

Development Patterns

Framework of the Local Planning Process

City of Fort Lauderdale, Florida



Context Plan Development Performance
Zoning Mass & Scale | Light & Air Downtown Plans
Professional Staff Comprehensive Plan Transit
Oriented Development Design Guidelines
Incentive Zoning Planning Principals Best Practices
Planning Process Existing Conditions City Vision
Design Guidelines Commission Districts Major Cor-
ridors Beach Transportation Connectivity Zoning Code
Public Participation Strategic Plan ULDR
Form-Based Code Euclidian Zoning Press Play
Fort Lauderdale Quality of Public Realm Master
Plans Community Partners Master Plan Quality
of Public Realm

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Development outcomes are influenced by the following factors:

- *The adopted City's documents that establish the legal framework for development;*
- *Public participation which is instrumental in ensuring community interest is represented;*
- *Intellectual asset of staff bringing a wide set of skills and knowledge into the planning process;*
- *Considerations of community character that gears development towards context sensitive solutions.*
- *As part of the public participation process, the City Commission has a leading role in guiding staff and policy setting policy directions, which are legislated by zoning and land use regulations;*
- *Aside from the internal factors that shape the development patterns, market forces also have an influential role in the dynamic of the City's development patterns.*

Summary

This background paper provides an overview and a framework of the City's development patterns and the planning process. The document was prepared in anticipation of a City Commission workshop to discuss development, scheduled for January 21st, 2015. This paper is not meant to be inclusive of all the specific requirements and factors that make up the development review process, but it does provide a good overview of the major aspects that guide development outcomes.

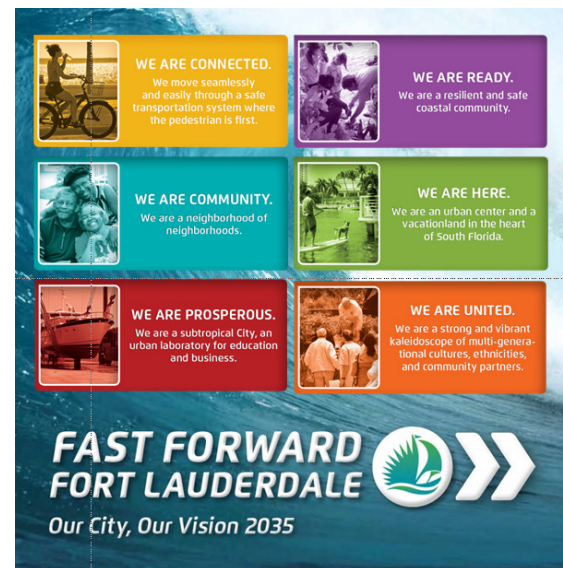
As additional resources the following maps are provided as part of this document and attached as separate exhibits:

- Development Applications 2009-Present
- Regional Activity Centers (RAC) inventories
- Downtown Recent Development Project Map
- Central Beach Recent Development Project Map
- Zoning Patterns
- Flex Zones Map
- Flex Zones Inventory

Documents

City Vision and Strategic Plan

Through the **City's Fast Forward Fort Lauderdale**, the 2035 Vision Plan and subsequent **Press Play 2018 Strategic Plan**, the City has set the goal of neighborhood enhancement to allow neighborhood development to become more mixed-use, diverse, and sustainable throughout Fort Lauderdale. These two documents set the foundation for any proposed changes to the City's Land Use Plan and Unified Land Development Regulations. The right mix of uses and development patterns will promote a pedestrian-friendly, visually-interesting, safe, and connected environment, helping to physically and socially connect our community.



More specifically, the **Press Play Fort Lauderdale Strategic Plan 2018** initiative, included in the *Neighborhood Enhancement Cylinders of Excellence*, specifically advance:

Goal 6: Be an inclusive community made up of district, complementary, and diverse neighborhoods.

Objective 1: Evolve and update the land development code to balance neighborhood quality, character, and livability through sustainable development.

