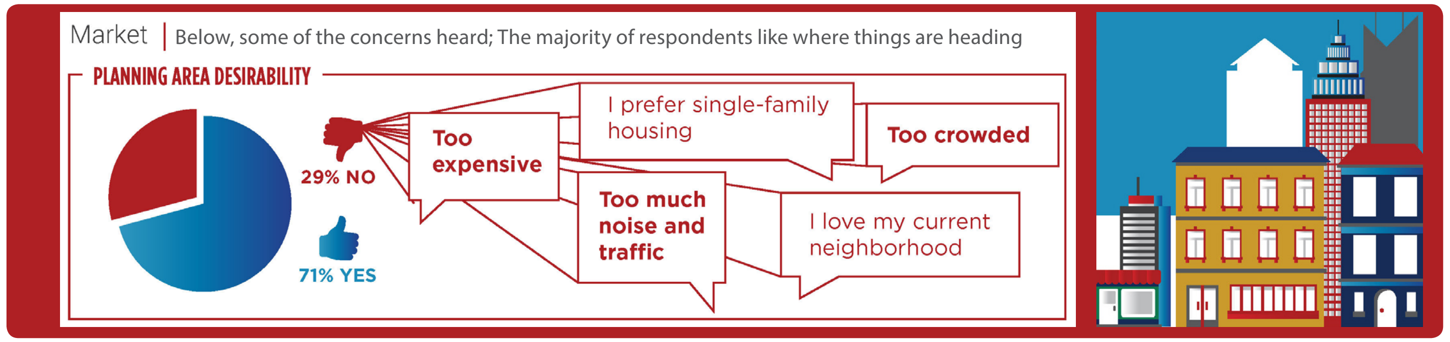
# NEXT STOP FORT LAUDERDALE

*Advancing the Vision*

## MULTIMODAL COMMUNITY PLANNING STUDY / INFORMATIONAL MEMO




Above: Online Survey Data Summary Excerpt

## Market Pulse

Fort Lauderdale's development market has been very strong in recent years, particularly for new housing. Many residents and stakeholders express concern about the changes they see, given that the city's infrastructure has not kept pace with growth. Many would like to see more investments in transit and multimodal transportation options to make it easier to get around.

- Approximately 12,300 total housing units and more than 700,000 square feet of retail are under construction, approved, or proposed in the Planning Area.
- The Planning Area's pipeline development projects are mostly residential or mixed-use residential with ground-floor retail. Some commercial development projects (retail, hotel, office) are still in construction or planning. This development activity is highly concentrated within the Downtown Regional Activity Center (RAC).
- Fort Lauderdale has more retail space per capita than the national average because of the magnitude of visitor-serving retail. The supply of retail in Fort Lauderdale has increased 27%. This rate of growth is almost twice the rate of population growth during that same period.
- Overall, the Planning Area includes 24% of the Fort Lauderdale area's total retail space.
- Downtown is the strongest performing sub-market in Fort Lauderdale and in Broward County, commanding an average annual rent of $37 per square foot compared to $21 elsewhere in the city. The vacancy rate in Downtown Fort Lauderdale has dropped steadily over the last four years.
- A number of aging and underperforming retail centers in the Planning Area could attract development investment to transform them into mixed-use, walkable places.
- Searstown is perhaps the most substantial redevelopment opportunity with its large overall size and surface area parking lots.
- Improved pedestrian and bike connections between existing activity nodes can enhance retail success and economic vitality.
- The Planning Area has a small but growing number of pedestrian-oriented retail districts. Two areas already known for their pedestrian-oriented retail, restaurants, and nightlife are East Las Olas Boulevard and Himmarshee/SW 2nd Avenue Historic District.
- Flagler Village and sections along Andrews Avenue and 3rd Avenue represent new opportunities to enhance and create pedestrian-oriented retail nodes.

> Strengthening existing and emerging pedestrian-oriented retail districts represents the biggest opportunity in the Planning Area.

- Pleasant, safe connections for pedestrian, bicycle, and other non-motorized users (scooters, e-bikes) between retail nodes at East Las Olas, Flagler Village, the CBD, and the Brightline station can increase retail activity.
- Focusing on the linkages between key Planning Area destinations may also support new, smaller storefront retail along those connecting streets.


