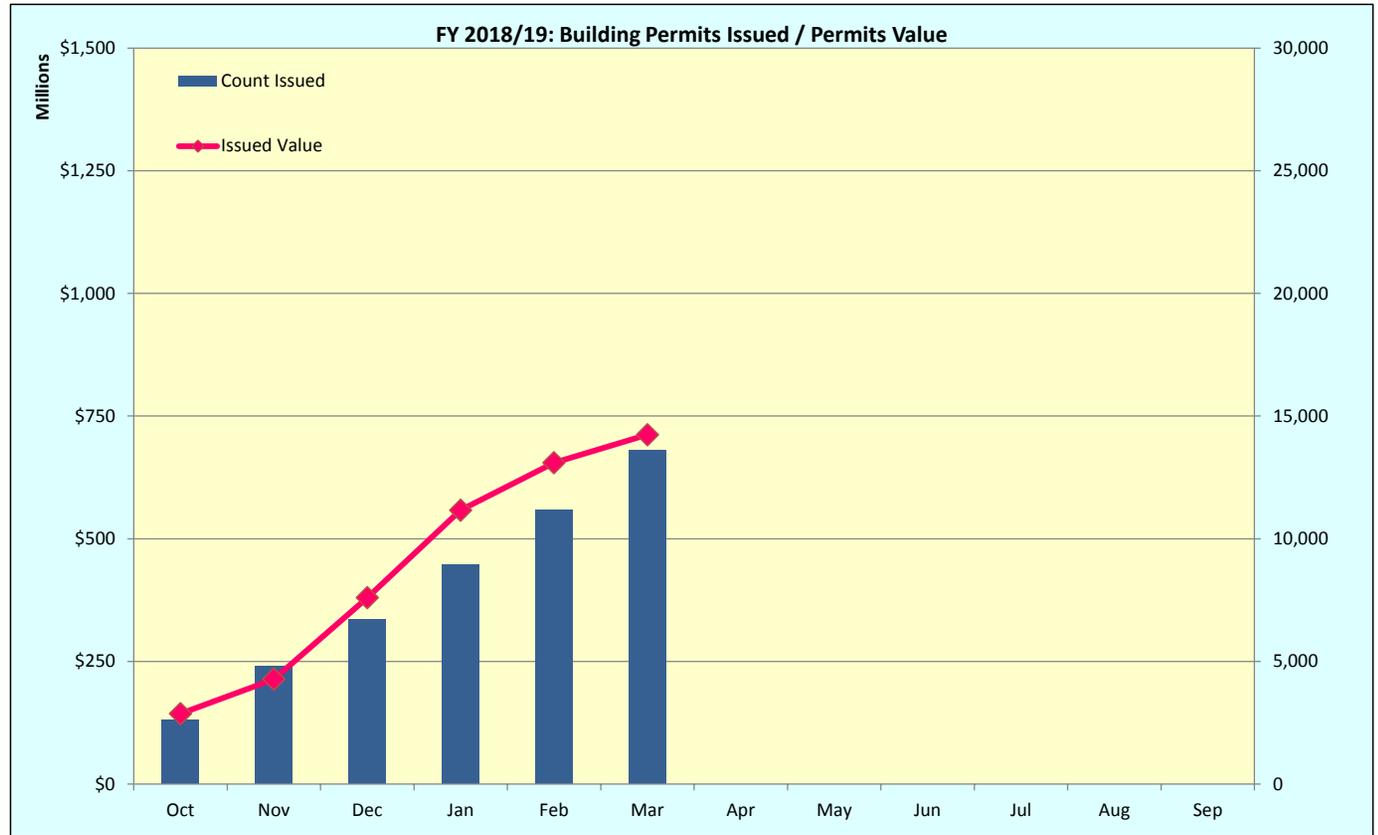
Month	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Year-To-Date
Count Issued	2,636	2,172	1,917	2,231	2,220	2,431							13,607
Value	\$143,253,753	\$70,600,464	\$166,144,391	\$178,105,786	\$96,576,895	\$57,144,607							\$711,825,896
Cumulative													
Count Issued	2,636	4,808	6,725	8,956	11,176	13,607							
Value	\$143,253,753	\$213,854,217	\$379,998,608	\$558,104,394	\$654,681,289	\$711,825,896							

NOTE: The data that comprise the totals in this summary is constantly being updated. Therefore, these total do not necessarily match the total from the monthly data.

FY 2019 YTD Permits Issued by Trade		
Trade	Issued	Value
Building	5,627	483,762,371
Electrical	3,040	51,777,855
Engineering	537	4,016,404
Flood	9	1,142,131
Landscaping	423	1,555,387
Mechanical	1,650	30,833,307
Plumbing	2,790	76,087,782
Permit by Affidavit	7	80,197,117
Grand Total	14,083	729,372,354

Peak Building Permit Activity: FY05/06
 Applications: 35,681
 Permits Issued: 31,870
 Permit Value: \$1,446,456,647

NOTE: Hurricane Wilma hit in Oct of 2005. This caused an abnormally high volume of permit applications and permits issued.



