



CITY OF FORT LAUDERDALE

**City of Fort Lauderdale
PLANNING AND ZONING BOARD
SPECIAL MEETING
CITY HALL – CITY COMMISSION CHAMBERS
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA
WEDNESDAY, JUNE 26, 2019 – 4:00 P.M.**

<u>Board Members</u>	<u>Attendance</u>
Catherine Maus, Chair	P
Mary Fertig, Vice Chair	P
John Barranco	P
Brad Cohen	A
Coleman Prewitt	P
Jacquelyn Scott	P
Jay Shechtman	P
Alan Tinter	P
Michael Weymouth	P

It was noted a quorum was present at the meeting.

Staff

Ella Parker, Urban Design and Planning Manager

D'Wayne Spence, Assistant City Attorney

Shari Wallen, Assistant City Attorney

Lorraine Tappen, Principal Urban Planner, Department of Sustainable Development

Jim Hetzel, Principal Urban Planner, Department of Sustainable Development

Christine Fanchi, Department of Transportation and Mobility

Benjamin Restrepo, Department of Transportation and Mobility

I. CALL TO ORDER / PLEDGE OF ALLEGIANCE

Chair Maus called the meeting to order at 4:03 p.m. and all recited the Pledge of Allegiance.

II. PUBLIC SIGN-IN

Members of the public wishing to speak at the meeting were asked to sign in at this time.

III. PRESENTATION BY THE DEPARTMENT OF SUSTAINABLE DEVELOPMENT ON THE COMPREHENSIVE PLAN UPDATE

1. CASE: L19001
REQUEST: * Comprehensive Plan Amendment
APPLICANT: City of Fort Lauderdale
PROJECT NAME: Advance Fort Lauderdale Comprehensive Plan Amendment
LOCATION: City-wide
CASE PLANNER: Lorraine Tappen

Lorraine Tappen of Urban Design and Planning explained that today's meeting is for discussion only. The Comprehensive Plan Amendment will have its official public hearing in October 2019.

The Planning and Zoning Board acts as Fort Lauderdale's Local Planning Agency (LPA), which has authority to review Comprehensive Plan Amendments. The Comprehensive Plan is a land use plan required of every municipality and county in Florida by Florida statutes. It serves as a blueprint for future development and helps to maintain quality of life for existing development.

The Comprehensive Plan includes a set of goals, objectives, and policies that guide how the City manages development. Ms. Tappen briefly reviewed the history of this document, which has changed significantly since its inception in 1926. The update is entitled Advance Fort Lauderdale.

The Planning and Zoning Board reviewed an evaluation of the Comprehensive Plan in 2015, which was adopted by the City Commission the following year. After evaluation, the Plan may be amended according to recommendations and an appraisal report. Thus far, the City has held at least 15 outreach meetings with various advisory/community entities, including the City's Sustainability Advisory Board, the Council of Fort Lauderdale Civic Associations, and the broader community. An open house meeting is planned for September 2019 before the public hearing in October.

The proposed update is based on all the City's existing studies and plans. Staff must also consider the Broward County Land Use Plan, with which the Comprehensive Plan must be in alignment. Existing elements of the Comprehensive Plan, including the Future Land Use element, ensure that infrastructure is concurrent with development. Three new elements being added to the Plan are:

- Climate change
- Economic development
- Urban design

Ms. Tappen first addressed the Future Land Use element, which guides development based upon context. This includes considerations such as building mass, a sustainable environment, access to services and uses, and support of a multimodal transportation network. It identifies opportunities for mixed use as well as affordable housing along major transportation corridors. The Future Land Use element also preserves the character of existing lower-scale, lower-density neighborhoods, and considers resiliency, such as allowing building height to adapt to sea level rise.

One aspect of the Amendment process is making the Comprehensive Plan more user-friendly. This includes reducing repetitive language across various elements, compressing information, and deleting out-of-date materials. Permitted uses are now located at the beginning of each element, which is helpful to the development community. The Employment Center land use designation has been updated to remove conflicts, and new information regarding the Uptown and Central City areas has been included that was not contemplated in the 2008 plan. No changes have been made to the Future Land Use map.

