



CITY OF FORT LAUDERDALE

**PLANNING AND ZONING BOARD  
SPECIAL MEETING  
CITY HALL – CITY COMMISSION CHAMBERS  
100 NORTH ANDREWS AVENUE  
FORT LAUDERDALE, FLORIDA  
THURSDAY, AUGUST 22, 2019 – 4:00 P.M.**

<b><u>Board Members</u></b>	<b><u>Attendance</u></b>
Catherine Maus, Chair	P
Mary Fertig, Vice Chair	P
John Barranco	A
Brad Cohen (dep. 6:28)	P
Coleman Prewitt	P
Jacquelyn Scott	P
Jay Shechtman	A
Alan Tinter (arr. 4:12)	P
Michael Weymouth (dep. 6:15)	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  
Jim Hetzel, Principal Urban Planner  
Yvonne Redding, Urban Design and Planning  
Lorraine Tappen, Principal Urban Planner  
Christine Fanchi, Department of Transportation and Mobility  
Benjamin Restrepo, Department of Transportation and Mobility  
Enrique Sanchez, Deputy Director, Parks and Recreation Department  
Lisa Tayar, Recording Secretary, Prototype, Inc.

**Communications to City Commission**

None.

**I. CALL TO ORDER / PLEDGE OF ALLEGIANCE**

Chair Maus called the meeting to order at 4:03 p.m. and the Pledge of Allegiance was recited. The Chair introduced the Board members present, and Urban Design and Planning Manager Ella Parker introduced City Staff.

Chair Maus recalled that the Comprehensive Plan update had originally been proposed as a regular Agenda Item for the Board; however, due to the importance of the document, several Board members had expressed a desire to review elements of the Plan separately in a special meeting.

**II. PUBLIC SIGN-IN**

**III. PRESENTATION BY THE DEPARTMENT OF SUSTAINABLE DEVELOPMENT AND DISCUSSION OF THE ADVANCE FORT LAUDERDALE COMPREHENSIVE PLAN UPDATE ON THE FOLLOWING ELEMENTS:**

**a. Transportation**

Ed Ng, representing the Corradino Group, consultant, showed a PowerPoint presentation to the Board, stating that the Transportation element of the revised Comprehensive Plan addresses general mobility throughout the City as a whole. Policy and design recommendations are intended to ensure that there is a complete Transportation Master Plan, which will be updated every five to seven years. This will require consolidation of a series of plans to allow the City to take a holistic look at transportation, as well as to better position the City to receive external grant funding.

The intent of the Transportation element is to create a complete mobility network by determining infrastructure gaps, evaluate emerging technologies, and focus on multimodal transportation. Staff also hopes to improve safety and reduce traffic fatalities and severe injuries. This will affect enforcement policies as well as the design of roadways.

The Comprehensive Plan is intended to move away from existing level of service roadway standards, which Mr. Ng characterized as antiquated. These standards are required under County Statutes until a more multimodal system has been implemented. While level of service (LOS) A has been cited as a goal, he pointed out that this is unlikely to achieve in urbanized areas, for which a more realistic goal is LOS D. The standards are intended for state roadways, connectors, and some local roads.

While it is within the City's purview to look at different LOS standards, there are fiscal effects and trade-offs associated with changes. Upgrades may be cost-prohibitive in some areas, as Fort Lauderdale is a built-out city that would require retrofitting to implement pedestrian and bicycle upgrades. Space is needed for sidewalks and bike lanes, which would position them in competition with roadway space. One reason the City hopes to move away from roadway LOS standards is the lack of consideration of pedestrian and bicycle standards. These alternative transportation options are also associated with quality of life.



Mr. Ng emphasized the importance of adopting policies that do not lessen the City's ability to create new bicycle and/or pedestrian facilities. To reach this point, the City will consider speed, impact on the built environment, capital improvement costs, and how roadways are used. Policies required for the development and adoption of a multimodal LOS no later than 2026 are included in the updated Comprehensive Plan.

This change will require creation of a level of service for each mode of transportation. Key factors can be identified by quantifying how all modes interact with each other, evaluating the benefits of the Complete Streets program, and considering context-sensitive design options. There is currently a study underway, funded by the Federal Transit Administration (FTA), which provides for the development of a multimodal LOS that can be applied City-wide. The standard will be to focus on providing mobility options while considering the context of surrounding land use.

Mr. Tinter arrived at 4:12 p.m.

In providing transportation options, Staff must consider the need to develop and prioritize safety improvements, reduce the number of missing sidewalks and bicycle lanes, and implement programs such as LauderTrail. These will support the development of transit infrastructure and new transit routes. The City will need to regularly evaluate transit programs such as the Sun Trolley and continue to work with Broward County Transit (BCT) to ensure that residents and businesses are continuously served. A Transit Master Plan will need to be developed, along with first and last mile transportation infrastructure evaluations and policies to fill gaps in connectivity.