ECI BUSINESS PIPELINE

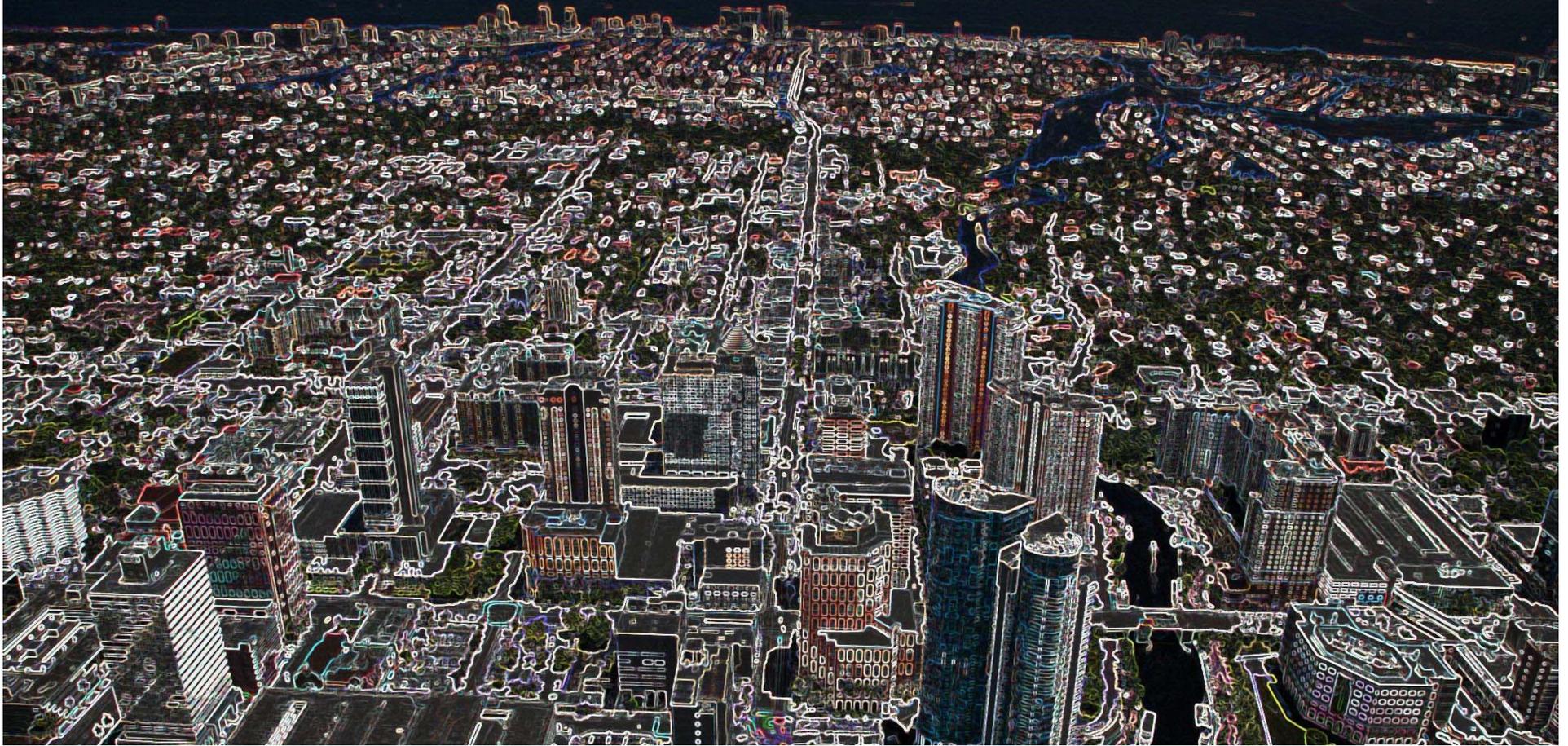
March 2019	Subject(s) Discussed
1	Career Source Introduce M Jackson to CM and CRA manager
2	GFLCC - D Lindblade Discuss collaboration between Chamber and ECI
3	Japan Brief Draft trade brief for Mayor - City Comm welcome to Japan CG
4	Florida State of the Market Conference - Developer/investor activities and issues.
5	New Zealand Brief Draft trade brief for Mayor - City Comm welcome to New Zealand CG
6	Broward County - arts/cultural div. Discuss improved cross-support and collaborations
7	Alliance, Broward Workshop, Aero Attending committee meetings/events to support partners
8	My sidewalk:Opportunity Zone Discuss OZ opportunities in Ft Lauderdale
9	FTL OPZ event Discuss potential speaker's role at a citywide Opportunity Zone Forum
10	FIU Multi-party MOU to establish a Florida entrepreneunrial resource center in Ft Lauderdale.
11	BEAMs Academy Solid Foundation series begins
12	City College Advisory Member of the programming steering committee for the City College Business School
13	SBA Summit Committee Member of the strategy committee to promote the SBA 8A program
14	Fort Lauderdale State of the Market Conference - Developer/investor activities and issues.
15	M2M Tech Fest (2) Multi-party MOU to establish a Florida entrepreneunrial resource center in Ft Lauderdale.
16	Israel trip planning June 8 - 17, Tel Aviv, Haifa, Jerusalem, Beer-Sheva
	Consulate General of Israel
	US Commercial Service
	Enterprise Florida
	Ben-Gurion University
	SOSA
	OurCrowd
	Lenny Roth
	Fuse Group
	Jonathon/Abraham Fish
17	Florida Entreprenurial Resource Center Multi-party MOU to establish a Florida entrepreneunrial resource center in Ft Lauderdale.
	Florida International University
	M2M Tech Fest (2)
	US Dept of Energy
	Ben-Gurion University
	SOSA
	OurCrowd
	Consulate General of Israel (3)

	Fuse Group	
	Jonathon/Abraham Fish (5)	

Department of Sustainable Development
Urban Design and Planning Division

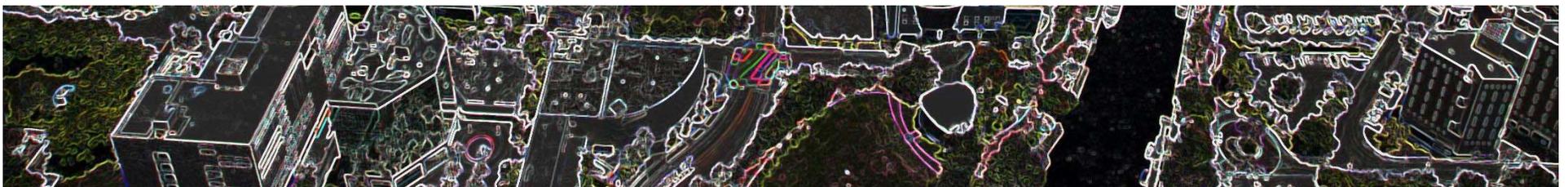


January 10, 2019



URBAN DESIGN & PLANNING
Development Policy Updates

• City of Fort Lauderdale



PLANNING FOR THE FUTURE



To realize the City's Vision Plan of a healthy and livable community, we need to live up to the goals of...

We are Community, We are Connected, We are Ready

while acknowledging that, we are also Growing and We are Changing...

To become more Resilient, Multi-Modal, and more Livable

WE ARE CONNECTED.
We move seamlessly and easily through a safe transportation system where the pedestrian is first.

WE ARE READY.
We are a resilient and safe coastal community.

WE ARE COMMUNITY.
We are a neighborhood of neighborhoods.

WE ARE HERE.
We are an urban center and a vacationland in the heart of South Florida.

WE ARE PROSPEROUS.
We are a subtropical City, an urban laboratory for education and business.

WE ARE UNITED.
We are a strong and vibrant kaleidoscope of multi-generational cultures, ethnicities, and community partners.

FAST FORWARD FORT LAUDERDALE

Our City, Our Vision 2035

EVALUATION AND APPRAISAL REPORT
OF THE FORT LAUDERDALE COMPREHENSIVE PLAN
Our City, Our Plan 2018

FORT LAUDERDALE
BUILDING A LIVABLE DOWNTOWN

THE CITY OF FORT LAUDERDALE, FLORIDA
Adopted November 18, 2003
Incorporates changes from "My 2007 Master Plan Update"
Incorporating changes from "February 2011 & 200 Guidelines Update"

PLANNING FOR THE FUTURE



- Looking Ahead; How do we grow into the City we never want to leave?