Ms. Tappen continued that another major theme of the Plan is social equity, which was also incorporated into the updated Broward County Land Use Plan. One new policy under the Future Land Use element is environmental justice: if a zoning designation is changed or new infrastructure is planned, their effects on underserved and vulnerable populations must be taken into consideration.

There is also a policy to recommend that the City Commission initiate a Redevelopment Impact Study, which would examine how redevelopment affects a neighborhood from property values to cultural heritage. This study requires extensive demographic analysis, including interviews. The City also has a policy to enhance community health and access to food.

The Urban Design element, which is also new to the Comprehensive Plan, examines how a building fits into the context of its surrounding neighborhood. It encourages use of quality building materials, sufficient window coverage, sustainable and resilient design, transitions to lower-scale neighborhoods, and preservation and enhancement of neighborhood character. The pedestrian environment is taken into consideration in order to encourage walking and biking. Promoting community identity is another key factor with gateway designs, wayfinding signage, and streetscape enhancement.

Ms. Tappen next addressed the sense of place as part of the Urban Design element, which includes memorable elements of a community. The City's intent is to create a network of public and private spaces that contribute to the public realm experience. This includes enhancing waterfront areas and providing appropriate landscaping.

The updated Housing element includes efforts that are already underway by the City's Department of Housing and Community Development. These may include housing

rehabilitation, special needs rehabilitation, purchase assistance, disaster repair/mitigation, demolition, and reconstruction. It may also include rapid re-housing for homeless persons.

The Housing element reflects aspirational goals, such as work toward affordable housing. Comprehensive Plans have always included policies to encourage affordable housing and reduce housing expenses for cost-burdened households. These goals include ensuring that by 2025, 10% of housing stock should be reserved for workforce households earning 80% to 20% of the area median income (AMI), and reducing the number of cost-burdened households with incomes at or below 30% AMI by 2035.

Another component of the Housing element is neighborhood "livability," which seeks to provide healthy neighborhoods with opportunities for historically significant housing. This is related to the Historic Preservation element as well. One policy proposed under this element is a strategic historic preservation plan. Others include seeking opportunities to preserve landmark and/or historically significant buildings. Staff is currently working on a transfer development rights ordinance, which would transfer the rights of one historic property to another in an effort to preserve it.

The Comprehensive Plan's Conservation element includes increased emphasis on trees as urban infrastructure. 26% of the City is covered by tree canopy. Ms. Tappen advised that over time, the City may want to take more opportunities to improve tree canopy in areas such as Downtown Fort Lauderdale and the Regional Activity Centers (RACs). Policies are also in place to support certified wildlife habitats, migration routes, and Clean Marina programs.

The Climate Change element would implement aggressive policy that matches the City's Sustainability Action Plan. These goals would reduce the greenhouse gases produced by City operations by 80%, reduce use of fossil fuels by the City fleet, and increase "blue-green" infrastructure such as green streets, rain gardens, and roofs. This helps to manage water more sustainably through natural systems.

Ed Ng, representing the Corradino Group, consultant, addressed updates to the Comprehensive Plan's Transportation element, which includes the development of a City-wide Transportation Master Plan. This would connect all existing plans associated with modes of transportation. Central to the proposed Transportation Master Plan is the Complete Streets program, which redesigns streets to promote safety for users of all ages and abilities. It addresses the needs of pedestrians, cyclists, and transit users, along with gaps in connectivity and prioritized infrastructure improvements.

Another aspect of the Transportation element includes planning for emerging technologies, such as connected or autonomous vehicles. Policies should be in place for their potential effect. The consulting team also recommends that the City adopt a multimodal level of service by 2026 which would replace the current level of service.

This provides the City with sufficient time to react to programs such as the County's Broward Next program, which calls for an evaluation of the level of service by 2023. Level of service for roadways remains tied partially to Broward Next regulations. Local roads will be maintained at level of service D.

Mr. Ng continued that the City's Vision Zero policy will be incorporated into the Comprehensive Plan. Vision Zero is a plan that seeks to achieve zero fatalities or severe injuries within a particular roadway network. Efforts toward this goal include enhancing pedestrian and bicycle mobility, developing and implementing prioritized safety improvements, and providing well-lighted streets and intersections.