Another consideration is funding, which must strategically align the City's Capital Improvement Program (CIP) with the Transportation Master Plan once that plan has been developed. There is also a need to provide a multimodal LOS to the Port. There may be opportunities for grant money or other funding sources to achieve these goals. Mr. Ng again emphasized the importance of having a Transportation Master Plan in obtaining grant funding. The City must also ensure funding for traffic operating improvements, with an emphasis on major corridors such as US-1, Broward Boulevard, Davie Boulevard, and Sunrise Boulevard, among others.

Ms. Scott did not agree that an LOS of C or D would be acceptable for all roadways, as she did not believe there was any rationale by which these levels of service would be acceptable for a residential neighborhood with a single zoning category.

Benjamin Restrepo, representing the Department of Transportation and Mobility, explained that there are two different types of LOS: intersection operations and roadway segments. The Comprehensive Plan specifies LOS D for the roadway segment, as LOS A typically refers to service with fewer interruptions in the network, such as freeway service. This would require significantly longer blocks, covering a distance of 500 ft. or more, rather than the typical distance of 300 ft.

Chair Maus explained that the concern, which she shared with Ms. Scott, is for labeling roadways LOS D, which would lead to future declines in mobility. Mr. Restrepo advised that the intent is not to rate all roadway segments at LOS D, but to establish LOS D as the minimum to be achieved in order to maintain traffic flow as development continues. For local roadways, the LOS rating of D means these are local streets with expected interruptions.

Ms. Scott pointed out that LOS A is designated when traffic is not stopped for more than 10 seconds, while LOS B refers to 10-20 second stops and LOS C refers to 25-30 seconds. She asserted that this is a typical neighborhood street. Mr. Restrepo reiterated that roadway segment LOS is different from intersection LOS. Vice Chair Fertig remarked that from the Board's point of view, LOS D is not a reasonable goal, as the next-lowest LOS, E or F, would mean that roadway is impassable. She felt these categorizations do not send the message Staff intends.

Chair Maus also pointed out that levels of service actually refer to different types of roadways. Mr. Restrepo stated that the worst-case scenario Staff would want to adopt for local streets is LOS D, while for the Downtown corridor, for example, LOS E would represent the worst-case scenario. Vice Chair Fertig asserted that LOS E should not be acceptable on the Fort Lauderdale Beach or Downtown areas.

Ms. Scott commented that she was not in favor of LOS D for a residential street, as a commercial project could be implemented at the end of that street and create more traffic on a street already rated LOS D.

Mr. Tinter referred to the goal of adopting a multimodal level of service by 2026, asking if Staff is developing a quantitative analysis for this type of LOS. While the Florida Department of Transportation (FDOT) has discussed this since 2013, they have yet to determine a methodology to quantify LOS for multimodal implementation. Mr. Ng replied that Staff looked at regional policies and noted that Broward County and the Broward Next Land Use Plan have set a deadline of 2023-2024 to adopt a multimodal LOS. Once they have adopted this LOS, the City will have an example to follow to ensure consistency with County policy.

Mr. Tinter asked if the City's 2026 deadline would be extended in the event Broward County does not meet their 2023-2024 deadline, as it was unlikely Fort Lauderdale would choose to be the sole entity setting an example for the adoption of a multimodal LOS. Mr. Ng noted that City Staff and consultants are already working toward this goal, and described 2026 as a generous deadline. Another reason for the later deadline is to provide sufficient time to ensure the City's plan complies with the County's plan and can be adjusted if necessary.



Mr. Tinter observed that the Plan seems to compartmentalize various modes of transportation by including sections specific to waterways, transit, and other modes. If a multimodal LOS is to be developed, he felt there should be better coordination and integration between these sections. He also recommended flexibility for the inclusion of future modes of transportation.

Ms. Scott asked if Staff and the consultants had made any changes in accordance with a memo from a city engineer which had raised a list of concerns. Mr. Ng replied that the team had read the memo, but felt many of the City's policies already reflected the concerns it raised. He added that there are also items outside the realm of the memo that must be considered for the future, such as emerging technologies that are national in nature but must be considered locally. Mr. Ng also noted that some of the issues raised in the memo were based on suburbaning or formerly rural areas, which would not apply to a built-out city such as Fort Lauderdale.

Ms. Scott asked if there was any reason the City would not adopt a plan that included making LOS D acceptable for neighborhood streets. Mr. Ng stated that there are two major concerns with this suggestion, including how to address the concept of speed on local roadways. If it is easy for someone to drive faster, that person will likely do so. This would not enhance quality of life for residents. Other considerations include cost and space, such as the space necessary to widen a roadway and meet a certain FDOT standard.

