

City of Fort Lauderdale

City Hall
100 North Andrews Avenue
Fort Lauderdale, FL 33301
www.fortlauderdale.gov



Meeting Minutes - APPROVED

Tuesday, June 2, 2015

12:00 PM

Development - Part III

City Commission Conference Room

CITY COMMISSION WORKSHOP

FORT LAUDERDALE CITY COMMISSION

JOHN P. "JACK" SEILER Mayor - Commissioner
ROBERT L. McKINZIE Vice Mayor - Commissioner - District III
BRUCE G. ROBERTS Commissioner - District I
DEAN J. TRANTALIS Commissioner - District II
ROMNEY ROGERS Commissioner - District IV

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JONDA K. JOSEPH, City Clerk
CYNTHIA A. EVERETT, City Attorney

Mayor Seiler called the meeting to order at 12:10 p.m.

ATTENDANCE ROLL CALL

Present: 5 - Mayor John P. "Jack" Seiler, Vice-Mayor Robert L. McKinzie, Commissioner Bruce G. Roberts, Commissioner Dean J. Trantalis and Commissioner Romney Rogers

Also Present: City Manager Lee R. Feldman, City Auditor John Herbst, City Clerk Jonda K. Joseph and City Attorney Cynthia A. Everett

Mayor Seiler noted that recommendations from the Fort Lauderdale Council of Civic Associations will be taken up at another meeting. He clarified that they are only dealing with All Aboard Florida, not citywide development issues.

PRESENTATIONS

15-0768 Citywide Development Trends Part III - All Aboard Florida

The City Manager provided introductory remarks, followed by Jose Gonzales, representing All Aboard Florida.

Eric Claussen, representing All Aboard Florida, noted that transit-oriented development is envisioned around the stations. He referred to slides related to this matter. A copy of the slides is attached to these minutes.

Jose Gonzalez, representing All Aboard Florida, continued review of the slides.

Claussen continued review of the slides. Discussion ensued about parking. Commissioner Roberts was concerned about the effect it would have if adjacent to the residential area. Mayor Seiler felt that it should be wrapped in retail or something else. He believed that 2 Street should be more than just a wall.

In response to the City Auditor, Claussen said they have not contemplated constructing buildings above the train line, as is done in Miami. The infrastructure for the building would need to be constructed now.

In reference to slide 15, Commissioner Trantalis commented that he felt the proposed design was on the right track.

Gonzales provided comments in reference to slide 21 – "State Office Site – Redevelopment Concept (Pedestrian Mall – Looking South)" about connectivity and creating a gateway along Broward Boulevard.

Gonzales added that he wished to continue working with City staff to develop a master plan and identify fundamental needs that can be developed into infrastructure. The parking garage is an immediate need followed by the transit-oriented development (TOD).

Commissioner Trantalis pointed out that it should have a tropical feel because that is what people expect when they visit Florida. Commissioner Roberts added that the weather and climate should be considered when determining the need for shade and landscaping elements. Palm trees look good from afar but do not provide adequate shade. Commissioner Rogers stated that this is a major

thoroughfare that people use to get to work. It would be nice to have something fun to look at it. Gonzales agreed that by creating a gateway feel, the thoroughfare would be transformed.

Mayor Seiler opened the floor for public comment.

Laura Croscenco, representing Middle River Terrace Neighborhood Association, advocated for keeping Fort Lauderdale a beach town and was not supportive of the high-rise "cement canyon" look proposed in today's presentation. It will impact the sky view. She agreed there should be more of a greenway. She advocated for non-smoking public areas. Commissioner Roberts pointed out that they want building height downtown. Mayor Seiler agreed that height and density should be concentrated in the downtown area.

Marilyn Mammano, representing Council of Fort Lauderdale Civic Associations, read in part from a document titled "Consensus Statement to City Commission on Development/Density," which is attached to these minutes.

Ron Centamore, president of Progresso Village Civic Association, said the Association's membership voted to support All Aboard Florida following a previous presentation. They believe that the TOD and development in that area will spark redevelopment westbound and northbound and will improve their neighborhood. Additionally they support extending the downtown Regional Activity Center (RAC) west of 7 Avenue and north to Sunrise.