Another primary focus of the Transportation element is transit. This includes supporting the development of new transit routes and evaluating improvements to transit infrastructure. This will provide for connectivity to future regional transit that is being planned, such as the Tri-Rail Coastal Link, future station areas, and first/last mile connections to transit. The City is encouraged to establish a Blueways Master Plan by 2023 to take advantage of natural resources such as its waterways and use them to supplement transportation systems.

Mr. Ng advised that the allocation of roadways is similar to the allocation of space: for example, how much space is taken up by a single automobile in comparison to the space taken by a transit vehicle. Policies in the Comprehensive Plan are meant to ensure that multimodal choices are viable. Other City resources include the Fort Lauderdale Executive Airport, for which the Master Plan must be updated every five years. Federal Aviation Administration (FAA) rules regulate development within one mile of the Airport, including space that will not allow individuals to congregate due to the potential for accidents. Land use near the Airport and Port Everglades must be compatible with these facilities as well.

The next element, formerly known as Infrastructure, has been changed to Sanitary/Sewer, Stormwater, and Other Water, which addresses levels of service standards for water and wastewater. Level of service is measured by average daily flow. When a new development application is submitted, the applicant must receive a letter from the Public Works Department indicating the impact that development is expected to have and whether or not the City has sufficient capacity to accommodate that impact. Water service provision measures water supply per capita per day and is also reviewed during the development process. Additional policies are included to promote water conservation and account for climate change.

The Stormwater element establishes a level of service requirement for the lowest finished floor elevation, based on the most stringent of the following:

- Minimum based on 100 years design floor
- Florida Building Code elevation
- Flood plain management section of the City's Code of Ordinances

This allows the City to adapt to changes linked to climate change over time. New development/redevelopment must meet the South Florida Water Management District water quality and quantity criteria. Single-family homes must retain the first 1 in. of runoff or 2.5 in. in addition to depth of perviousness. This represents no change from the current standards listed in the Comprehensive Plan.

Should future system upgrades to the City's water system are needed. Staff recommends that the City prioritize existing neighborhood maintenance, affordable housing, and redevelopment/infill areas, particularly within the RACs and transit-oriented corridors.

The Solid Waste element oversees the City's collection and management of residential, multi-family, and commercial solid waste. Recommendations and policies are included to incorporate sustainable technologies and practices for solid waste management, addressing education of the public, separation of different streams of solid waste, and recycling. The City's goal is to achieve 75% recycling of all waste.

The Economic Development element is also new, and considers the City's needs from multiple angles. It includes combination of different residential brands into a more cohesive City brand, which can be used to promote local tourism and events. The City will adopt an Economic Development Strategic Plan, which will help attract future business. This Plan is expected to help Community Redevelopment Agency (CRA) efforts in respective areas. The City will also help support locally operated retail and restaurant uses through marketing and enhancement of safe and walkable pedestrian environments.

The Economic Development element also includes policies that encourage and support the City's nighttime economy. These include the Business Engagement, Assistance, and Mentorships (BEAMS) program and other incentives. City resources include the Executive Airport, which permits development of foreign trade zones and encourages high-tech industries and connection to vocational activity.

Mr. Ng advised that Economic Development should be considered not only as supportive of businesses, but as ensuring the City provides residents with job retraining as needed. This will help the City's workforce.

The Education element goes further than the requirement of the City's agreement with Broward County Public Schools: it is also considered as a lifelong asset for residents, including vocational education and other educational services over time. The intent is for the City to collaborate with different partners to maximize quality education. It also considers the potential need for Downtown sites for further school development.

The Education element requires a uniform district-wide level of service and review of proposed residential development. Levels of service depend upon the school type's capacity. Development can be permitted if there is adequate capacity to accommodate it, or if this capacity exists in one or more contiguous areas or is scheduled within three years from the issue of final Site Plan approval. The generation rate used to calculate level of service should be reviewed at least every three years in conjunction with Broward County Public Schools.

Ms. Tappen addressed the Parks element, which requires parks to be available within one half-mile of every neighborhood within the City. This requirement ensures equity of accessible park space. The level of service in the existing Comprehensive Plan has a minimum standard of three acres per 1000 residents, as established in the Broward County Land Use Plan.