Ms. Scott asserted that the response did not address the example she had provided, which was a project on the end of a neighborhood street which would make LOS D unacceptable for that street. Vice Chair Fertig recalled that at a previous meeting, multiple Board members had indicated LOS D was not sufficient within the City, as this level would allow for the development of new projects because it had not yet reached a failing level. She also noted that there has been significant community sentiment in recent years showing that LOS D, E, or F would be unacceptable.

Chair Maus asked if Staff could envision the example provided by Ms. Scott in which a roadway's LOS D would justify approval of a project. Ms. Parker pointed out that LOS is an engineering term related to the flow of traffic, and depends upon the context of areas. She reiterated that roads allowing for the free flow of traffic, such as freeways or rural roads in areas with low density, are not the same types of roads appropriate for more urban areas with shorter segments. The intent is to provide a multitude of ways to move people as well as cars, such as connected sidewalks.

Chair Maus recalled that projects presented to the Board have included references to traffic on roadways with LOS D as acceptable, even when traffic on those roadways is impassable at times. Mr. Tinter stated that the entire Board is not necessarily in agreement that the LOS should be changed for local roads, pointing out that LOS D refers to the maximum capacity of traffic that a roadway can accommodate. Designating a roadway as



LOS D recognizes that it would be acceptable to add traffic on that road. He also noted that requiring a higher LOS, such as C, for major roadways such as Sunrise Boulevard would prevent any further development on that road.

Vice Chair Fertig commented that the goals before the Board are aspirational, and that the Comprehensive Plan is intended to address what is wanted in the City's communities. Ms. Parker responded that this kind of vision is being presented, pointing out that the City will need to evaluate elements of the Plan, establish a framework, and talk to other agencies, such as FDOT, Broward County, and others to work toward this vision.

Vice Chair Fertig also addressed the target date of 2026 for creation of a multimodal LOS, stating that once the Comprehensive Plan is passed, this would give Staff only six years to develop an LOS for a system that is not functioning. Mr. Ng reiterated that the 2026 date is partly in response to the 2023-2024 target date established by Broward County. The City may be able to move forward with development of a multimodal LOS before the 2026 deadline date. The extra time would allow them to develop a response to any County plans that may differ from the City's plans.

Vice Chair Fertig requested more information regarding a potential mobility fee. Mr. Ng replied that this would act as an impact fee, which is governed by State Statute. The fee would ensure that the City has money coming in from impacts of development, which would be used toward mitigating those impacts. Many other cities have roadway impact fees, which may be structured to accommodate a multimodal approach toward infrastructure improvements.

Vice Chair Fertig also asked when the City's Transportation Master Plan was last updated. Mr. Ng explained that while the City has a number of separate Master Plans, it does not have a single Transportation Master Plan. Christine Fanchi, representing the Department of Transportation and Mobility, stated that the most recent Master Plan was "Connecting the Blocks," which was concluded in 2013. The City has reached out to the Broward Metropolitan Planning Organization (MPO) to request a partnership in creation of a new Master Plan, although there is no commitment or funding thus far.

Vice Chair Fertig commented that she had seen references in the proposed Plan to a philosophy that "widening roads induces more traffic," noting that this might drive the construction of more residential units that would result in this additional traffic. She concluded that should the City not be successful in fully implementing multimodal mobility, she was not certain that roadway width would be the controlling factor in determining the amount of traffic on the City's roads.

Mr. Tinter observed that data supporting the Transportation element is based on the 2013 Level of Service Manual, which in turn is based on the most recent counts published by the MPO. He asked if more recent data would be available to use in development of the Transportation element, as he felt 2013 data is outdated. Mr. Ng advised that the most

recent data available is from 2017; however, this information is not in a format that separates Fort Lauderdale's information. In addition, more funding would be required to perform a full analysis.

Mr. Tinter asked if the City can fund the extraction of Fort Lauderdale data. Ms. Parker stated that in its capacity as Local Planning Agency (LPA), the Board may make this recommendation. She pointed out that because funding and timing are often issues, this could result in later adoption of the Plan than the original target date.

Ms. Parker also clarified that if any motions are made regarding advance of the Comprehensive Plan to the City Commission, Staff recommends they be done as part of a regular Board meeting so it may be advertised as part of that Agenda.

Vice Chair Fertig pointed out that if more recent transportation data were provided to the Board, it would help them make a more informed decision. Mr. Ng explained that gathering this information could require new traffic counts, as well as determining what roadway segments are available in Fort Lauderdale.