Abby Laughlin, representing Central Beach Alliance, questioned how the Innovative Development (ID) would impact traffic and transportation. She requested a chart listing TOD guidelines and ID guidelines. She noted that there was previous discussion about the City getting credits for The Wave streetcar, All Aboard Florida and other transit methods but it was mentioned that the County disagreed; she wanted to know whether that matter has been resolved and what calculations would be used. The City Manager said they are still in discussions. They are reviewing parameters of the model in order to show the potential transportation impacts. They are trying to resolve the matter at the staff level.

Commissioner Rogers questioned whether a TOD has been defined other than as a zoning district. The City Manager advised that there are well-defined criteria that have been adopted and promulgated. He was unsure whether it would be fair to try to develop a nexus between the TOD and ID. Laughlin clarified she is attempting to understand it in the context of transportation services.

The City Manager advised that the concept of a TOD, where there are specific transportation hubs, is to encourage walkable areas because they have access to transportation. That is separate from IDs. It still has to address transportation issues and traffic issues. He confirmed for Commissioner Trantalis that the TOD is in the RAC. Commissioner Roberts noted that there are commonalities but they are not specifically tied together. Mayor Seiler wanted to keep them separate. The downtown location is ideal for higher density, greater height and mixed use that can be successful on multiple layers. Commissioner Trantalis noted that is consistent with the TOD. Laughlin said she wanted to ensure that the ID does not contain the same density and height.

Mary Fertig, president of Idlewyld Improvement Association, said she and neighboring associations hope that future traffic studies for major developments will occur during peak season. They also wanted an emergency services impact study for all major new development. They would like to see no more road diets but rather an analysis of how to use surrounding streets more effectively. She asked that meetings addressing development impacts be held at a time other than summer when people are out of town. There is a great opportunity to build in extra parking – perhaps even free parking – to the area as it is being developed. She encouraged the Commission to plan development for all residents

not just millenials.

Bob Moss, representing Moss Construction, felt that All Aboard Florida would be positive and beneficial in the long run. He advocated for All Aboard Florida and the planned project.

There was no one else wishing to speak.

There being no other matters to come before the Commission, the meeting adjourned at 1:21 p.m.