The Parks Master Plan, which was adopted in 2016, recognized 956 acres of park space, including space at schools and beaches as well as open space. This averages to five acres of park space per 1000 residents. Staff determined that this calculation should include not only the land listed in the Parks Master Plan, but the new Riverland Park, and a portion of Birch State Park, since it is a regional park as well. This brings the total space to 977 acres.

The City aspires to maintain the current average of five acres per 1000 people through the life of the Comprehensive Plan, which has a five-year time frame as well as a long-range time frame ending in 2040. It is possible this may be achieved through the Parks Bond. The Parks Department is hiring a consultant to determine how bond funds may be spent and to increase total park acreage.

Ms. Tappen stated that the level of service must be measured based upon population projections. The most recent set of population projections for Broward County was issued in 2017 and anticipates an increase in population of 30,000 persons between 2020 and 2025. This projection, however, does not match what the City expects to occur with regard to population during that time frame, which is an increase of another 26,000 persons. If the City adheres to its new Parks level of service of 4.5 acres per 1000 residents, they will need to identify additional park space by 2030. Florida Statutes require that a municipality must demonstrate that they can meet their target level of service within a set time frame.

The City must also take climate change and sea level rise into account when establishing a level of service for parks, as some of this space may be lost. They must also encourage public art to the fullest possible extent.

The Coastal Management element has two purposes: for emergency preparation and evacuation, and to protect the City's coastal areas. Development is reviewed to ensure

evacuation is adequate, particularly for the barrier island, and with respect to protection of sand dunes, beaches, and coastal wildlife such as sea turtles.

Implementation of these policies and programs will require procedures to monitor the City's progress. More so that other municipalities, Fort Lauderdale has procedures for monitoring benchmarks for example through the FL2STAT committee. The Capital Improvements element includes policies and procedures for implementation of improvements and incorporates the Community Investment Plan, which is updated annually. It also includes criteria for how the City Commission makes decisions on where capital improvements will be funded in the community.

The Inter-governmental Coordination element, which is required by the state, outlines how the City coordinates with partner agencies on its built environment.

Ms. Tappen discussed the proposed timeline. Stakeholder meetings for Advance Fort Lauderdale began in May 2018. Tonight's special meeting allows the Planning and Zoning Board time to review and digest all the material and information included in the update. The entire existing Comprehensive Plan will be stricken and Advance Fort Lauderdale will replace it. Ms. Tappen reiterated that another public hearing is planned in fall 2019. At that time, the Board will have the opportunity to act as Local Planning Agency (LPA) and make a recommendation to the City Commission.

The City Commission will then review the document at a regular public hearing in October or November, after which it goes to the Broward County Planning Council and the Board of County Commissioners, the Florida Department of Economic Opportunity, and all other agencies tasked with review of Comprehensive Plans. Once comments have been provided from these sources, the document comes back to Staff for any changes and is submitted to the City Commission for second and final reading, which is anticipated in approximately one year. All elements of the Comprehensive Plan are available on the website advancefortlauderdale.com, where comments may be submitted. All comments on the draft plan are welcome during the process. Staff has also been reaching out through social media.

Mr. Shechtman requested clarification of the extent to which the Board will be able to suggest changes when the Comprehensive Plan comes before them for formal review. Ms. Tappen replied that comments provided at tonight's meeting as well as the public hearing in fall 2019 will be documented in a Staff memo. When the Plan comes before the Board once more in the fall, any minor or textual changes they recommend may be made by Staff; however, if major policy change is required, Staff will document it in the City Commission Agenda Memo.

Mr. Shechtman asked if the Comprehensive Plan could be approved with conditions, or if the Board's participation was limited to offering suggestions with approval or denial.

Ms. Tappen explained that the Board may make a recommendation to the City Commission to approve the draft Amendments "with the following changes."

Assistant City Attorney D'Wayne Spence added that because the Board will be acting as LPA, their function is to review the Amendments and ensure they are in compliance with Broward County and State Statutes. Final adoption of the Amendments is the purview of the City Commission.

Mr. Tinter asked if individual Board members may meet with Staff to discuss the Plan before it is presented again in October 2019. Chair Maus recommended that the members share their thoughts on the document at today's special meeting. Mr. Tinter explained that his concern was for the Transportation element, which is based on data from the Broward Metropolitan Planning Organization (MPO) which uses 2013 traffic counts and 2035 projections. He pointed out that current traffic counts may have changed significantly since 2013, which would also change the 2035 projections.

