


REQUEST: Amendment to the City's Unified Land Development Regulations ("ULDR");

Proposed revision to Section 47-23.5 Business and Industrial Districts; providing for specific on-site location criteria for buildings and structures, and proposed revision to Section 47-23.9, Interdistrict Corridor Requirements; providing for encroachments into the required 20-foot Interdistrict corridor of certain pedestrian amenities and a process for requesting a reduction of the required 20-foot Interdistrict corridor requirements.

Case Number	T14001	
Applicant	City of Fort Lauderdale	
ULDR Sections	47-23.5	Business and Industrial Districts
	47.23.9	Interdistrict Corridor Requirements
Notification Requirements	10-day legal ad	
Action Required	Recommend approval or denial to City Commission	
Authored By	Anthony Greg Fajardo, Zoning Administrator	

BACKGROUND/DESCRIPTION:

The amendment proposed herein is an effort to enhance the public realm and pedestrian connectivity along many of the City's main corridors by creating more human-scale framing of the street with elements such as minimal setbacks, wide shaded sidewalks and active uses at the ground level. This amendment furthers the goals of the City's 2035 Vision Plan and the 2018 Strategic Plan which include providing for a pedestrian friendly, multi-modal City made up of distinct and complimentary neighborhoods, among others. This recommended amendment to the ULDR will help advance these goals by allowing for enhancement of the pedestrian realm through locating buildings and structures adjacent to the roadway and permitting pedestrian amenities within the required Interdistrict Corridor along Federal Highway and Sunrise Boulevard.

The following is a summary of the proposed amendments to the ULDR:

- Section 47-23.5, Business and Industrial Districts, of the ULDR states that no buildings or structures shall be located more than thirty (30) feet to the centerline of an abutting street. This requirement does little to promote the enhancement of the pedestrian realm and has meager impact on the overall quality of development the City has seen for non-residential development along vehicular corridors. To provide for an active urban treatment along vehicular corridors staff is proposing an amendment to the language of this Section that would strike the required distance to the centerline of the road and instead require that buildings be located on the development site no farther from the front and corner property lines than the minimum setback requirement for the district in which they are located. Staff has included language to address lots that may have limited development potential or other restrictions (life safety issues, CPTED) that may require the buildings or structures to be located elsewhere on the property. By bringing the buildings to the front of the property and avoiding parking between the sidewalk and the front of the building when possible the City would be promoting the engagement of the pedestrian realm and thus further the goals of the Vision and Strategic Plans. This revision would also help to enhance opportunities for outdoor dining and activation of the façade. For more information please see the draft ordinance attached as **Exhibit 1**.
- Section 47-23.9, Interdistrict Corridor Requirements, of the ULDR maintains requirements for a 20-foot Interdistrict corridor requirement along Federal Highway north of Sunrise Boulevard to the northern municipal limits of the City and from Federal Highway east to Bayview Drive on Sunrise Boulevard and South East 17th Street from Federal Highway east to Eisenhower Boulevard. These requirements have had a substantial impact on these corridors by requiring a distance of 20-feet from the property line abutting the right-of-way to any structures or parking and by only allowing landscaping in this area. However, in an effort to enhance the use of these areas by the pedestrian as well as activate an urban edge along these corridors staff is proposing an amendment that would maintain the 20-foot buffer, but that would also allow for certain amenities to be maintained within the 20-foot buffer. These amenities are as follows:

1. Landscaping;
2. Outdoor dining;
3. Enhanced Pedestrian Amenities such as, but not limited to: plazas, benches, shade structures, pedestrian access, bus shelters, bicycle racks, multi-modal pathways.

In addition, to address properties with limited development potential due to small size, lots that are not typical of standard lot configurations, or to allow for innovative development that has not been anticipated by the existing or proposed ordinance staff is proposing an amendment that would permit an applicant to request a reduction of the 20-foot yard requirement subject to the following criteria:

1. By adjusting the location of the structure on the site, an architectural and/or engineering study can graphically demonstrate that a superior site development will result from such adjustment; or
2. By adjusting the location of the structure there is continuity of architectural features with adjacent properties which encourages public pedestrian interaction between the proposed development and the public sidewalk; or
3. By adjusting the location of the structure there is a demonstrable urban scale in terms of height, proximity to the street front and pedestrian sidewalks and relationship to building size to the lot size.

For more information please see the draft ordinance attached as **Exhibit 1**.