Mr. Tinter asked why 2017 data was not used toward the planning of the Transportation element if it is already available. Mr. Ng replied that data must typically be available for three to four years before it can be accessed. At the time the City needed and budgeted for traffic data in relation to the Comprehensive Plan, the most recent available data was from 2013. The new data has emerged since that time, and if it is to be processed, this would require additional funding from the City.

Chair Maus asked if Mr. Tinter might be familiar with other data or reports that might be available. Mr. Tinter replied that he had not been aware the MPO had data from 2017. He pointed out that it is not known how updated data might affect any of the recommendations within the Transportation element.

Mr. Tinter referred to some of the specific policy statements included in the Board's backup materials, including Policy TM1.1.3, which refers to enhancing or reestablishing street network connectivity and circulation. Because the City has taken steps to prevent people from using certain streets that were formerly available, he asked if these streets might be reevaluated and reopened to provide greater connectivity. Mr. Prewitt pointed out that some of the affected neighborhoods have worked to prevent more traffic. Mr. Tinter suggested that the proposed policy acknowledge this.

Mr. Ng replied that the intent of Policy TM1.1.3 was to address maintenance of traffic (MOT) plans associated with construction, including the maintenance of pedestrian pathways. He agreed that Staff would review this policy to determine if its language should be clarified.



Mr. Tinter also referred to Policy 1.8.2, which states the City shall work with the Downtown Development Authority (DDA) and Downtown property owners to identify strategies to find short-term on-street parking. He felt this was contrary to previous policy that had proposed more parking outside the Downtown area so individuals could connect to Downtown using other means, such as transit. Mr. Ng advised that this language would also be revisited, as there is the possibility of establishing curb management for people who use other modes of transportation such as ride-sharing.

Mr. Tinter also addressed use of mobile apps for public or private parking, recommending that these be coordinated so the system used by the public app might also be used in lieu of systems specific to private lots.

Mr. Cohen added that the Transportation element may also wish to address autonomous vehicles. Mr. Ng pointed out that the element includes policies that consider this and other emerging technologies, such as connected vehicles and 5G networks, in a broad manner rather than a specific one.

Vice Chair Fertig commented that an annual neighborhood satisfaction survey conducted by the City consistently lists traffic flow, sidewalks, and streets among the top areas of dissatisfaction. For this reason, she recommended sending the City Commission a message emphasizing the need to fund the Transportation element to collect proper data.

There being no further questions from the Board at this time, Chair Maus opened the public hearing.

Steve Cook, private citizen, stated that he perceived the concern to be with development and its effect on LOS. He pointed out that large-scale developments are capable of adding thousands of trips per day; however, these are often described during the approval process as unlikely to affect the LOS of the roadway. He also expressed concern with concurrency in relation to roadway widening, and concluded that sidewalks should have a greater role in transportation planning.

Steve Weber, private citizen, requested clarification of what can be expected from a roadway with LOS D. Ms. Scott briefly described what this LOS would mean for signalized and unsignalized roadways and intersections. Mr. Weber continued that he found LOS D to be unacceptable, particularly with regard to access for emergency vehicles. He felt the emphasis on non-vehicular transportation, such as bicycles and transit, placed individuals living outside the City proper at a disadvantage.

Abbey Hand, private citizen, also expressed concern with the Transportation element's focus on multimodal transportation. She pointed out that the City is less insular than the element suggests, as many individuals work and visit from outside Fort Lauderdale. She felt the Plan should acknowledge the needs of those who live outside the City.



Courtney Crush, private citizen, noted that future studies referred to in the Plan have hard dates such as 2023 and 2026. She advised that it should be determined whether these dates will be achievable from a funding or resource standpoint. Regarding LOS, she agreed with the Board's request for more information.

Carol Ann Bartholomey, private citizen, stated that without a comprehensive affordable housing plan, she did not anticipate a reduction in the City's traffic.

As there were no individuals wishing to speak on the Item, Chair Maus closed the public hearing and brought the discussion back to the Board.

**Motion** made by Ms. Scott, seconded by Vice Chair Fertig, to recommend that [the City] reduce the level of service on neighborhood streets to C.

Assistant City Attorney D'Wayne Spence requested clarification of the **motion's** intent, pointing out that the Comprehensive Plan itself will not be voted upon until a regular Board meeting at a later date. It was clarified that the **motion** is intended to serve as a recommendation to Staff and the City Commission.

Mr. Tinter pointed out that there would need to be a clearer definition of the term "neighborhood streets." Vice Chair Fertig asserted that the City would make this definition.

Mr. Prewitt recalled that the LOS is related to the number of stops on a roadway as well as the traffic, and asked if changing the LOS designation would require the removal of stop signs from neighborhoods. Vice Chair Maus also noted that LOS C refers to roadways with faster speeds.