FORT LAUDERDALE

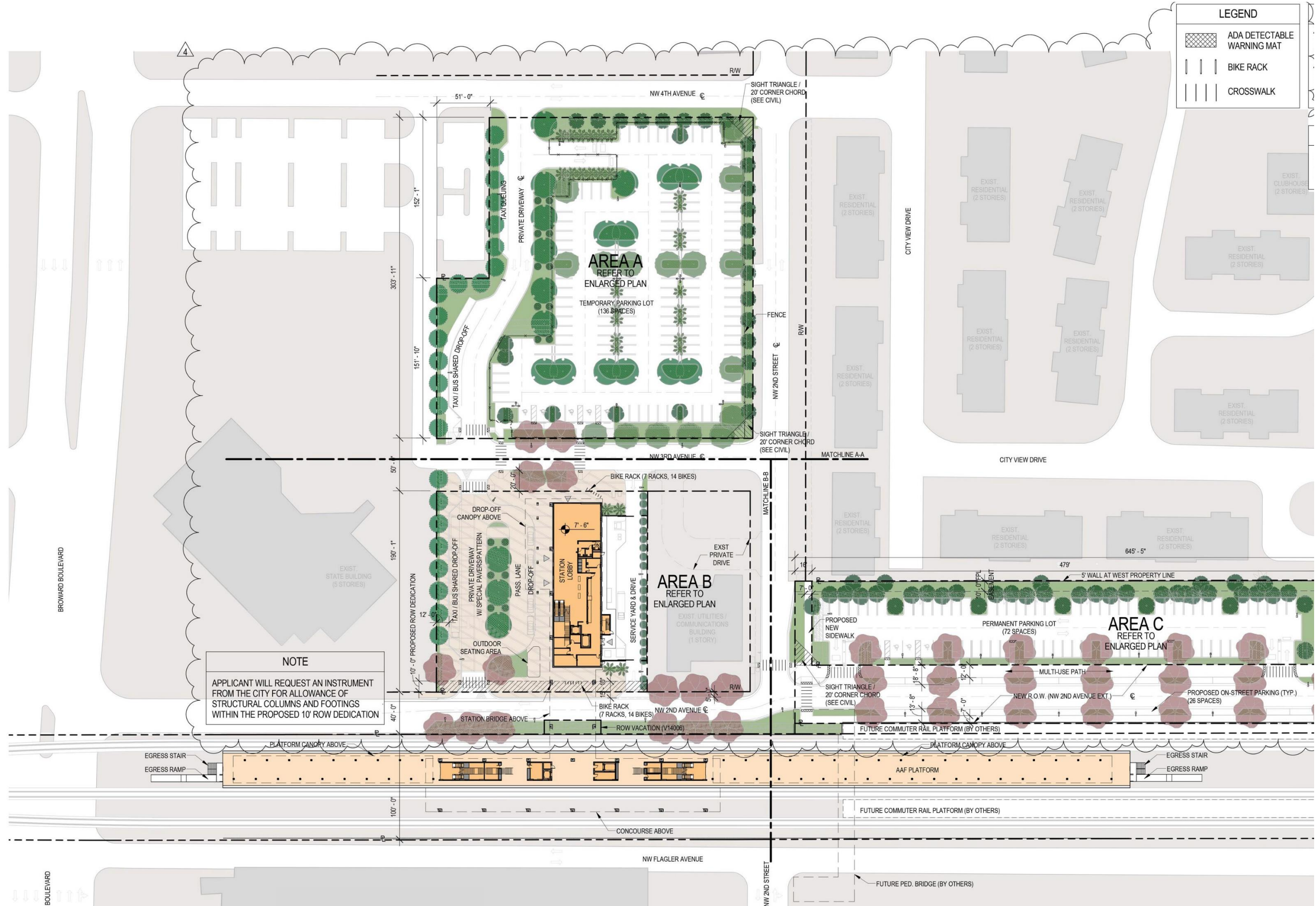
TOD DISTRICT DEVELOPMENT WORKSHOP



STATION STATS

- 60,000 SF – 30,000 conditioned
 - 30,000 SF platform
- 860' x 35' platform – accommodates growth to 10 cars (500 seats) + locomotives
- Lobby outside ROW with 2,000 SF retail space adjacent
- Passengers go up to bridge over NW 2nd Ave
- 200 seat lounge with F&B offerings over platform
- Extension of NW 2nd Ave to 4th St (new City ROW)
- Currently +/- 250 surface parking spaces