Mr. Ng advised that Staff is currently working on Volume 1 of the Comprehensive Plan, while Volume 2 will include data support. Although traffic and development are consistently evolving, the level of service standards are considered policy and are followed on a long-range basis.

Mr. Tinter stated that these policies are based on possibly outdated data. Mr. Ng replied that level of service is not based only on existing traffic, but on future land use, which is used to determine whether or not the grid is sufficient. He characterized this as the primary consideration rather than traffic projection, as it can show how much additional infrastructure is needed.

Mr. Tinter noted that the Transportation element divides the City into three separate zones, which are defined in Broward County's Comprehensive Plan: the Central, Airport, and Eastern Corridor zones. If different data were used, the boundaries of these zones might shrink or expand. Mr. Ng advised that these boundary areas are adopted by the County and will remain the same under Broward County's updated Comprehensive Plan. The policies proposed for Advance Fort Lauderdale are consistent with the policies of Broward Next.

Mr. Tinter continued that although transportation is less constrained by City limits than other City infrastructure, the Amendments do not reflect significant coordination with the City's neighbors. Mr. Ng stated that there is language related to coordination between municipalities, as well as between the City and the Florida Department of Transportation (FDOT), the Broward MPO, and the County. New policies related to the Broward County transportation surtax are included not only under the Transportation element but under Climate Change and Inter-governmental Coordination as well.

Ms. Scott asked if the Historic Preservation element refers to properties already designated as historic resources or if it also refers to potential properties. Ms. Tappen advised that this refers to continuing the identification of new resources. Urban Planning and Design Manager Ella Parker explained that the Comprehensive Plan sets policy that can be used to amend ordinances and update resources. The intent is to create better organization so the City can adopt policies and strengthen Code in this area. Ms. Tappen added that the need to act on identified resources is behind the new policy creating a strategic Historic Plan.

Ms. Scott continued that she was not in favor of reducing the City's goal for park space to 4.5 acres per 1000 persons if they are currently providing 5 acres/1000. She recommended that this goal be maintained. Mr. Shechtman cautioned, however, that this amount may decrease as population continues to expand. He suggested that more park funds be raised.

Ms. Parker advised that policy requires Staff to show that they can reach this goal. They are confident that it is possible over the next 10 years; however, they are not certain the goal can be reached beyond a 10-year span. The policy recommends that Staff revisit this goal in five years, based on the bonds issue and other considerations. She reiterated that the currently required level of service for parks is not 5 acres/1000, but 3/1000. The proposed change would increase the level of service to 4.5 acres/1000.

Mr. Weymouth stated he was concerned with the possible impact of a higher parks level of service on development. Mr. Shechtman added that he did not feel the existing amount of park space today is adequate. Ms. Fertig commented that she felt it would send the wrong message to scale back the goal for park space.

Mr. Prewitt addressed the parks bond, pointing out that a great deal of these funds are dedicated to the rehabilitation of existing park space. Ms. Tappen clarified that \$30 million of bond funds may go toward the acquisition of new park space, although no plan has been developed thus far for specific properties.

Chair Maus concurred that the City should not lose ground regarding its goal of acreage per population, as it will become more difficult to acquire park space as Fort Lauderdale's population grows.

Attorney Spence clarified that the current Comprehensive Plan has an objective of 3 acres per 1000 residents. This Plan serves as the basis for the Unified Land Development Regulations (ULDR). The ULDR is required to be consistent with the Comprehensive Plan.

Mr. Weymouth addressed parks within one half-mile of residences, which is a goal documented in the Parks Master Plan. At present, there are areas in the northern part of Fort Lauderdale that may not meet this goal. Mr. Ng noted that some areas of the City,

such as Uptown, have no parks coverage at present, which means some type of coverage should be added to ensure equitable access to parks and improve quality of life. He continued that the Parks Master Plan provides for redistribution of space based on the size of these areas.