Attorney Spence stated that as LPA, the Board is responsible for review of and recommendations to the Comprehensive Plan, which addresses multimodal transportation. Part of this charge includes knowledge of the vision and strategy planned for the City. Staff and the consultant are obligated to translate the Board's comments for clarity. He suggested that it may be best to restate the **motion** to direct Staff to bring back an appropriate level of service that addresses the Board's concerns.

Chair Maus asked if there is currently a designation of local roads or neighborhood streets. Principal Urban Planner Lorraine Tappen replied that the current Comprehensive Plan designates the LOS for local roads as D. The proposed update retains this LOS for the future. She suggested that a larger Transportation Plan might identify the opportunity for further analysis into the possibility of changing the LOS; however, a higher LOS might require street improvements such as widening of roadways, including those in single-family neighborhoods.

Ms. Scott **restated** her **motion** as follows: **motion** to have Staff [and] the City consider not labeling every roadway in Fort Lauderdale level of service D [and] look into what would

be the appropriate level of service designation for neighborhood streets. Vice Chair Fertig **seconded the restated motion.**

Chair Maus pointed out that this would mean raising the speed of traffic in neighborhoods. Ms. Scott stated that this was not her intent: she would like Staff and the City to consider an appropriate LOS for neighborhood streets as opposed to "the rest of the City."

Vice Chair Fertig asserted that years of neighborhood surveys have consistently shown increasing dissatisfaction with the flow of traffic. She felt LOS was being misconstrued to reflect the ability of residents to drive through their neighborhoods, and suggested that a more accurate motion would encourage Staff to come back before the Board with plans that aspire to better mobility.

Ms. Scott and Vice Chair Fertig **withdrew their motion and second.**

**Motion** made by Ms. Scott, seconded by Mr. Cohen, to ask Staff [and] the City to look at level of service in this Comprehensive Plan and distinguish the difference between neighborhood streets and the rest of the City. In a roll call vote, the **motion** failed 3-4 (Vice Chair Fertig, Mr. Prewitt, Mr. Tinter, and Mr. Weymouth dissenting).

**Motion** made by Vice Chair Fertig, seconded by Mr. Cohen, for [Staff] to bring [the Board] back something that addresses the long-standing concerns expressed by the residents of this City to traffic flow, sidewalks, and street condition.

Mr. Tinter pointed out that the Transportation element presented to the Board addresses these concerns.

Attorney Spence advised that the requested information would be brought back to the Board before their final recommendation on the Comprehensive Plan.

In a roll call vote, the **motion** passed 4-3 (Mr. Prewitt, Mr. Tinter, and Mr. Weymouth dissenting).

**Motion** made by Mr. Tinter, seconded by Mr. Weymouth, to see more recent data incorporated into this Master Plan before [the Board] finally approves it.

Attorney Spence requested clarification of the Plan to which the **motion** referred. Mr. Tinter amended the **motion** to refer to the Comprehensive Plan.

Vice Chair Fertig asked for a time frame estimate for the collection of updated data. Mr. Tinter advised that this could slow the process considerably. Chair Maus emphasized that the recommendations made by the Board are not binding.

In a roll call vote, the **motion** passed 7-0.



### **b. Parks, Recreation, and Open Space**

Ms. Tappen showed a PowerPoint presentation on the Comprehensive Plan's Parks, Recreation, and Open Space element, recalling that the LOS for parks was discussed at the last special meeting. The current LOS in the existing Plan is three acres per 1000 people. In the draft update, however, the proposed LOS is 4.5 acres/1000 people. This is based on data inventory found in the Parks and Recreation Master Plan, which shows the City has 977 acres of park space.

In 2015, there were approximately 5.4 acres/1000, which is expected to decrease to 4.58 acres/1000 by the year 2020 and to 4.29 acres/1000 in 2030, based upon projections. The element outlines how much park space would be needed within these time frames to maintain the desired LOS. By 2030, the City would need to add another 25 acres of park space. The City has planned some of this space, including roughly 16 acres at Lockhart Stadium. The Parks and Recreation Department has issued a request for proposal (RFP) to plan for use of Parks Bond revenue to purchase new park space.

Ms. Tappen continued that the prospective blueways system for the City was previously discussed, as well as the goal of maintaining park space for all ages and providing access for all residents through any necessary Americans with Disabilities Act (ADA) improvements. Park space should be available to all neighbors within one half-mile of their home.

Another goal is the maintenance and enhancement of park space and the funding mechanisms required to do so. Staff recommends that the Parks and Recreation Master Plan be updated every five years to reflect changes in demographics, recreation, and ways of providing open space. One method for provision of new park space is through new development projects: for example, the Downtown Master Plan includes requirements for publicly accessible private open space, which may be counted toward the LOS. Park impact fees will be maintained and/or updated to ensure a connection between the fees, the Parks Master Plan, and the Comprehensive Plan.