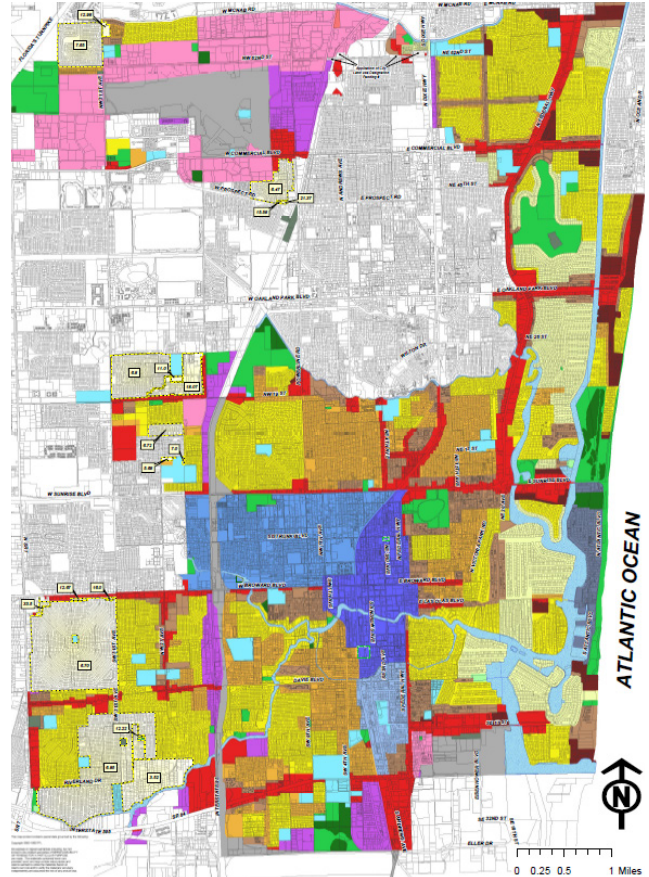
Initiative 1: Examine land-use patterns and neighborhood development trends to recommend changes to the Unified Land Development Regulations (ULDR) for optimal neighborhood growth, including parking, landscaping, setbacks, change of use and reuse, etc.

Comprehensive Plan

The **City's Comprehensive Plan** provides the blueprint for orderly and sustainable land development over the next decade and beyond. City staff is currently working with a consultant team to prepare an evaluation of the City's Comprehensive Plan, which has been identified as a Commission Annual Action Plan deliverable for fiscal year 2015. The City's Comprehensive Plan also includes the Future Land Use Map which establishes density and use patterns. The City's comprehensive Plan is required to be consistent with the County's Comprehensive Plan.

Through the Evaluation and Appraisal Report process, the City of Fort Lauderdale intends to ensure that the Comprehensive Plan reflects topics included in the Fast Forward Fort Lauderdale 2035 Vision Plan, as well as goals and initiatives defined in the Press Play Fort Lauderdale 2018 Strategic Plan. The Strategic Plan's Cylinders of Excellence focus on Infrastructure, Public Places, Neighborhood Enhancement, Business Development, Public Safety and Internal Support Platforms. The updated Comprehensive Plan will also focus on these key themes, in addition to other important topics such as climate change and resilience, sustainability and energy conservation, multi-modal transportation and connectivity, mix of housing, urban design that furthers sense of place, and future land uses and density.

At this time, Broward County has also initiated a substantial overhaul of their Land Use Plan entitled #BrowardNext, working with the 31 municipalities to make sure they reflect current and anticipated growth and priorities. This will include a focus on aspects such as transit, climate change, and economic development, and include considerations for potentially streamlining land uses to create one mixed-use designation and simplify approvals.



City Of Fort Lauderdale
Official Future Land Use Map | October, 2012

Zoning Code | ULDR

History

The **City's Zoning Code**, known today as the **Unified Land Development Regulations (ULDR)** dates back to the 1920's and has evolved over many years to address ever changing development patterns, by regulating building height, bulk, mass, density and intensity allowances, and permitted and conditional use requirements, with the intent

of protecting the health, safety and welfare of the City as growth occurs. The current ULDR consist of 15 Articles with various sections and subsections that work together to outline requirements for uses, parking and landscaping, among other regulations, to address appropriate development patterns of residential, commercial or mixed nature.

The last substantial overhaul of the City's Code was completed in 1997 in order to address the Goals, Objectives and Policies of the City's Comprehensive Plan, community concerns, development patterns, and preceding studies. Many of the amendments related to regulations that dealt with specific standards such as height, setbacks, floor area, distance separation, and consequent changes to certain zoning districts and specified uses, in order to include provisions for guiding density, change of land use, and associated processes for application and development review. The Code amendments served to provide enhanced balance between permitting growth and redevelopment, while ensuring that existing neighborhoods are protected from potential negative impacts as a result of the growth.