**POPULATION
GROWTH**

**DEMOGRAPHIC
CHANGES**

**MOBILITY AND
CONNECTIVITY**

**CLIMATE
CHANGE
AND
ADAPTATION**

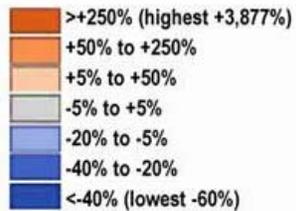
**EMPLOYMENT
DISTRIBUTION**

PLANNING FOR THE FUTURE

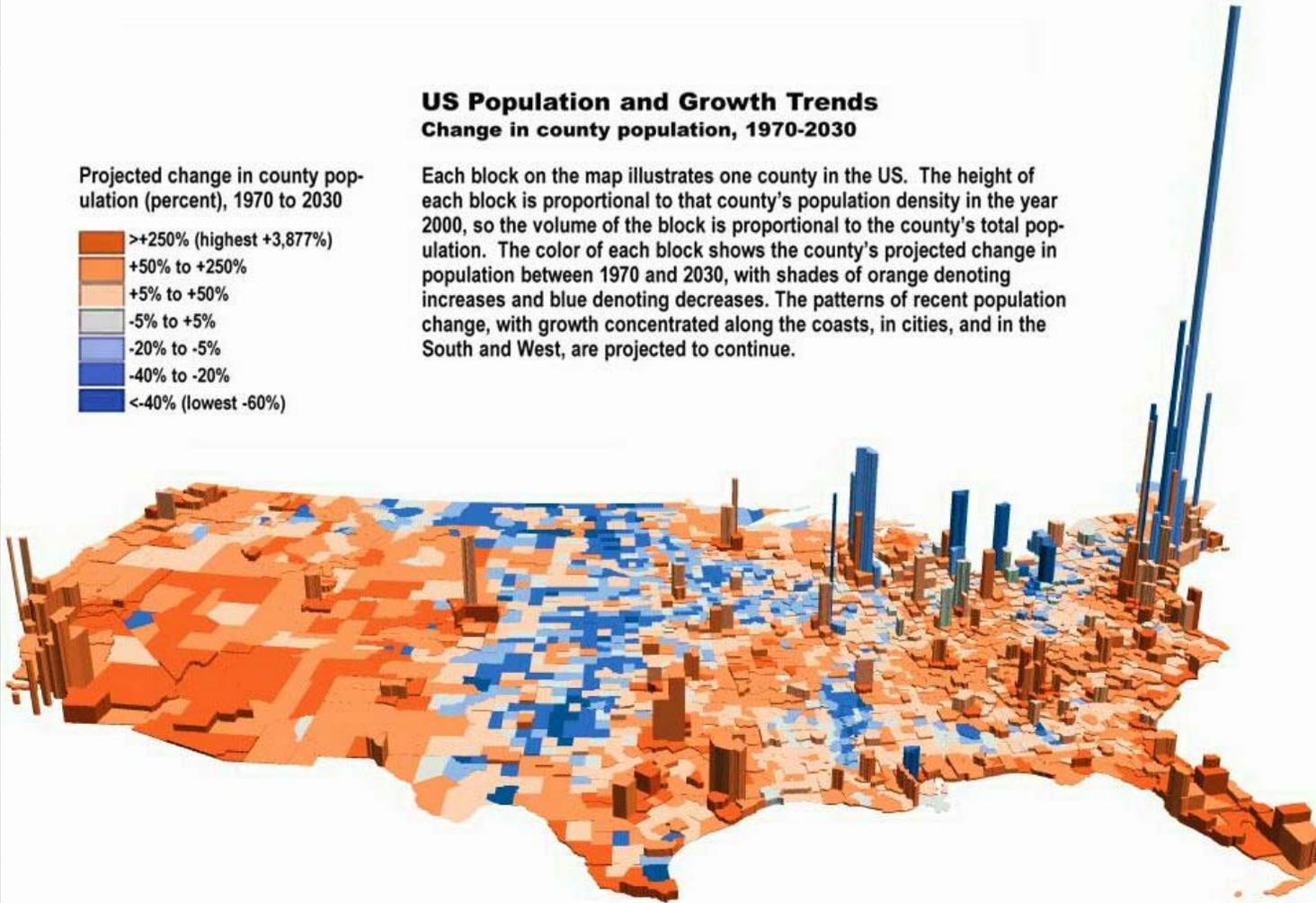


US Population and Growth Trends Change in county population, 1970-2030

Projected change in county population (percent), 1970 to 2030



Each block on the map illustrates one county in the US. The height of each block is proportional to that county's population density in the year 2000, so the volume of the block is proportional to the county's total population. The color of each block shows the county's projected change in population between 1970 and 2030, with shades of orange denoting increases and blue denoting decreases. The patterns of recent population change, with growth concentrated along the coasts, in cities, and in the South and West, are projected to continue.



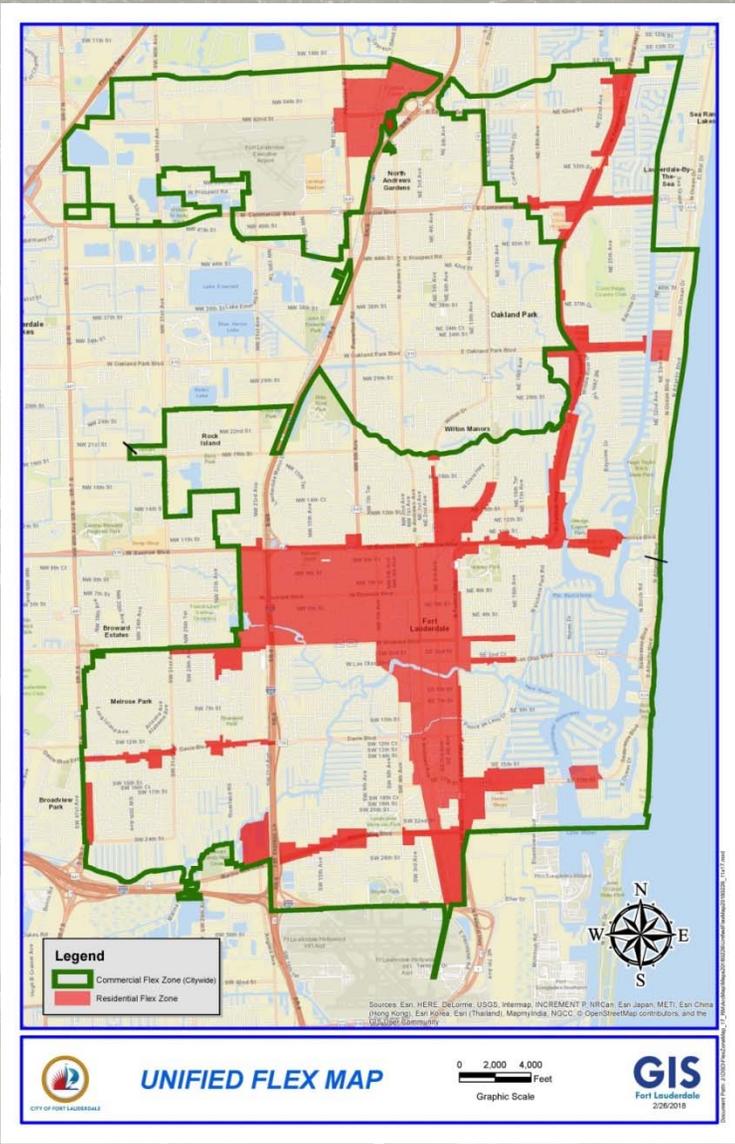
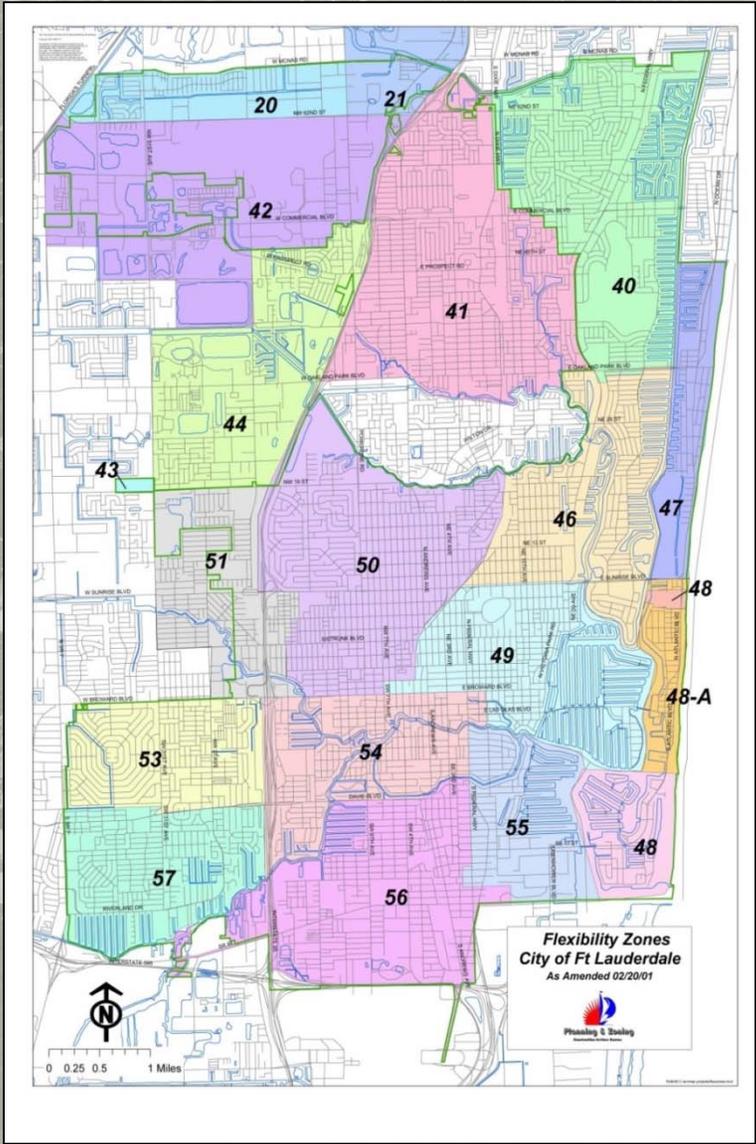
PLANNING FOR THE FUTURE