The Parks element also addresses public health through programming and facilities. Parks and their activities promote economic development and enhance redevelopment efforts. Safety is an important aspect of all parks. Amenities should consider the potential to highlight historic and archaeological resources as well as public art.

The Parks Master Plan should also be updated due to consideration of climate change, as this may affect some of the City's parks in the future. This includes not only park space adjacent to waterways, but acknowledges that some areas may be best used as parks if they are flood-prone.

Vice Chair Fertig asked if beaches are among the areas the City feels there may be a deficit with respect to climate change. Ms. Tappen replied that there is a potential deficit, and emphasized the importance of reviewing the park space inventory every few years to determine if acreage has changed due to sea level rise.

There being no further questions from the Board at this time, Chair Maus opened the public hearing.

Robert Lochrie, private citizen, recommended that the Board take into account all the different types of parks and open space facilities. Other cities include these facilities, including cemetery space, high school and professional ball fields, islands, and other amenities among their LOS standards. He suggested that canals and waterways be counted toward the open space calculation.

Pat Roth, private citizen, requested definition of what constitutes a park, noting that at least one City park does not include new trees but does include a parking lot and artificial grass. She felt this was not consistent with what voters felt a park should be.

Enrique Sanchez, Deputy Director of the Parks and Recreation Department, explained that the definition of parks in the Comprehensive Plan matches the definition in the Parks and Recreation Master Plan, which includes public plazas, linear parks, natural areas, wetlands, and more.

Mr. Tinter asked for clarification of open space, asking if this included areas such as pocket parks, waterways, and ball fields. Mr. Sanchez replied that both park space and open space will be available on the Lockhart Stadium property, and added that if water lies within the boundary of a park, it is counted toward the acreage. Mr. Tinter pointed out that some waterways within a park lead into larger waterways, such as the Middle River, and suggested that the definition be revised to include these spaces.

Chair Maus pointed out that use of waterways is not available to everyone who does not have items such as boats, paddleboards, or other implements. Attorney Spence advised that this is addressed in the Broward Next plan, which states that "a waterway or water body with safe public access from a bordering municipality may be counted as a community park for a municipality in which it is located, as long as such waterway or water body is readily accessible for use by residents." Mr. Tinter suggested that adoption of this definition by the City would allow it to expand the amount of available park and open space by including waterways.

Ms. Scott further clarified that open space is defined as land that is undeveloped and has no buildings, but is accessible to the public. Parks are areas of land in a largely natural state with facilities for rest and recreation for the enjoyment of the public.



Mr. Weymouth asked if Birch State Park is counted toward the City's calculation of park space. Mr. Sanchez replied that a portion of this facility counts toward the inventory, although the entire area does not. Mr. Ng explained that this is due to the need for consistency with Broward Next, which establishes limits for how much of this space can be counted toward City park space.

Richard Brownscombe, president of the Broward chapter of the Florida Native Plants Society, spoke in favor of including natural areas in the Parks element of the Plan, as they are a place for indigenous wildflowers and wildlife to proliferate. He noted that the portion of Broward County that constitutes wetlands has 200 native plant species, while there are 500 such species in the County's urbanized areas. This is because wetlands are a single habitat and the natural spaces within urbanized areas include multiple habitats. He urged better protections for native plants within the City's parks.

Steve Cook, private citizen, stated that no park space has been added to the Downtown area with its recent development. The closest park to Downtown includes several fields, including ball fields and parking lots, but few trees. He felt Downtown development should include a requirement for the creation of park space within a certain distance. Mr. Cook continued that a proposed Ordinance would give open City-owned waterfront areas in neighborhoods to the person residing closest to them, which would allow them to build docks there and limit use by the public.

Mr. Cook also addressed the Parks Bond, noting that one of the first uses of these funds will be construction of a parking garage at a City park. He felt this was not consistent with the intent of the bond.

Fred Stresau, private citizen, noted that there had been little focus on the open space element during the presentation. He emphasized the need for the definition of open space to include median strips in ponds, bicycle paths, and other spaces not currently counted. He also pointed out that the LOS of 5 acres/1000 recommended by Staff would leave the City 285 acres short of park space if current population estimates for the future are accurate. If the LOS is not met, the Parks and Recreation Department may not authorize further development until the LOS has reached its goal. This could create problems for the City at a later date if the LOS cannot be met.

As there were no individuals wishing to speak on these Items, Chair Maus closed the public hearing and brought the discussion back to the Board.