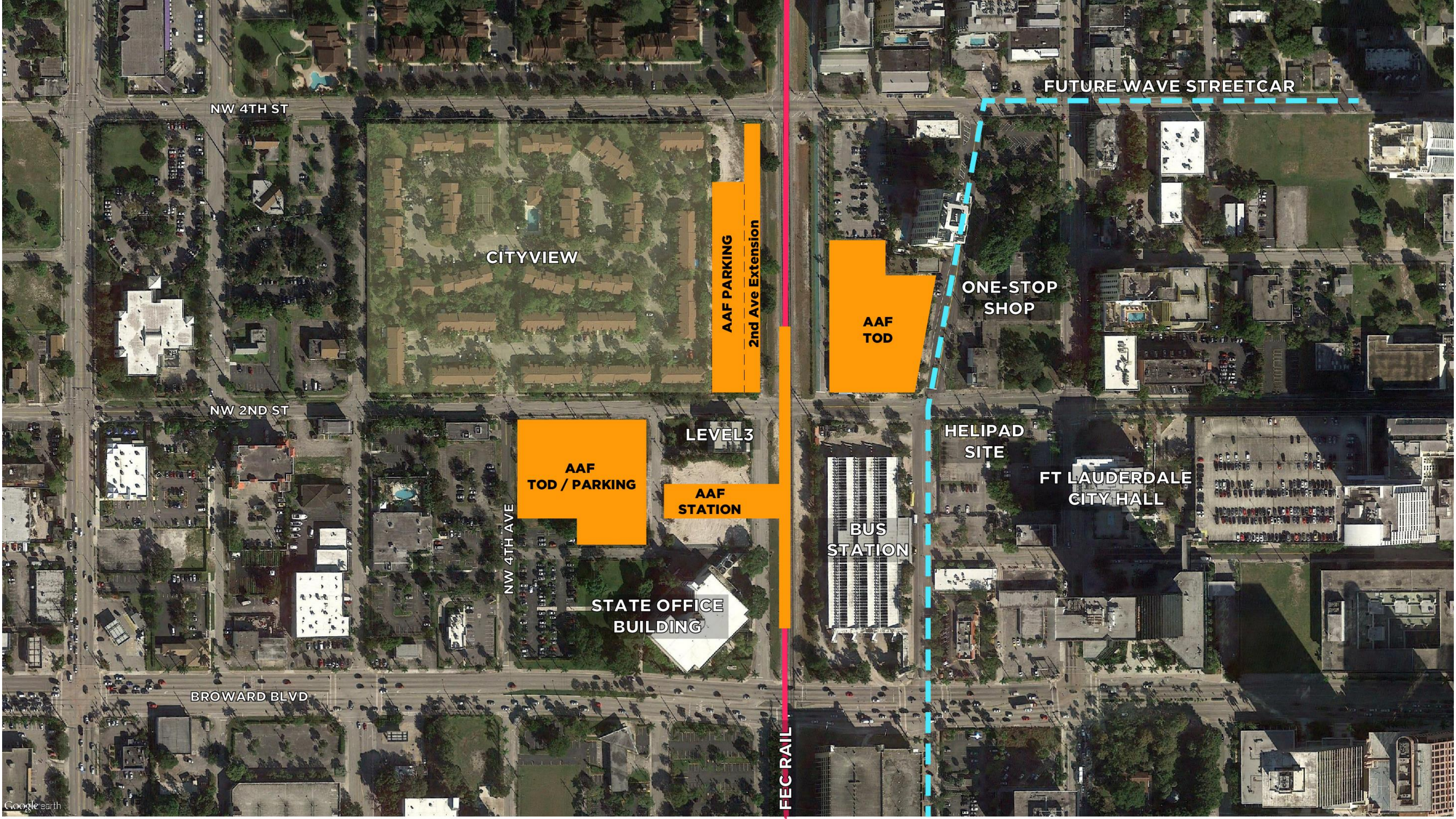


STATION PROGRESS

- 2nd St crossing closed
- Air rights vacated for bridge over 2nd Ave (Commission approval November 2014)
- Revocable license approved for 18 month road closures (Commission approval 03/03/15)
- DRC approval – in Commission call-up period
- Work in FEC ROW started
 - By-pass track
 - Station foundations/drainage