Types of Zoning

The **City's Zoning Code** represents the legal framework for development and planning principles established in the Comprehensive Plan. Code amendments are periodically undertaken to address the on-going changing conditions and demands of the City and to advance the City's vision and associated goals and initiatives, tied today to the Vision and Strategic Plans. Over the past three years the City has adopted 24 amendments to the ULDR, which is more than the City has adopted over the past eight years combined, in order to bring the code up to date with current industry standards.

The **City's Zoning Code** includes a variety of methods to address the complexity and diversity of conditions throughout the city, categorized as the following:

Euclidian Zoning: Traditional zoning based on the separation of uses. (Quantitative regulations for zoning districts, based on size, height, parking, etc).

Performance Zoning: Effects-based zoning concept centered on qualitative performance standards and flexibility (i.e. Innovative Development (ID) zoning, Neighborhood Compatibility criteria)

Incentive Zoning: "Rewards" are provided or requirements lessened to meet urban development goals or provide trade-off for specific public benefits (i.e. Expedited Development Review)

Form-Based Zoning: Focus on patterns and appearance to foster more predictable results in the built environment, by using physical guidelines to organize development principles (i.e. Downtown Master Plan)

Euclidian Zoning

The current Zoning Code (ULDR) is organized primarily as a Euclidian Zoning Code that provides for uses by right or allowed as conditional, with associated development standards for a set of defined zoning districts. The code includes a specific list of prescribed standards such as maximum structure height, length, minimum setbacks, lot

coverage and distance between buildings. However, it does not always address context-specific design.

For example the ½ the height setback requirement that is currently part of the City's code for many of the higher density residential zoning districts, calls for one foot of setback for each foot of building height. This requirement can create a pattern of lower story buildings closer to the property lines or taller buildings centered on the site with little relationship to the public realm. However, this requirement does not necessarily provide for a pattern of development that is consistent or appropriate within the context of an area.

In considering appropriate setbacks, the analysis could include assessing sufficient separation for light, air, provision of views and sufficient pedestrian area with a street framework supporting a positive public realm experience. The existing regulation's intent permits application for relief with provision for additional scrutiny through the site plan level III (Planning and Zoning Board) review process, however it does not provide for certainty in the review and approval process.

Since unique characteristics of each site require regulations that encourage context-sensitive development, over time the City has also incorporated examples of other types of zoning regulations as described below.

Performance Zoning

Performance zoning is a land use planning concept that is intended to establish performance standards as opposed to minimum requirements, accommodating for physical or social site conditions. Performance zoning examples include the City's Neighborhood Compatibility Criteria provisions and the Innovative Development ordinance.

Neighborhood Compatibility: Existing Neighborhood Compatibility criteria include performance standards requiring developments to be "compatible with, and preserve the character and integrity of adjacent neighborhoods... include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects... These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts."

Often new development or redevelopment represents a change to existing site conditions. In many areas, several lots may be combined to yield a larger project. The building size and associated parking needs may result in a project which changes the existing development fabric. This can affect the perception of the rhythm and scale of building fronts along a block as well as the degree of open space seen traditionally. Along zoning district edges or in places where two different zoning boundaries abut, there may be significant differences in the scale of buildings that occur. For example, where a higher-density zoning district lies adjacent to a single-family zone, a much taller building may be constructed than existing in the abutting district. How development along these edges redevelops is assessed and transitions are considered.

Innovative Development Ordinance: The Innovative Development (ID) zoning district is intended to allow

development incorporating innovative elements that are not otherwise permitted under the Unified Land Development Regulations by demonstrating “substantial, significant and recognizable improvements to the neighboring community and city in general” and using “land resources more efficiently through compact building forms, infill development, and street design standards that encourage safety, sustainability, and multi-modal connectivity, and promote the best possible environment.” The standards are also intended to “promote flexibility of design and permit diversification and integration of uses with a focus on the relationship of proposed buildings to neighboring properties, streets, and public spaces including: massing, scale, façade treatment and articulation, with a particular focus on ground floor activity and the appropriate placement of pedestrian and vehicular entrances, parking and service that limit pedestrian and vehicular conflicts, and create an exceptional urban environment”. The review process is concurrently expected to establish limitations and conditions as deemed necessary, and encourage early community participation.