Collectively we want to help build a community supported by quality development, exceptional sense of place, a higher level of connectivity, access to amenities, housing, jobs and services, sensitivity to surrounding neighborhoods, and a high quality of life for our residents



UNIFIED FLEX POLICY



UNIFIED FLEX POLICY



Intent and Planning Rationale:

Guide Future Growth

- Protect and preserve residential neighborhoods;
- Focuses on City's activity centers and major transit corridors;
- Mixed use development pattern to support "livable" community
- Tool for strategic infrastructure planning (water/sewer, roads)



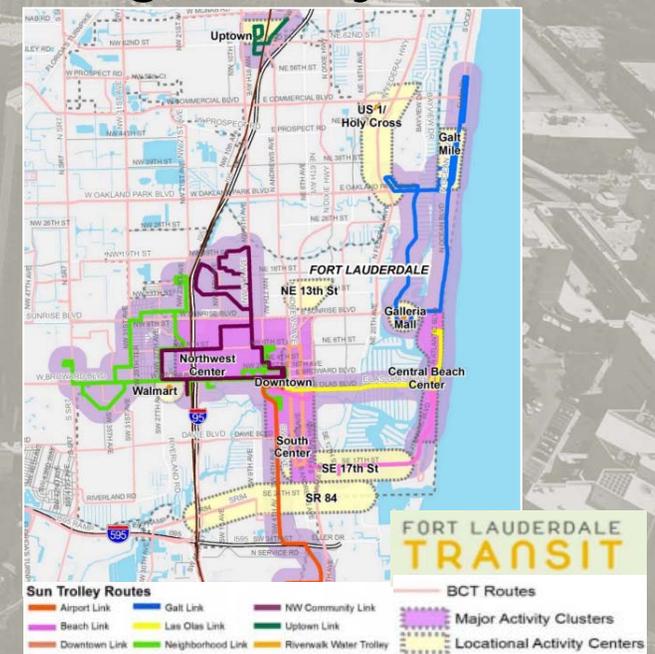
UNIFIED FLEX POLICY



Intent and Planning Rationale:

Sustainable Built Environment

- Align development patterns with supporting multi-modal transportation options; connectivity
- Maintain availability of nonresidential flexibility (commercial flex)
- Maintain availability of affordable units throughout city

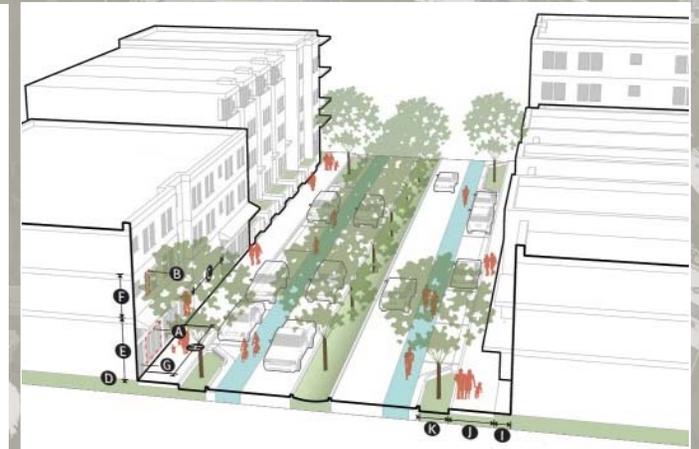
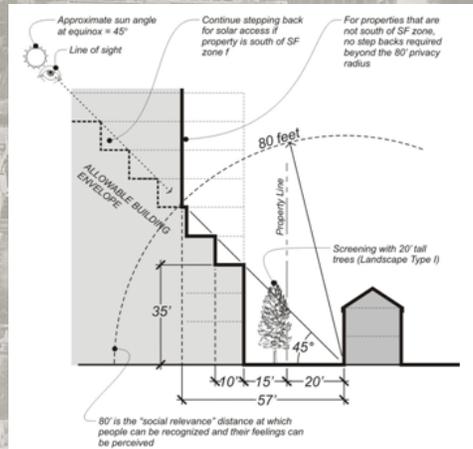
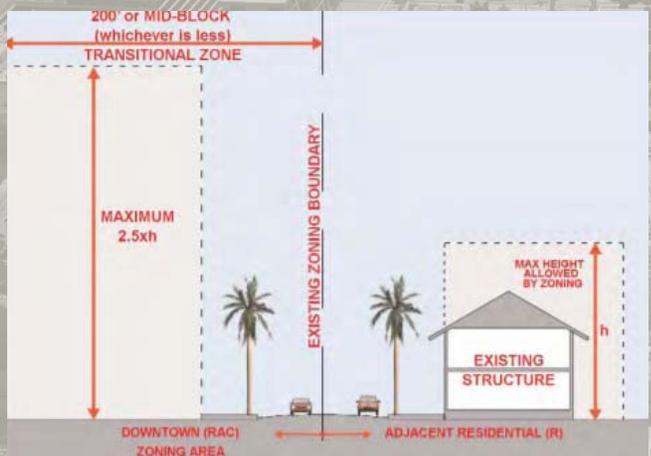


UNIFIED FLEX POLICY



Form Based Zoning for Flex:

- Define stronger compatibility requirements;
- Transition zones, landscape buffers, setbacks, building height, mass and scale, etc.
- Improve streetscape design address connectivity, pedestrian safety, comfort, access to services and amenities



UNIFIED FLEX POLICY



Form Based Zoning for Flex:

- Define traffic mitigation
- Multi-modal requirements
- Internal trip capture
- Pedestrian safety, comfort and connectivity



UNIFIED FLEX POLICY



Form Based Zoning for Flex:

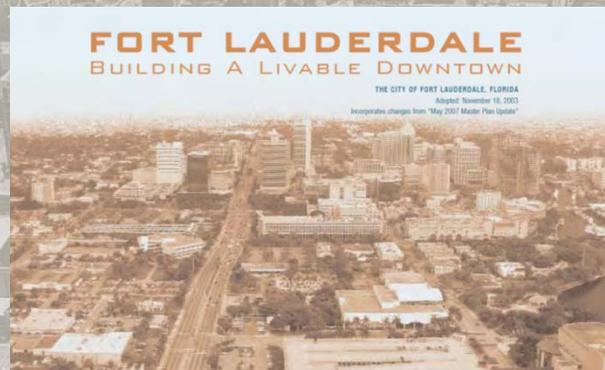
- Provide for affordable workforce housing
- Proximity to services, amenities and transportation
- “Livable and Inclusive Community”



DOWNTOWN MASTER PLAN VISION



- Adopted in 2003
- Updates in 2007
- Set **Vision** for Downtown as a “Live, Work, Play” Environment
- Flexibility to Meet intent; Qualitative and Quantitative Guidelines

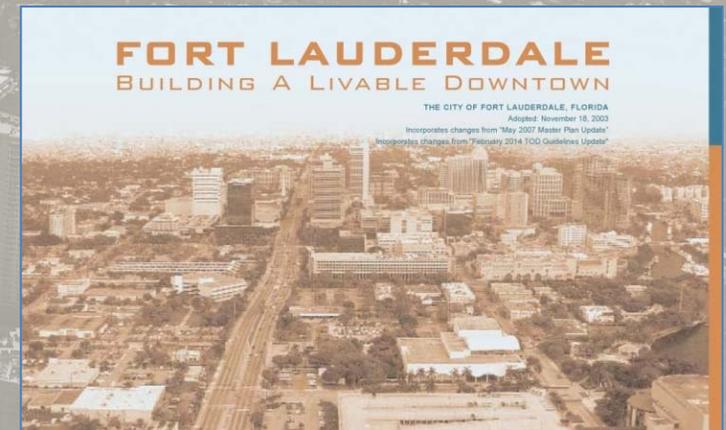


PROPOSED CODIFICATION AMENDMENTS



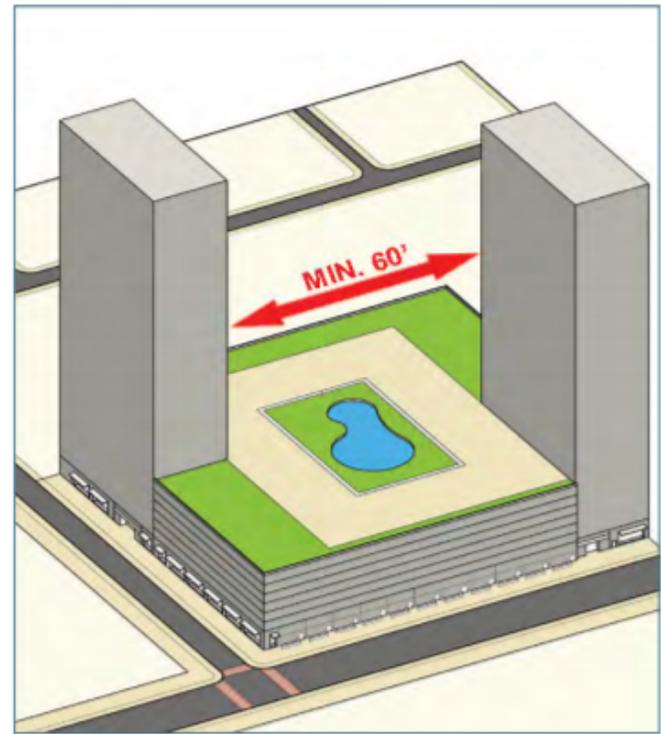
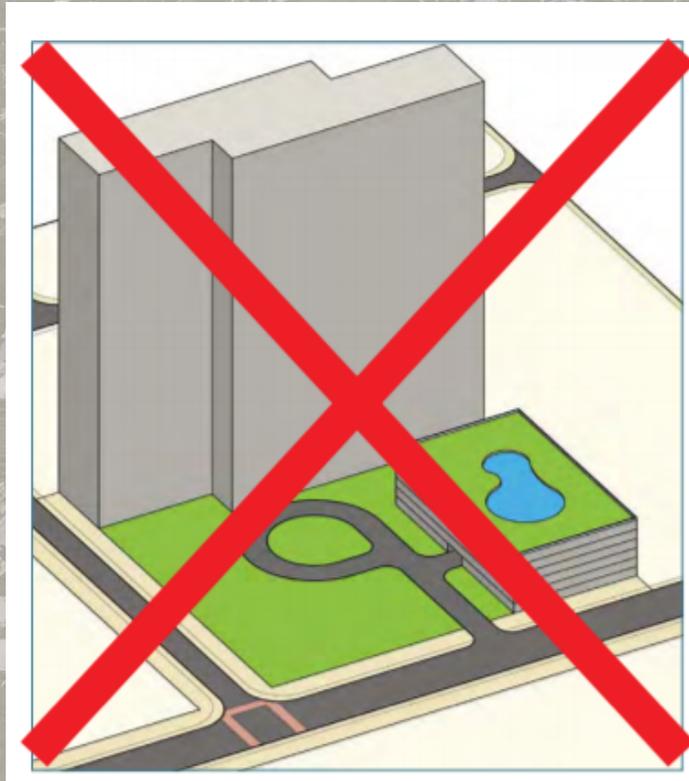
Codifications:

- Tower Separation Requirements
- Building Floorplate Sizes
- Building Length Maximum
- Building Podium Heights and Stepbacks
- Transition Zones
- Address Open Space Requirements
- Adopt Streetscape Design under local jurisdiction
Coordinate with TAM and FDOT, County (on State and County roads)
- Apply MP Standards to Residential and Nonresidential Development





- Tower Separation Requirement

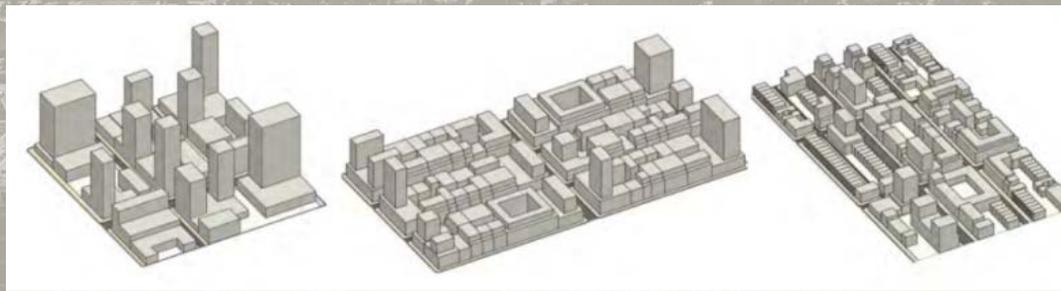


PROPOSED CODIFICATION AMENDMENTS

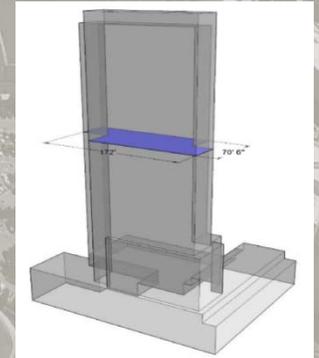
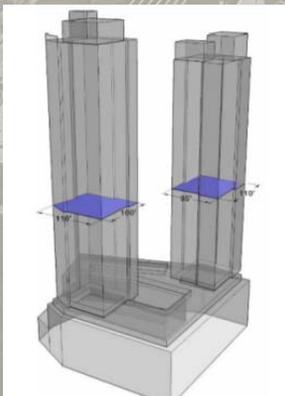