TOD DISTRICT



NW 4TH ST

CITYVIEW

AAF PARKING
2nd Ave Extension

NW 2ND ST

AAF
TOD / PARKING

LEVEL 3

AAF
STATION

STATE OFFICE
BUILDING

BROWARD BLVD

FEC RAIL

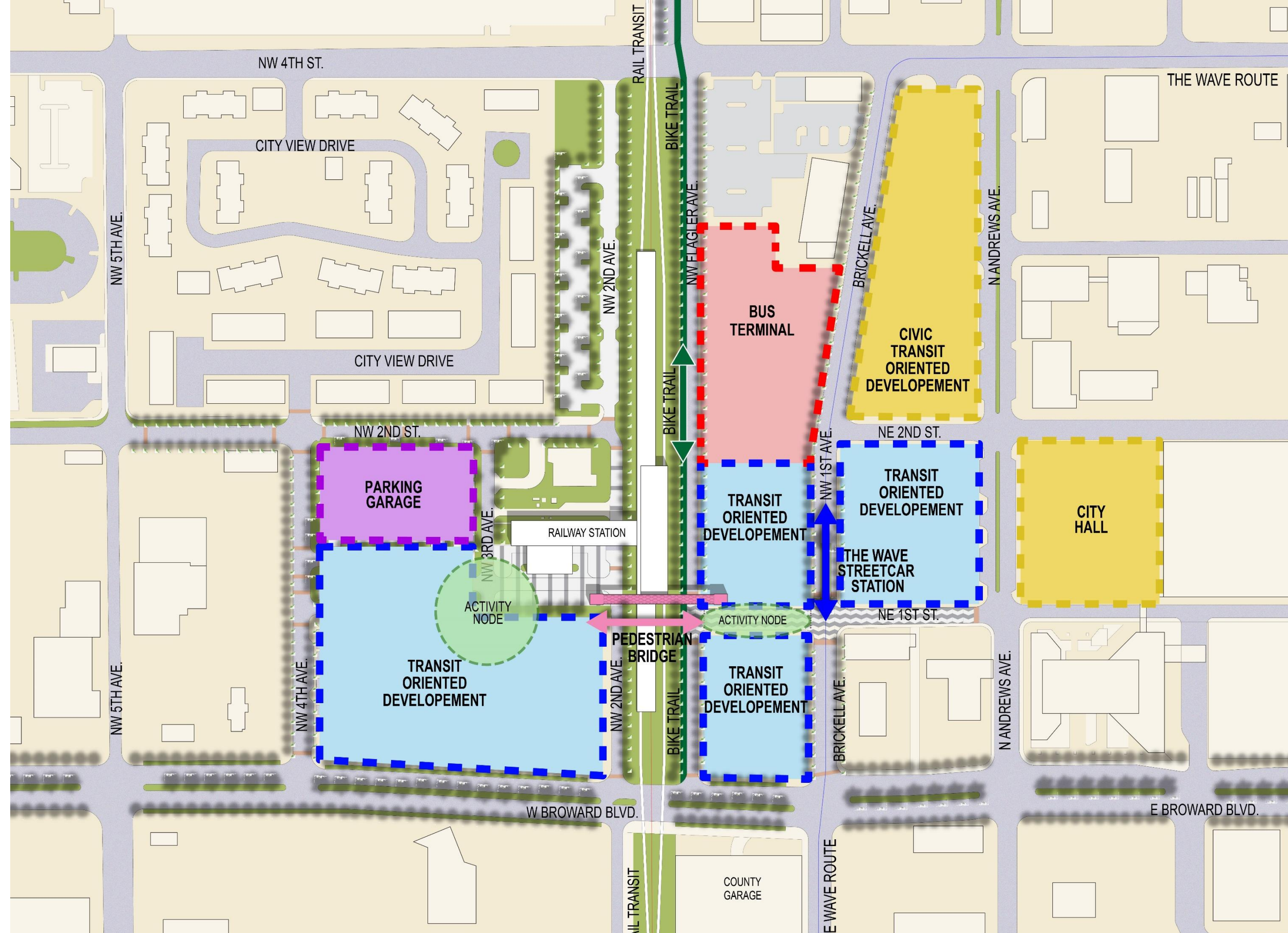
AAF
TOD

ONE-STOP
SHOP