Above: Online Survey Data Summary Excerpt

## Next Steps

- Managing Transportation Demand
- Development Regulations
- Street Network Comfort Assessment
- Documentation & Final Report

To learn more, visit www.nextstopftl.com

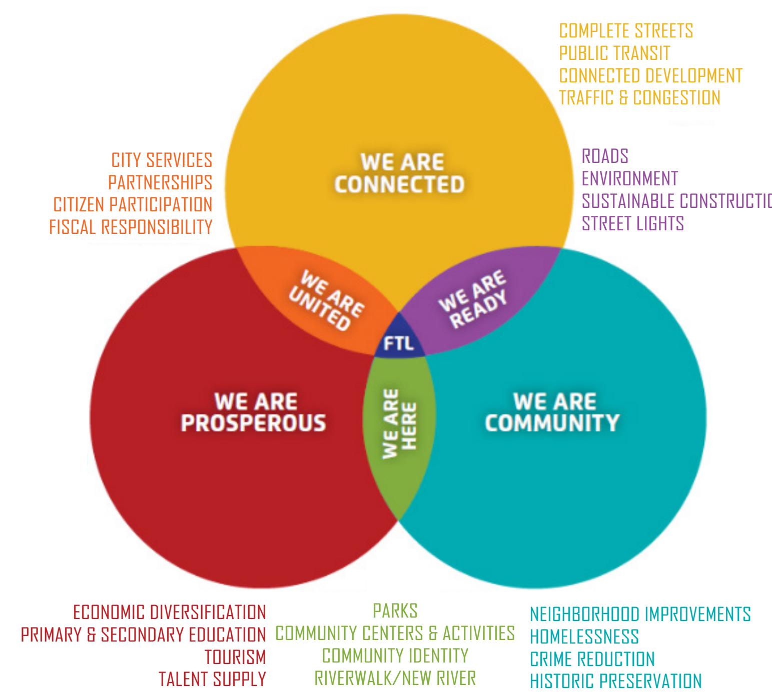
## Background

The City of Fort Lauderdale was awarded a planning grant by the Federal Transit Administration (FTA) in 2016 to explore mechanisms for the City to foster a walkable, connected, and livable environment.

The Fast Forward Fort Lauderdale 2035 Vision Plan lays out the needs and desired improvements for the city over the next 20 years, including necessary transportation and infrastructure enhancements. The plan's three key pillars reflect the desire for a multimodal community where people can get around by car, transit, bicycle, and on foot. Creating a safe and walkable city was also identified as a top ranked priority in the plan.

The Next Stop Fort Lauderdale planning study builds on these principles to define concrete ways the City can foster walkable, connected, livable places.

FAST FORWARD FORT LAUDERDALE 2035 VISION STATEMENT




(Right) The Next Stop Fort Lauderdale Study Planning Area is bounded by Sunrise Boulevard (SR 838) to the north; US 1 to the east including the immediate surroundings of SE 17th Street to the southeast; I-595 to the south; the Florida East Coast Railway, and Marina Mile Boulevard (SR 84) to the southwest; and SW 4th Avenue, NW 7th Avenue, W Sistrunk Boulevard and NW 3rd Avenue to the west.

## Study Scope & Goals:

- Engage community members and key stakeholders to understand existing barriers
- Analyze the housing market supply, affordability impacts and needs
- Identify the market gaps and opportunities to support a sustainable live/work/play environment
- Identify mobility strategies to manage transportation demand
- Support the development of a more compact, walkable, and livable environment
- Identify transportation network gaps and determine roadway functions

# The Next Stop Fort Lauderdale Planning Study advances the City's vision to enhance quality of life by addressing elements related to community livability.

The concept of livability is rooted in the way people experience communities and linked to a range of qualities people search for in a place to call home. Supportive community features and services that make people feel safe and secure, diverse economic opportunities, accessible and affordable housing, and adequate mobility options are all important factors. Livable communities help residents thrive, and when residents thrive, communities prosper.

## LIVABLE

/ A good quality of life

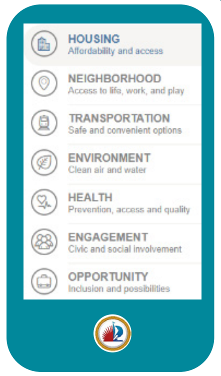
/ Great place for everyone *(equitable)*

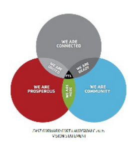
/ For ALL life-stages

/ Affordable

/ Resilient *(economically/environmentally/socially)*

/ Safe and secure



## CONNECTED

/ Physically & data linked

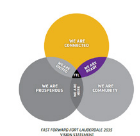
/ Neighborhood to neighborhood

/ Regionally

/ Multimodal

/ Walkable

/ Safe for all modes



# Community & Stakeholder Engagement

The Planning Study engaged key public stakeholders as a Technical Working Group (TWG). The TWG, which consists of representatives from partner agencies, has been helpful advising the City and the consultant team on needs, interests, and opportunities in the Planning Area.