Vice Chair Fertig asked what protections for native plants and/or wildlife are included in the Parks element of the Comprehensive Plan. Ms. Tappen replied that the Plan includes a Conservation element, which outlines the protection of natural resources, native areas, and wildlife. The Future Land Use element also includes an environmental section. The DRC process requires consideration of native areas and areas of natural concern as well. The Parks element encourages use of native plant species in City parks.

Chair Maus asked if more could be done in the Comprehensive Plan to protect these areas. Ms. Tappen replied that more protection could be added if those areas are not already designated. This could be accomplished by ensuring that their future land use is either Parks or Conservation.

Vice Chair Fertig asked if there is a plan in place to request these designations. Ms. Tappen replied that the City has policies to suggest and recommend that Staff continue to designate new Parks areas with a Parks land use designation.

Chair Maus pointed out that the Land Use Plan Amendment process, if necessary, can be complicated, time-consuming, and expensive. She proposed that the Board express a sense of urgency to the City Commission regarding this topic.

**Motion** made by Vice Chair Fertig, seconded by Ms. Scott, to express [the Board's] urgency to the City Commission in protecting these properties. In a roll call vote, the **motion** passed 7-0.

Mr. Weymouth asked if City-owned native areas are included in the calculation of park space. Ms. Tappen confirmed this, noting that a stormwater pond planned by the Public Works Department may also be included in the inventory.

Mr. Tinter requested clarification of the number of acres recommended per 1000 people by the Comprehensive Plan. Ms. Tappen advised that based on the Parks and Recreation Master Plan, the LOS goal was originally 5 acres/1000, but as analyses and planning came underway for the Parks Bond, it was necessary to establish an LOS that can be met within the next five-year time frame, which resulted in the LOS goal of 4.5 acres/1000.

Mr. Tinter also asked if the City's definition of parks and open space could be revised to reflect the County's definition, particularly with respect to waterways. Ms. Tappen replied that this definition is determined through the Parks Master Plan process. The definition must also ensure that the space is usable and contributes to the community. Open space provided through private projects, such as public plazas, are also counted. Some natural areas to which the public is not allowed access may also be counted toward the requirement.

Mr. Tinter reiterated that some waterways outside the boundaries of a park are as open to the public as the park itself and should be counted toward the inventory. He felt any navigable waterway with public access should be included.

**Motion** made by Mr. Tinter, seconded by Mr. Weymouth, to recommend that the definition of "open space" be expanded to incorporate some of the waterways that are not currently included [and] that are open to the public.



Chair Maus asked if Mr. Tinter's **motion** would apply to a canal behind homes. Mr. Tinter replied that it would, as individuals may use those canals. It was suggested that if the **motion** were specific to navigable waterways, it would not include dead-end canals. Chair Maus stated again that these waterways would only be open to members of the public with boats or canoes, not to the public at large.

Vice Chair Fertig stated that she was not comfortable supporting or opposing the **motion** without first understanding its larger implications. She suggested that the Item be deferred so Staff may bring back more information clarifying the potential effects of the **motion** before the Board makes a decision.

Mr. Tinter agreed to the deferral. Mr. Weymouth noted that if this evaluation is required, it should also include evaluation of additional open space, such as ball fields related to schools and other concerns raised during public comment.

Mr. Tinter **withdrew** his original **motion** and made the following **motion**: to recommend that Staff come back to [the Board] before [they] vote on this Plan with an evaluation of additional definitions of what open space as discussed at this meeting, and what the implication of adding waterways to that would be.

Ms. Tappen recommended that the proposed analysis be included in the next Parks and Recreation Master Plan update. Mr. Tinter noted, however, that this would not make the information available to the Board until after the Comprehensive Plan has been voted upon.

In a roll call vote, the **motion** passed 7-0.

Mr. Tinter asked if easements to allow public access to private space count toward the parks and open space inventory. Ms. Tappan confirmed that these are counted.

Mr. Weymouth left the meeting at 6:15 p.m.

### **c. Future Land Use**

Ms. Tappen showed a PowerPoint presentation on the Comprehensive Plan's Future Land Use element, which outlines the different land uses permitted within the City. It establishes specific standards for building scale and encourages a mix of uses along the City's transit corridors. Through previous discussions and density workshops with the City Commission, Staff has learned there is an overall desire to place affordable housing along these transit corridors in order to reduce both housing and transportation costs while allowing residents to live close to available services in the area.

The Future Land Use element also addresses resiliency, such as the potential to allow for an increase in building height without penalty if that building raises its finished floor

elevation. This policy does not adopt any specific change, but would allow for future discussion of changes to the Unified Land Development Regulations (ULDR).