HELIPAD
SITE

FT LAUDERDALE
CITY HALL

BUS
STATION



TOD DISTRICT – WORK IN PROGRESS

EAST SIDE

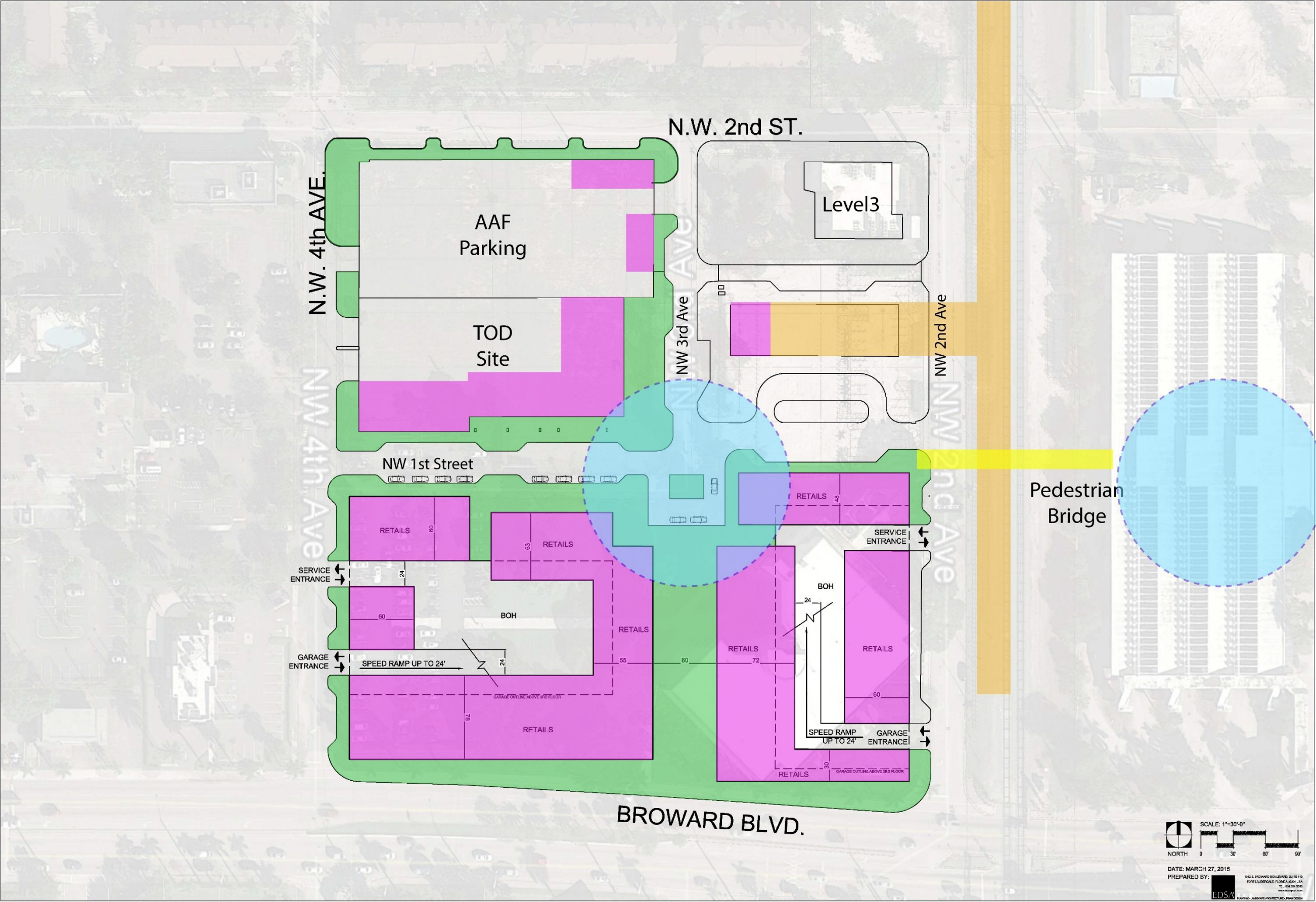
- Helipad / Block K swap proceeding
- County RFP for bus facility redevelopment due out