The City of Fort Lauderdale, through the Vision Plan and Strategic Plan, has set the goal of creating a more pedestrian-friendly and walkable environment throughout Fort Lauderdale. This amendment is intended to further the goals of the *2035 Vision Plan: Fast Forward Fort Lauderdale*, adopted by the City Commission on April 16, 2013. This plan collected over 1,500 unique ideas from various members of the community through an extensive outreach program and developed a vision of the City of Fort Lauderdale for the year 2035 (to read the entire 2035 Vision Plan please go to <http://www.fortlauderdale.gov/vision/>). In addition the *Press Play Fort Lauderdale Strategic Plan 2018* was adopted by the City Commission to establish a 5-year period in which to accomplish specific goals and objectives as outlined in the Vision Plan (to read the entire 2018 Strategic Plan please go to <http://www.fortlauderdale.gov/pressplay/>).

These two documents lay the framework for changes to the City's Unified Land Development Regulations to help reach the City's long term vision of creating pedestrian-friendly, visually-interesting, safe, comfortable and connected streets.

This ULDR amendment is part of the *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included in the *Infrastructure and Neighborhood Enhancement* Cylinders of Excellence, specifically advancing:

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| Goal 1: | Be a pedestrian friendly, multi-modal City. |
| Objective 2: | Integrate transportation land use and planning to create a walkable and bikeable community |
| Initiative 3 | Develop a citywide comprehensive public/private sidewalk policy and plan to improve sidewalks and connections. |
| Goal 6: | Be an inclusive community made up of district, complementary, and diverse neighborhoods. |
| Objective 3: | Evolve and update the land development code to balance neighborhood quality, character, and livability through sustainable development |
| Initiative 1: | Examine land-use patterns and neighborhood development trends to recommend changes to the Unified Land Development Regulations (ULDR) for optimal neighborhood growth, including parking, landscaping, setbacks, change of use and reuse, etc. |

PLANNING & ZONING BOARD REVIEW OPTIONS:

The Planning and Zoning Board, in its capacity as the Local Planning Agency, shall determine whether the proposed change is consistent with the City of Fort Lauderdale's Comprehensive Plan and whether the Planning and Zoning Board recommends approval of the proposed amendments to the City Commission.

PROPOSED DRAFT AMENDMENTS

SECTION 47-23. SPECIFIC LOCATION REQUIREMENTS

Sec. 47-23.5. Business and industrial districts.

~~No buildings~~ Buildings or structures shall be brought to the minimum front or corner yard dimension along all right-of-ways unless approved by the department in association with improved and enhanced pedestrian connectivity and associated amenities, atypical lot configurations that may limit development potential, and/or in consideration of life safety priorities such as safe pedestrian and vehicular access as well as Crime Prevention Through Environmental Design (CPTED) principals located closer than thirty (30) feet to the centerline of an abutting street.

Sec. 47-23.9. Interdistrict corridor requirements.

~~This~~ The intent of this section is to provide ~~provides~~ criteria ~~additional development regulations~~ for property fronting on ~~certain corridors within the city. These additional requirements are based on a recognition that certain corridors are currently accommodating, or are intended to accommodate, intensive pedestrian traffic or which serve as major pedestrian streets and major vehicular entryways, or major gateways into the city, while accommodating pedestrian safety and promoting connectivity and will, therefore, require adjacent development to accommodate said pedestrian and vehicular usage and aesthetic considerations. These corridors shall accommodate wide pedestrian friendly sidewalks, shade trees and compatible active uses designed to enhance the public realm while permitting viable development and redevelopment that places priority on the pedestrian while allowing for adequate vehicular access and circulation. It is also the intent of these requirements to maintain a uniform streetscape within each corridor, regardless of the underlying zoning district requirements.~~

- A. A twenty-foot yard shall be required for any development on property which abuts one of the following rights-of-way. No parking shall be permitted within the required yard unless specified herein.
1. North Federal Highway—between Sunrise Boulevard and the northern city limits.
 2. East Sunrise Boulevard—between Federal Highway and one hundred (100) feet east of Bayview Drive.
 3. S.E. 17th Street—between Federal Highway and Eisenhower Boulevard.
 4. The following shall be permitted within the twenty-foot yard:
 - a. Landscaping;
 - b. Outdoor dining;
 - c. Enhanced pedestrian amenities such as, but not limited to: plazas, benches, shade structures, pedestrian access, bus shelters, bicycle racks, multi-modal pathways.

5. The Planning and Zoning Board shall upon written application for site plan level III approval twenty, as provided for in Section 47-24.2, Development Permits and Procedures, consider a request to modify the required (20) foot landscape yard provided, however, that the following additional criteria for such approval is met:
- a. By adjusting the location of the structure on the site, an architectural and/or engineering study can graphically demonstrate that a superior site development will result from such adjustment; or
 - b. By adjusting the location of the structure there is continuity of architectural features with adjacent properties which encourages public pedestrian interaction between the proposed development and the public sidewalk; or
 - b. By adjusting the location of the structure there is a demonstrable urban scale in terms of height, proximity to the street front and pedestrian sidewalks and relationship to building size to the lot size.