• Building Floorplate Sizes

- **Intent:** Building towers remain slender in appearance and provide light and air between buildings and at street level
- **Determined Based on Character Areas**



DOWNTOWN CORE	NEAR DOWNTOWN	URBAN NEIGHBORHOOD
Max. Height: no height limit	Max. Height: 30 floors (Preferred)	Max. Height: 6 floors (Preferred) 12 floors by "conditional use process" per ULDR (where allowances for additional height are permitted for specific locations pursuant to the ULDR, then the ULDR shall control)
Building Type: building shoulders, stage 1, stage 2, and stage 3 towers.	Building Type: Building Shoulders, Stage 1 and stage 2 towers.	Building Type: Building shoulders and stage 1 towers.
Special Review for projects above 37 floors		
Preferred Max. Floorplate Size: Office: 32,000 SF no max to 9 floors Residential: 12,500 – 18,000 SF no max to 9 floors	Preferred Max. Floorplate Size: Office: 32,000 SF no max to 7 floors Residential: 12,500 – 18,000 SF no max to 7 floors	Preferred Max. Floorplate Size: Office: 16,000 SF no max to 5 floors Residential: 10,000 SF no max to 5 floors



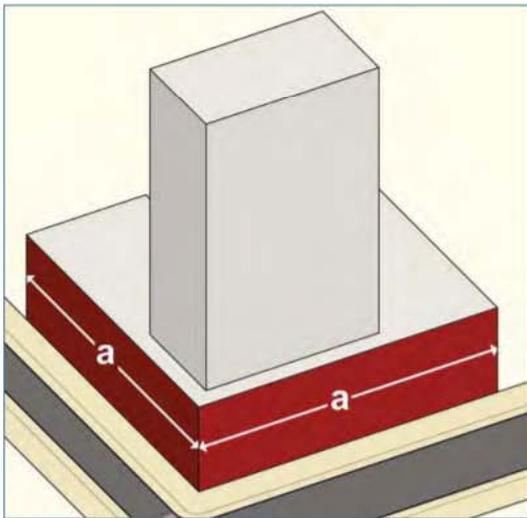


• Building Length Maximum



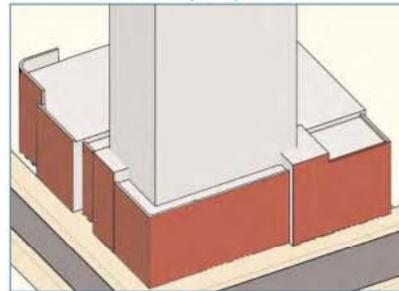
B-4 REVISED MAY 2007
Framing the street: encourage maximum building 'streetwall' length of 300'.

The 300 foot dimension, while encouraging streetscape variety, does not create varied building configurations along narrow-block frontages, which typically measure less than 300 feet. The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.



Building streetwalls in the Near Downtown and Urban Neighborhood that exceed 300' in length should be encouraged to create variation in the physical design and articulation of the street-wall through the following examples:

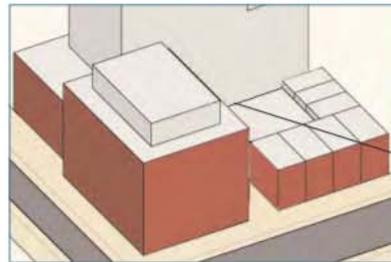
- division into multiple buildings/ but without superficial facade parapets



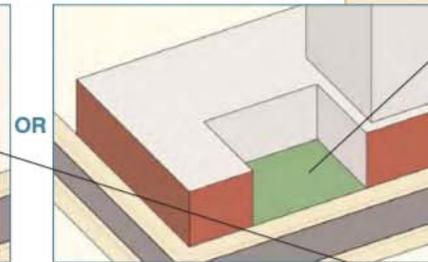
[Figure 4.84]

LESS PREFERRED

- a break/ articulation of the façade; OR,
- significant change of massing/ façade design



PREFERRED



PREFERRED

NOTE
 Public plaza/ open space lined with active ground floor uses

NOTE
 Line internal pedestrian, public "vias" with active ground floor uses; OR no "vias" with separate buildings abutting one another

PROPOSED CODIFICATION AMENDMENTS



• Building Podium Heights and Stepbacks

←= Based on Character Areas



DOWNTOWN CORE

Use:
Mixed use "center"
More commercial/civic
High density housing

Form:
Verticality and density characterized by slender towers with minimal step-backs among mixed lower buildings. A 'central-business-district' feeling is created by the 'forest-like' arrangement of vertical towers and a strong skyline image.

18,000 sf max. (Preferred)

BUILDINGS UP TO 15 FLOORS [Figure 4.204]

12,500 sf max. (Preferred)

BUILDINGS ABOVE SHOULDER (WHEN OVER 15 FLOORS) [Figure 4.205]

RESIDENTIAL

NEAR DOWNTOWN

Use:
Institutional, retail, and office
More housing variety

Form:
Strong framing of the street defined by emphasis on 6-8 story building 'shoulders' with towers stepped back above.

[Figure 4.207]

NON-TOWER OPTION

[Figure 4.208]

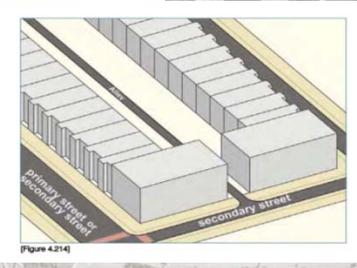
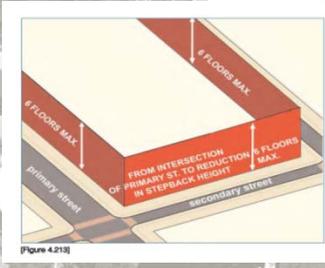
NON-RESIDENTIAL

[Figure 4.209]

URBAN NEIGHBORHOOD

Use:
Primarily residential
Community retail & employment

Form:
A varied neighborhood scale including a mix of housing types such as townhouses and apartment buildings. Buildings step back above defined bases, and vertical elements emphasize primary streets.