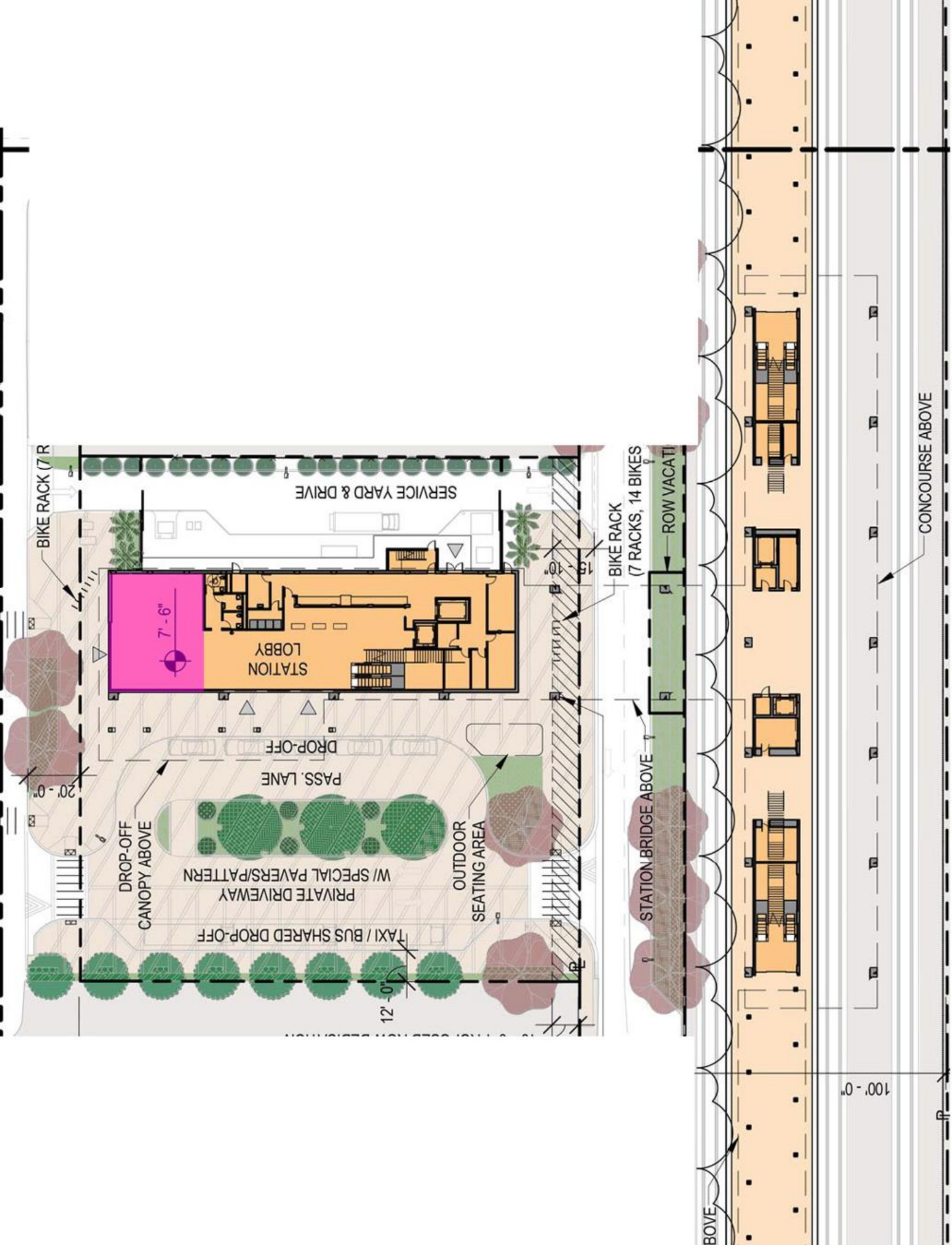
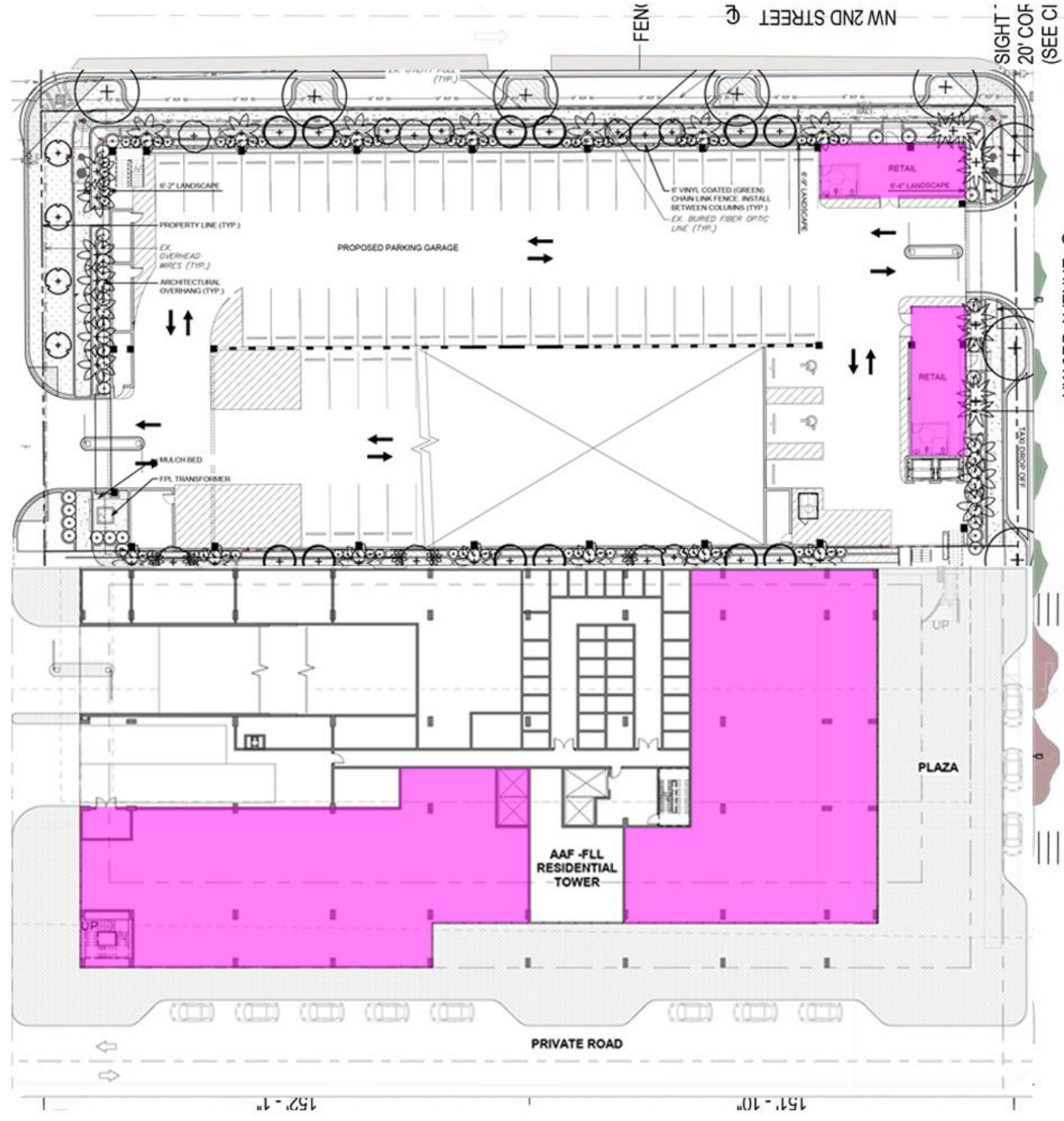
WEST SIDE

