



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
REGULAR MEETING

#14-0149

TO: Honorable Mayor & Members of the
Fort Lauderdale City Commission

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: April 1, 2014

TITLE: Ordinance – Amending Sections 47-23.5 Business and Industrial Districts
and 47-23.9, Interdistrict Corridor Requirements.

Recommendation

It is recommended the City Commission introduce an ordinance on first reading to amend Section 47-23, Specific Location Requirements of the City's Unified Land Development Regulations (ULDR) to amend Section 47-23.5 to provide specific on-site location criteria for buildings and structures located within business and industrial zoning districts and Section 47-23.9 amending provisions to permit encroachment of certain pedestrian amenities within the required Interdistrict Corridor and to create a process to permit a request for a reduction of the required Interdistrict Corridor.

Background

On January 15, 2014 the Planning and Zoning Board (PZB), acting as the Local Planning Agency (LPA), conducted a review of the proposed amendments and, upon finding they are consistent with the adopted comprehensive plan, unanimously recommended approval of the proposed amendments (case T14001). The PZB staff report and January 15, 2014 PZB minutes are attached as **Exhibit 1** and **Exhibit 2** respectively.

Staff is proposing an amendment in an effort to enhance the public realm and pedestrian connectivity along many of the City's main corridors by creating a 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-model 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 these 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.

- 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 preserve 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.

To review the proposed ordinance, please see **Exhibit 3**.

Resource Impact

There is no fiscal impact associated with this action.

Strategic Connections

This item corresponds to *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the **Infrastructure Cylinder of Excellence** and **Neighborhood Enhancement Cylinder of Excellence**, specifically advancing:

- **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.

Attachments:

Exhibit 1 – PZB Staff Report

Exhibit 2 – January 15, 2014 PZB Minutes

Exhibit 3 – Proposed Ordinance

Prepared by: Anthony Greg Fajardo, Zoning Administrator

Department Director: Greg Brewton, Sustainable Development