Incentive Zoning

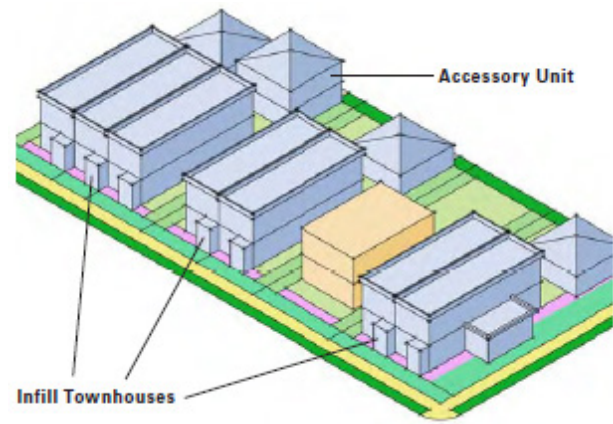
Incentive Zoning is based on rewards given to meet urban development goals or public benefits. While some incentive zoning regulations focus on relaxation of zoning restrictions others establish specific criteria, which if met, can reduce the number of steps in the review and permitting process, in an effort to expedite development review.

Form-Based Code

An example of a form-based code as currently utilized in the City includes the Downtown Master Plan. Form-based regulations are based on zoning patterns that focus on the physical form and certain defining characteristics for each area. They address buildings in context of their surroundings by focusing on the relationship between the public and private realm along streets. Standards guide appropriate mass, scale and forms, based on a particular area, and are typically represented in physical diagrams to clearly illustrate the design. However, while the benefits provide more certainty, form-based codes are often criticized for being too prescriptive, not allowing as many creative design solutions based on each unique site.



Street section portraying 8-story building options



Plan of corner and mid-block infill townhouses

Levels of Site Plan Review

Applications for development within the City are accepted and administered by the City's Sustainable Development Department as part of a comprehensive development review portal. Prior to permitting, more significant development applications that meet level of review thresholds as identified below, are reviewed through the Development Review Committee and subsequently processed by staff through the appropriate review channel, depending upon the nature of the development. All applications are reviewed comprehensively by a team of staff representing various city divisions.

Types of development applications submitted via the development review portal include:

Site Plan Level II

Review and Approval by Development Review Committee (DRC)

- New nonresidential > 5,000 SF
- Residential 5 units or more
- Nonresidential use within 100' of residential property
- Redevelopment proposals (threshold)
- Change in use (if greater impact)
- Residential unit allocation in the Downtown (CC approval)

Site Plan Level III

Review by DRC, Approval by Planning & Zoning Board (PZB)

- Conditional use
- Parking reduction
- Flex allocation
- Cluster development
- Modification of setbacks (RMM-25, RMH-25, RMH-60)
- Waterway use (some exceptions)

- Vacation of easement (CC approval)

Site Plan Level IV

Review by DRC, Recommendation by PZB, Approval by City Commission

- Rezoning (DRC review not required)
- Innovative Development
- Plat approval
- Public purpose use
- Land use amendment
- Specific development, Central Beach yard modifications
- Vacation of right-of-way

Master Plans | Design Guidelines

The City's development criteria include a blend of standards and guidelines. Standards tend to be more predictable and prescriptive, using fixed dimensional values such as minimum setbacks. Another tool is design guidelines, which establish a clear intent, but focus more on the quality of design. These are more discretionary and require interpretation to determine compliance. Coordination of these tools is important as a "one-size-fits all" approach may not always be effective. Sometimes more context-sensitive responses are needed and may not be applied consistently throughout the City.

Design Guidelines are generally established as part of Master Plans, which are adopted to direct development in various areas of the City.