- AAF parking garage – DRC application pending
- AAF TOD #1 – concept designs
- High level concept – state office redevelopment



AAF - FLL DISTRICT/SITE PLAN











AAF TOD Site

Residential Option (250 +/- units)



AAF TOD Site

Office Option (150,000 +/- SF)



State Office Site – Redevelopment Concept

Broward Boulevard Side



State Office Site – Redevelopment Concept

Station Side



State Office Site – Redevelopment Concept

Pedestrian Mall – Looking North



State Office Site – Redevelopment Concept

Pedestrian Mall – Looking South



NEXT STEPS

- City / AAF develop further TOD District master plan
- Coordinate w City / CRA / MPO to identify infrastructure needs and funding mechanism
- AAF needs to proceed with garage planning approval – deliver 500+ spaces for start of rail service



Council of Fort Lauderdale Civic Associations Consensus Statement to the City Commission on Development/Density

The Council of Fort Lauderdale Civic Associations believes that the City of Fort Lauderdale should encourage human-scaled neighborhoods over urban sprawl, multiple transportation modes over automobile dependence and orderly, predictable development patterns that balance growth with neighborhood preservation.

We feel strongly that Fort Lauderdale should:

- ✓ Encourage transit-friendly office, commercial and multi-family residential development within high density, mixed-use activity centers (ex: Downtown RAC, S. Andrews Ave/SRAC) surrounded by lower density/single-family neighborhoods, parks and natural amenities.
- ✓ Discourage *unsustainable*, inappropriately-scaled development on the barrier island.
- ✓ Continue to explore new opportunities for growth in the Uptown district and along the major identified corridors. However, until planning for a predictable and acceptable level of density and design is agreed upon, new large-scale projects should be discouraged or subject to further review.
- ✓ Provide greater incentives for sustainable development that utilizes solar, wind, and other alternative energy sources to power the projects' needs once built.

With 3 annual Neighbor Surveys pointing to traffic flow/congestion as the single biggest challenge facing the city, **increased large-scale development and density should be encouraged only in sections of the city that either presently have the necessary transportation and self-supporting infrastructure (places of employment, shopping, food choices, etc.) in place to mitigate traffic flow issues or in sections of the city where it is planned and financed for the immediate future.** For example, the Council would be generally supportive of density development along the phase 1 route of the Wave Modern Streetcar as it would be conducive to place more housing where residents have public transportation options. We also strongly support more transit options to airport, beach and the port to reduce car trips.

Further, we believe that growth and neighborhood strengthening can be accomplished by committing to the following:

1. We advocate an acceleration of improving neighborhood streets deemed critical for the movement of people by all methods of transportation; specifically sidewalks, bike lanes, crosswalks, lighting, street striping, and details outlined in "**Complete Streets**" and "**Connecting the Blocks**". We would not be supportive of large-scale residential construction moving forward in any neighborhood unless these aspects of planning are either in place or planned and financed in part or wholly by the developer.
2. We support promoting distinctive, attractive neighborhoods and local business districts with a strong sense of place, including the rehabilitation, re-use, and protection of structures of importance; specifically, we support emphasizing and protecting existing community assets such as community centers, existing or planned parks, waterway access points and vistas, historic structures, etc.
3. We support responsible, compatible growth in existing neighborhoods. For example, more needs to be done to preserve the general character of established neighborhoods that have developed over time. In-fill residential development (i.e., duplexes, cluster dwellings, etc.) has often become out of character with the pre-existing built environment and we request a review and modification of height and bulk allowances for new construction on existing lots in residential neighborhoods that are mostly composed of older stock, single family homes. Regenerate and implement the recommendations of the ULDR Modifications Plan outlined in the **Neighborhood Development Criteria Revisions Project (NDCR)**.
4. We want development decisions to be predictable and fair. While the Council supports flexibility from time to time for truly innovative development proposals that will enhance the community, we would prefer that Staff and Citizen Boards either stop or limit exceptions to our building codes and zoning regulations, especially within or nearby highly established and traditional neighborhoods.
5. **Continue to encourage and foster neighborhood participation as early as possible in development and density placement decision-making.**