The intent is to make the Future Land Use element more user-friendly by listing all permitted uses near the beginning of the element, which will provide for easier reference by applicants and the public. The Employment Center designation has been updated, as this land use had conflicts with its zoning designations. Language related to the Uptown and Central City areas has been added.

New policy considerations include environmental justice, which means the City shall consider adverse effects on human health, as well as environmental, economic, and social effects on vulnerable populations when considering changes to land use and/or infrastructure improvements. Another recommendation is for redevelopment impact, which would evaluate overall redevelopment to consider positive and negative impacts on communities, including effects on cultural heritage and displacement. Other policies include support of food access through gardens or grocery stores and continued monitoring of food deserts.

Vice Chair Fertig asked if the previous discussion of protecting natural areas would fall under the Future Land Use element. Ms. Tappen referred the Board members to a stated objective which addresses compliance with Broward County regulations concerning local/natural resource areas and developing local initiatives to conserve these resources.

Vice Chair Fertig commented that in recent weeks there have been multiple community conversations regarding preservation of the City's tree canopy. Ms. Tappen replied there are a number of policies under the Conservation element that address protection of the tree canopy. The ULDR also lists a tree mitigation program through which developers must contribute to a tree fund for re-planting if their project removes trees. Single-family neighborhoods are also considered significant resources for the tree canopy.

Chair Maus observed that most neighborhoods help regulate the maintenance of their tree canopy; however, tree removal often occurs on the weekends so it cannot be interrupted by the City. For this reason, she did not feel the current system works, which is frustrating to communities. She strongly recommended that steps be taken to ensure better compliance, such as more punitive responses to infractions.

Ms. Tappen suggested that this recommendation could be taken to Code Enforcement. Ms. Parker added that while this may ultimately need to be addressed as an Ordinance, it can be folded under a policy or Comprehensive Plan goal in the hope that elected officials will provide policy direction.

**Motion** made by Vice Chair Fertig, seconded by Ms. Scott, for a really strong commitment not to just preserving [the City's] tree canopy but to enhancing and growing that tree canopy, with the strongest language possible. In a roll call vote, the **motion** passed 6-0.



Mr. Tinter referred to Policy LU3.4.2, which refers to the highway capacity methodology endorsed by the Broward MPO and/or Broward County Commission. He asked if this should include a subcategory indicating that the City hopes to develop and implement a multimodal transportation LOS by 2026. He recommended that this policy be coordinated with the Transportation element.

Mr. Cohen left the meeting at 6:28 p.m.

There being no further questions from the Board at this time, Chair Maus opened the public hearing.

Pat Roth, private citizen, observed that the City should aspire to a significant tree canopy while remaining realistic about continued development. She proposed requiring setbacks around commercial and hotel developments to consist of dirt, grass, and a tree canopy along street-facing sides of the development. As an incentive, developers could be allowed an additional floor of height on their proposed buildings. This could be helpful in addressing climate change and street flooding as well as beautification.

Robert Lochrie, private citizen, addressed the City's need for affordable housing, stating that he has worked with multiple developers who are constructing affordable housing units. He pointed out that the Broward Next plan includes materials related to affordable housing and future land use which were adopted by the County and are available to the City. He encouraged the City to review these materials, which propose various bonus densities for affordable housing, among other significant incentives.

Ms. Tappen advised that the Comprehensive Plan's Housing element outlines a number of programs currently underway by the Department of Housing and Community Development. It also provides a basis for inclusionary zoning policy and density bonuses for affordable housing under the Commercial land use designation. This element has not yet come before the Board for presentation.

Marilyn Mammano, private citizen, noted that the draft Comprehensive Plan's affordable housing element is aspirational, proposing only minor increases in the City's affordable housing across all income levels by 2035. She felt this aspiration was not sufficient to meet the need for affordable housing.

Ms. Mammano also addressed open space, stating that while the inclusion of waterways as open space would change the current ratio, the goal is not to fall below the established ratio. This means the City will need to purchase and provide for more parks and/or open space. She did not see this cited in the Comprehensive Plan as currently drafted, nor did she feel there was a commitment to a visionary or aggressive approach to open space.

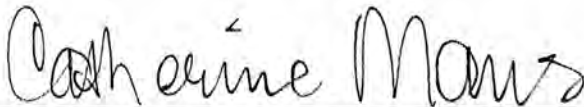
As there were no individuals wishing to speak on these Items, Chair Maus closed the public hearing and brought the discussion back to the Board.

**d. Water Supply Plan**

It was determined that this element will be presented to the Board at a later date after further coordination with the Public Works Department. Ms. Parker advised that she would set a date for another special meeting to present the remaining elements of the Comprehensive Plan.

There being no further business to come before the Board at this time, the meeting was adjourned at 6:42 p.m.

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



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Chair



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