Ms. Fertig noted that there may be significant changes coming to the Uptown area through development, including Lockhart stadium, which may include park space. Mr. Barranco asked if the calculation of population to acreage projects park space remaining constant while population increases. Mr. Ng confirmed that while park space is calculated as constant, the plan must take into account what is necessary to achieve the required level of service.

Mr. Shechtman stated that he would like to see policy that establishes a mechanism for the continued raising of funds for acquisition of park space. Mr. Ng responded that there is general policy within the Parks element that considers funding. He concluded that Staff would take Mr. Shechtman's comment into consideration.

Ms. Scott recalled that the Transportation element is intended to maintain level of service D for roadways, with level of service E in the eastern portion of the City. She requested clarification of the boundaries of the City's eastern core and the streets or roadways affected by this. She did not want to see Level of Service D or E for neighborhood streets. Mr. Ng explained that level of service E is intended to apply to County and state roads, while neighborhood roads across the City would have the goal of D. He identified the boundaries of the eastern core on a map.

Ms. Scott asked if a neighborhood street that is currently level of service B or C would be allowed to degrade to level of service D. Mr. Ng confirmed that this would be considered acceptable. Ms. Scott did not agree, pointing out that this might occur in single-family residential areas. Mr. Ng pointed out that if traffic reaches a certain point, it may become necessary to widen a two-way street in order to maintain its higher level of service; however, it may be possible to review policies that address neighborhood intrusion of traffic.

Chair Maus explained that the intent is not to give up on all the City's roadways, which some members feel would result from "rubber-stamping" D and E levels of service. Mr. Ng further clarified that levels of service are determined by peak hour use in the morning and afternoon. Roads with level of service E typically operate at 85% to 93% capacity during peak hours, with some distance between cars.

Ms. Fertig pointed out that traffic is a common issue for the Board, and that residents are not satisfied with level of service D on their roadways. She felt it was necessary to take this dissatisfaction into account when planning for the community that has expressed it. She concluded that the City should strive for a level of service on its roadways which promotes quality of life for residents and visitors alike.

Mr. Shechtman observed that while he did not want to see the level of service on roadways decrease, he felt the Board should remember that modes of transportation in some areas, such as Downtown, are changing through projects such as LauderTrail, which accommodate walking and cycling. Commitment to these modes may require that some existing road space be reclaimed for this use.

Mr. Weymouth asked if there is a realistic path to raise the level of service from E to D for roadways such as bypass roads or reversible lanes. Mr. Ng replied that this would require a combination of factors, such as adding a bypass, widening the road, or adopting a more multimodal model that provides reliable options to shift traffic over time. Cost differences for one mile of improvement vary widely depending upon the improvement selected. The City may adopt a higher level of service as a policy choice, but this would require substantial investment.

Ms. Fertig noted that there has been significant public opposition to plans that remove lanes of traffic. She agreed that updated data will be necessary when reviewing traffic calculations, and also agreed with Mr. Tinter's earlier comment regarding coordination with other cities. She concluded that because transit ridership numbers may be decreasing, the City should look closely at what they are doing to support transit and make improvements to ensure it is a viable alternative.

Chair Maus strongly encouraged the Board members to email any additional comments on the presentation to Ms. Tappen.

Mr. Prewitt requested more information on the City's community outreach when preparing Advance Fort Lauderdale. Ms. Tappen reviewed the project schedule and reiterated that the public outreach process began with a community workshop in October 2017. Since that time, as drafts of the update are developed, they have been taken to various City advisory entities and presented at other open house events. Another open house is planned in September 2019. Staff is working with the City's Public Information Office to ensure links to the Amendments are available to the public on social media. Mr. Ng also prepared an article for the Riverwalk Magazine. Staff is also interested in reaching out to school groups.

Mr. Prewitt asked if the Board can expect to see any of the comments provided by other City advisory entities. Ms. Tappen advised that most comments are included in the minutes of the meetings at which the Amendments were presented, which can be attached to this Item when it comes back to the Board in fall 2019. Staff has also shown tonight's presentation at two recent meetings of the Council of Fort Lauderdale Civic Associations.

Ms. Scott commented that because the presentation includes a great deal of information, it might be best to break it down into two or more meetings. Chair Maus

pointed out that the Board is not asked to vote on the document, but is instead encouraged to communicate their concerns and comments to the City Commission. Comments made at the Board's meetings will also be included the public record.