## Understanding Context & Needs

Community outreach activities have been ongoing since mid-August 2018. The project team gathered input concerning the following topics through interviews and discussions with residents, businesses and investors, City staff, and partner agency representatives.

/ Common Concerns
/ Getting Around
/ Parking
/ Housing & Transportation Affordability
/ Planning Area Desirability
/ Education Opportunities
/ Looking Ahead—Dreams & Desires

## Highlights of the Public Involvement Process:

/ 1000+ views at www.nextstopftl.com

/ 35+ one-on-one stakeholder discussions

/ 9 Community Briefings (with 14 neighborhood associations)

/ 12 Community Pop-up Events

Nextdoor

**Social Media Engagement**

**4,200**

People Reached

145 Likes

/ Stakeholder Online Survey
88 responses

/ Public Online Survey
850 responses

# Analysis & Findings

This section summarizes highlights of the deliverables produced as part of this Planning Study.

## Identifying Barriers

Four themes frame the challenges and barriers the City faces as it works to fulfill its vision as a connected and livable place:

### 1. Access and Mobility

- Several high-volume streets act as pedestrian and bicyclist access barriers.
- Serious safety concerns exist for biking and walking, and the City lacks a cohesive transit vision.

### 2. Market and Housing Affordability

- Fort Lauderdale is one of the most cost-burdened communities in the country due to combined high housing and transportation costs.
- Dedicated resources to address affordable housing do not cover the costs of development.

### 3. Regulations and Development Process

- The City's development review and approval process lacks consistency, notably in areas with walkability goals.
- The City's land development code needs more clarity and predictability for developers. The City would benefit from fewer elements left to project-by-project negotiation.

### 4. Interagency Coordination

- Streamlined coordination between City, County, and State agencies needs to support consistant outcomes
- Increased collaboration with Broward County is needed where City and County policy goals differ.

## Housing & Affordability

- Housing affordability was identified as a key topic for investigation and resolution at the inception of the Next Stop Fort Lauderdale Planning Study.

/ Nearly 50,000 workers commute to the planning area every day. (source: U.S. Census Longitudinal Employment-Housing Dynamics (LEHD) survey). These workers do not live within the planning area.

/ The planning area has about 41% of the jobs in the city.

/ More than 30% of workers employed in the Planning Area work in low and middle-wage service sector jobs. Many commute long distances to access housing within their budgets.

/ Market trends and transportation options make it increasingly expensive to park, inconvenient to take transit, and unsafe to bike around, providing few safe and accessible mobility options to the city's workforce.

Broward County is the most cost-burdened* metro area in the country, with more people here spending over half their monthly income on rent than anywhere else in the country.

Source: State of the Nation's Housing report, Joint Center for Housing Studies of Harvard University, 2018

*HUD defines cost-burdened families as those who pay more than 30% of their gross income for housing.

AFFORDABLE HOUSING IS A PRESSING NEED FOR EXISTING WORKERS AND FUTURE RESIDENTS

/ Monthly rents for newly constructed rental units are $1,500–$2,200 for studios and $2,000–$5,500 for two-bedroom units. These rents are affordable to households with incomes 100% ($57K - $73K) to 120% (68K - $87K) of the median family income or higher.

/ The average single worker employed in accommodations and food services with an average annual wage of $27K can afford a monthly rental rate of $675.

/ The average single retail worker with an average annual wage of $32K can afford a monthly rental rate of $817.

/ The average service employee cannot afford a market-rate apartment in the planning area.

/ About 56% of potential new renters that could move into the planning area are lower income households with incomes of less than 80% of the median family income (under $45,280 for a single-person household and under $64,640 for four-person family).

RECOMMENDED STRATEGIES TO ADDRESS AFFORDABLE HOUSING NEEDS IN THE PLANNING AREA

/ Implementing Inclusionary Zoning
/ Enable "Missing Middle" Housing Types
/ Expedite Approvals and Permitting
/ Implement Density Bonuses as Incentive Zoning
/ Create and Expand Affordable Housing Funds