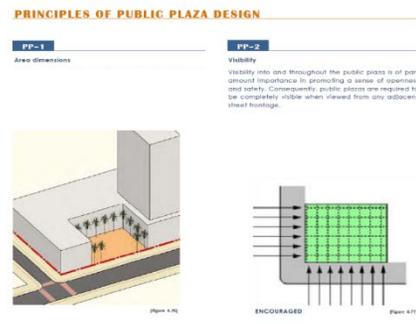


PROPOSED CODIFICATION AMENDMENTS



Open Space

- Ensure dense urban areas offer a balance / access to open space
- Provide benefit to the project and general public
- Social, economic, and environmental benefits
- Help support a continuous network of public and private spaces that collectively contribute to exceptional public realm
- Update code language and develop guidelines



PROPOSED CODIFICATION AMENDMENTS



LOCAL STREETS STREET DESIGN EXAMPLE

REVISED MAY 2007

- ## Codify Streetscape Design - City jurisdiction

(Coordinate with TAM re: prioritization of streets /connected blocks studies
FDOT / County Coordination on County and State roads)

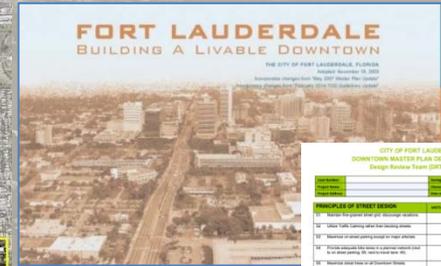


PROPOSED CODIFICATION AMENDMENTS



Next Steps:

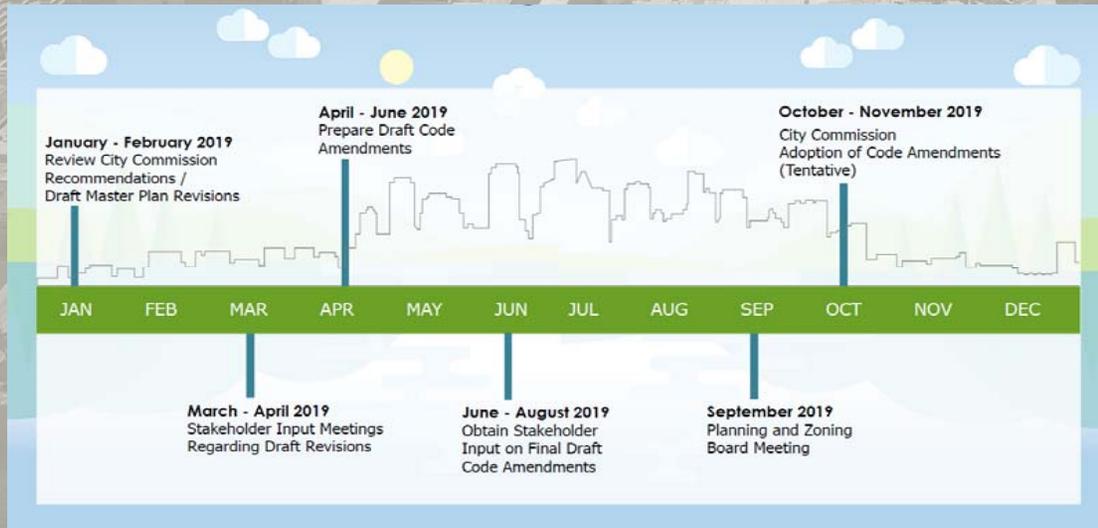
- Draft Code Amendments
- Stakeholder Outreach
- Potential Adoption Fall 2019



CITY OF FORT LAUDERDALE
DOWNTOWN MASTER PLAN DESIGN GUIDELINES
Design Review Team 2019 Comments

Item	Comments	Response	Resolution
PRINCIPLES OF STREET DESIGN			
101	Streets should be designed to support a variety of uses and activities.		
102	Streets should be designed to support a variety of modes of transportation.		
103	Streets should be designed to support a variety of building types and heights.		
104	Streets should be designed to support a variety of public spaces and amenities.		
105	Streets should be designed to support a variety of landscaping and green infrastructure.		
106	Streets should be designed to support a variety of art and cultural activities.		
107	Streets should be designed to support a variety of community events and activities.		
108	Streets should be designed to support a variety of public art and murals.		
109	Streets should be designed to support a variety of public art and murals.		
110	Streets should be designed to support a variety of public art and murals.		
PRINCIPLES OF BUILDING DESIGN			
111	Buildings should be designed to support a variety of uses and activities.		
112	Buildings should be designed to support a variety of modes of transportation.		
113	Buildings should be designed to support a variety of building types and heights.		
114	Buildings should be designed to support a variety of public spaces and amenities.		
115	Buildings should be designed to support a variety of landscaping and green infrastructure.		
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119	Buildings should be designed to support a variety of public art and murals.		
120	Buildings should be designed to support a variety of public art and murals.		

Project Timeline:



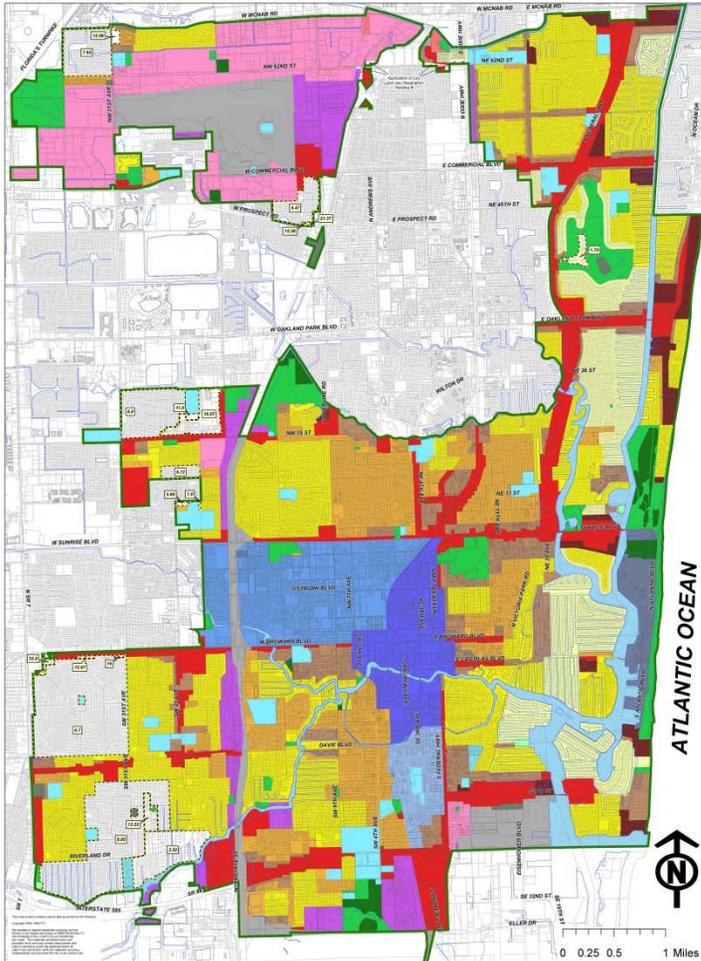


Future Land Use Element

- Identify mix of uses and opportunities along transit corridors including affordable housing
- Allowing a maximum freeboard requirement without penalty for height to allow flexible adaptability of the ground floor and sea level rise resilience
- Preserve character of existing lower density neighborhoods