Attorney Spence advised that the Board is asked to take action on the document by sending their recommendation on the document to the City Commission. He characterized this as similar in nature to Text Amendments or Ordinances. Chair Maus stated that she was not sure a single vote on the entire document would be possible. Ms. Fertig suggested that it might be best to address the Amendments across multiple meetings in a similar fashion to recent Historic Preservation Amendments.

Chair Maus expressed concern with the Education element, pointing out that the document does not address the dire condition of public education in Fort Lauderdale. She noted that because some Fort Lauderdale schools' performance is substandard, the goal of coordinating with the School Board to improve their quality should be more urgent.

Ms. Fertig commented that the Education element also fails to address the fact that schools in many parts of the City are over capacity, and that permanent capacity should replace gross capacity as a measurement tool. Mr. Shechtman added that the City's educational standards should be raised so all children can receive a good education without relocating or attending private school.

Ms. Fertig addressed the Affordable Housing element, requesting clarification of the percentage of affordable housing available in Fort Lauderdale. She felt increasing the percentage alone would accomplish very little. She also expressed concern with evaluating the City's tree canopy only on a 30-year basis.

Mr. Weymouth asserted that his greatest concern is the environment, which is interwoven throughout various aspects of the Comprehensive Plan. He recommended more study of how the City will address climate change and the many forms of water intrusion that will accompany it. He noted that the traditional ways in which water has been studied in the past have been insufficient, and suggested that future study look into realistic local policies to protect the environment.

Mr. Prewitt commented that he would like the Planning and Zoning Board to see whether or not the City is meeting the goals set forth in Advance Fort Lauderdale. Ms. Fertig suggested that citizens might be added to this Staff committee to participate in the evaluation process.

Mr. Shechtman stated that the 2008 Comprehensive Plan did not go far enough in addressing the City's need for more sidewalks, as the lack of sidewalks contributes to safety hazards. He recommended that the policy that requires redevelopment processes to include sidewalks be strengthened. In addition, a study should be

conducted to determine all lapses in connectivity throughout the City where sidewalks are not provided, and that ongoing means of procuring funds for sidewalk expansion and repair be identified.

Mr. Weymouth was asked if a value has been assigned to the changes projected in the updated Plan. Ms. Tappen replied that this is done on an annual basis: once policies are in place, the City Commission determines the funding required to implement aspects of the Plan as part of its budget process. It is also helpful to have language in the plan for applying for grants.

Ms. Scott asked how many meetings would be held to discuss different elements of the Comprehensive Plan Amendments before the Board sends their recommendations to the City Commission. She pointed out that some elements, such as Parks and Transportation, may require significantly more time than others to discuss. Her intent was to provide the public with multiple opportunities to make comments or recommendations, and for the Board not to be rushed in advancing the Comprehensive Plan.

Attorney Spence advised that separating out certain elements of the Comprehensive Plan for individual presentation over the course of multiple meetings could allow the Board to make recommendations to the City Commission on those individual elements. It was noted that there are 16 separate elements of the Plan to be considered.

Motion made by Ms. Scott, seconded by Ms. Fertig, to break this up into four meetings. In a show of hands, the motion passed 7-1 (Chair Maus dissenting).

Chair Maus was clarified that the elements would be added to the Agendas of regular Board meetings. Ms. Parker advised that this would have a significant impact on the project's schedule and could also extend the time frame for approval. She noted that a better option might be to schedule special meetings, with the Board voting separately on specific elements and their recommendations for each element forwarded to the Commission.

Motion made by Ms. Scott that [the Board] have four special meetings that are different than [the] regular P&Z nights in order to get through this and try to move it forward as quick as possible without eliminating public input. [The motion was not voted upon.] Ms. Fertig proposed holding two to three special meetings. Ms. Parker suggested scheduling a single special meeting and determining the need for additional meetings afterward. She added that when the Board sends their recommendations from today's presentation to Ms. Tappen, Staff will share this information at upcoming Board meetings.

There being no further business to come before the Board at this time, the meeting was adjourned at 6:21 p.m.

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

Catherine Maus

Chair

Brigitte Chiappetta

Prototype

[Minutes prepared by K. McGuire, Prototype, Inc.]