COMPREHENSIVE PLAN UPDATE

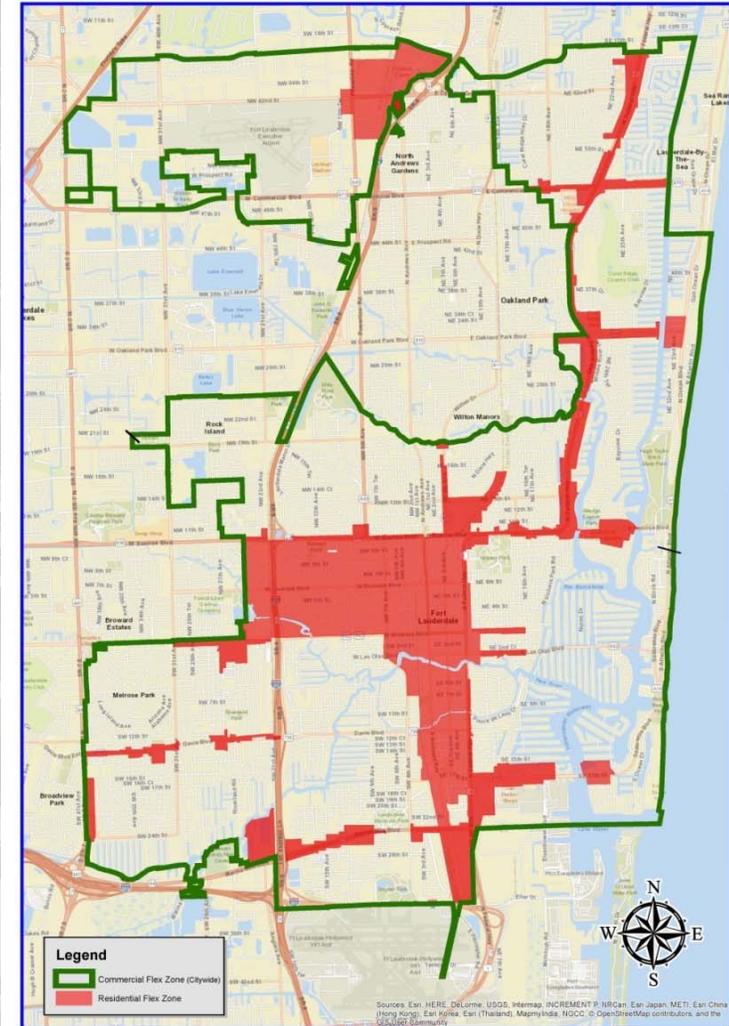


**CITY OF FORT LAUDERDALE
FUTURE LAND USE MAP
MARCH, 2018**

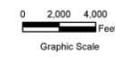
LEGEND	
WATER	REGULAR
UTILITIES	LOW-MEDIUM DENSITY
COMMERCIAL	LOW-MEDIUM DENSITY
COMMUNITY FACILITIES	MEDIUM-HIGH DENSITY
EMPLOYMENT CENTER	HIGH DENSITY
OFFICE PARK	PARK-OPEN SPACE
INDUSTRIAL	COMMERCIAL RECREATION
TRANSPORTATION	CONSERVATION
	COMMERCIAL RECREATION
	CONSERVATION
	COMMUNITY FACILITIES
	EMPLOYMENT CENTER
	INDUSTRIAL
	OFFICE PARK
	COMMUNITY FACILITIES
	UTILITIES
	WATER

*ALLOWABLE DENSITY FOR EACH REGULAR DISTRICT IS INDICATED ON MAP BY DISTRICT LETTERS AND COLORS
 **NOT A FUTURE LAND USE DESIGNATION
 # Regional County land use designations are in effect in unshaded areas until such time City land use designations are applied

CITY OF FORT LAUDERDALE
DEPARTMENT OF SUSTAINABLE DEVELOPMENT



UNIFIED FLEX MAP



GIS
Fort Lauderdale
2/26/2018



Urban Design Element

- Address the City's strategies for improving the quality of the urban environment:
 - Street and building design
 - Quality of architecture
 - Storefront design
 - Character area guidelines
 - Thematic planning districts, and wayfinding





Transportation Element

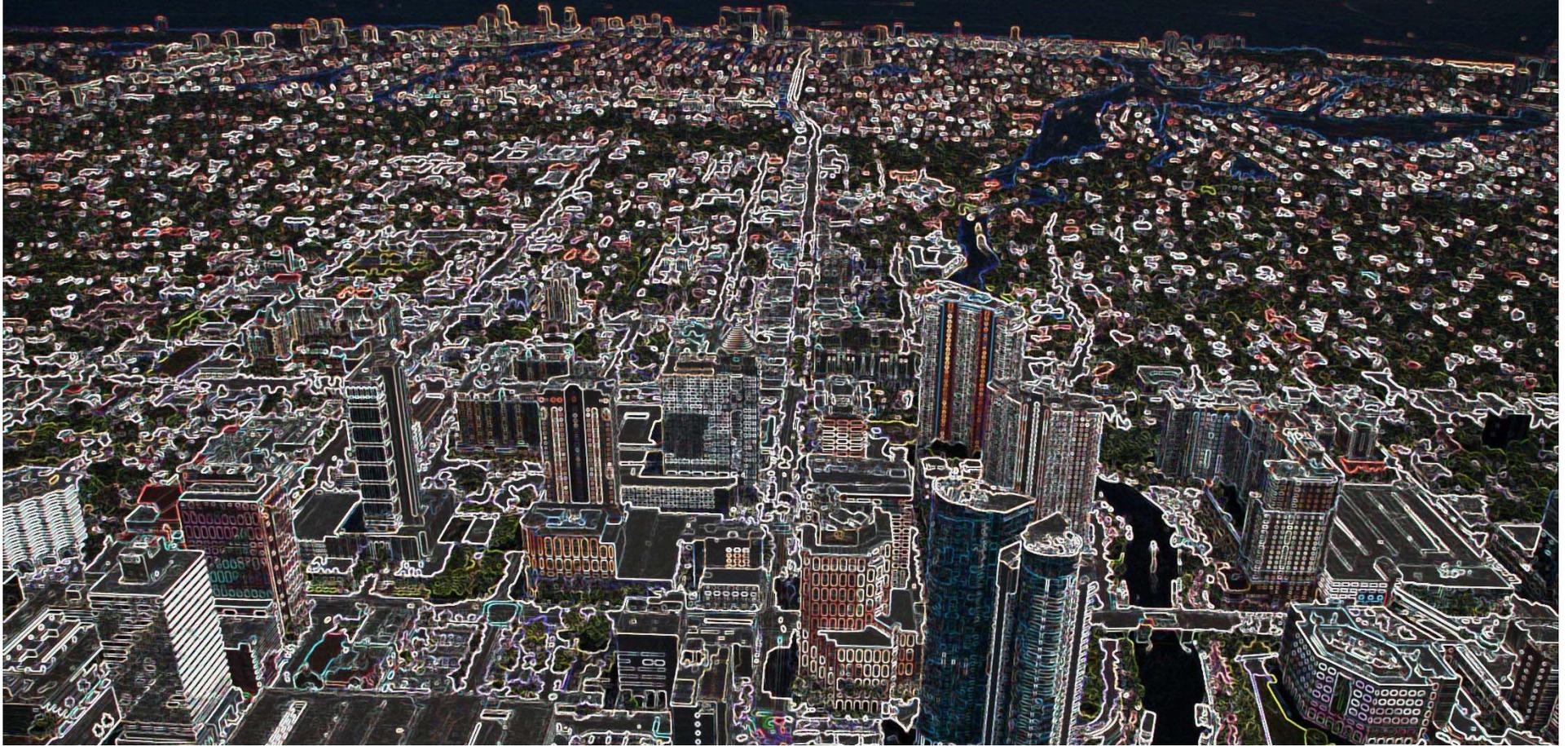
- Redesign streets for safety as needed and for Complete Streets implementation
- Determine gaps in connectivity and alternatives means to infill a “Complete Network”
- Continue to evaluate emerging technology and associated infrastructure
- Evaluate a potential multimodal level of service standard



Department of Sustainable Development
Urban Design and Planning Division



January 10, 2019



URBAN DESIGN & PLANNING
Development Policy Updates

• City of Fort Lauderdale