Downtown Master Plan

The City Commission adopted the Consolidated Downtown Master Plan on November 18, 2003 after broad input from various stakeholders, including residents, business leaders, property owners, developers, Downtown Development Authority and other organizations. The Plan serves as a guide for development projects and sets forth the City's vision for the future of Downtown Fort Lauderdale. It details the Downtown's potential and provides a blueprint for creating an active urban center with a variety of public spaces and transportation options as well as a mix of uses, including housing, shopping, employment and entertainment opportunities. The Downtown Master Plan's successful implementation has been driven by the cooperation between the public and private sectors and has already resulted in many new projects that help carry out the vision for Downtown Fort Lauderdale.



Downtown Master Plan

Transit-Oriented Development Design Guidelines

A vital component in supporting the City's vision to enhance the quality of life through connecting communities, creating walkable streets and offering easy access to mass transit services is the update to the City's Downtown Master Plan to incorporate Transit Oriented Development (TOD) guidelines. The purpose of the proposed TOD guidelines is to guide and encourage future development within proximity to premium transit stations, while aligning the current Downtown Master Plan design guidelines with current and planned transit initiatives. The guidelines aim to create pedestrian-friendly, vibrant station areas to support the continued growth of the Downtown as a live, work, and play environment. They address design, density, and parking standards in order to create a more compact development pattern that supports transit, walking, and biking.



The Wave Streetcar

Department of Sustainable Development staff is currently in the process of updating the City's Unified Land Development Regulations to implement land use and parking standards included in the City's transit oriented development (TOD) guidelines, which were adopted by City Commission in February 2014 as part of an update to the City's Downtown Master Plan.

The City's Economic Strategic Action Plan advocates for the Wave Streetcar expansion to connect Downtown with Airport, Convention Center, Seaport and the Beach. Fort Lauderdale's streetcar system seeks to create a

more livable community by integrating land use, transportation and economic development, by connecting Downtown's many points of interest to the regional transit network. This in effect increases foot traffic through improved pedestrian amenities, providing growth in the urban core and serves as a catalyst to advance the planned, regional rail systems.

NWRAC Master Plan

Currently on the way to completion, the NWRAC Master Plan amendment is intended to further the City's goals by amending the Northwest Regional Activity Center (NWRAC) zoning regulations and implement design guidelines for the area. The Sistrunk Boulevard Corridor Improvement Project has become a catalyst to encourage development and redevelopment within the Northwest Progresso-Flagler Heights Community Redevelopment Agency (CRA). This effort, along with other efforts by the CRA throughout the years has encouraged positive sustainable redevelopment of the area. At this time the focus has progressed to developing guidelines that will further the goals of establishing a long term sustainable development approach that will have immediate, short-term and long-term impacts on the study area and the lives of the residents who live here.

The 2006 Sistrunk Boulevard Urban Design Improvement Plan and 2008 NPF CRA Implementation Plan both outline methods that are designed to guide future development of the Northwest Regional Activity Center and the

Northwest Progresso-Flagler Heights Community Redevelopment Agency. Through a comprehensive public planning process that included stakeholder interviews and design charrettes that were held for each plan, a vision has been developed for the area. Subsequent to significant public input, the Department of Sustainable Development is in the process of implementing this vision through adoption of new zoning regulations and design guidelines much in the same manner as the Downtown Master Plan and the Central Beach Master Plan.



Sistrunk Boulevard Corridor Improvement Project

Central Beach Master Plan

To advance City's Vision of creating memorable places that would bring about a sense of place and an exciting tourist destination, the City is in the process of refining the Central Beach Master Plan effort initiated in 2008. Following a series of public input meetings, various public realm improvement opportunities were identified and design principles for guiding private development were established. A significant amount of private development and public investment has occurred on Fort Lauderdale's barrier island over the past 30 years, creating one of South Florida's most notable destinations. As we move forward with the Central Beach Master Planning Process, we intend to build upon previous work, reconfirm community preferences and take additional comments in order to set clearer development standards and future improvements. The focus of the plan remains on creating a more comfortable, pedestrian-oriented beach environment, framed with appropriately-scaled, mixed use buildings that help create a vibrant, active resort and residential community.

In order to integrate community input, the Department of Sustainable Development organized a Community Focus Meeting on November 16, 2013 held at the Hilton Hotel on Fort Lauderdale Beach. The meeting was attended by over 130 participants who offered their vision for the North Beach Village area. The goal of the workshop was to involve the community in helping to identify improvements in the area and recommendations for future changes. The forum was an opportunity for residents to express the changes they would like to see in the North Beach Village in the context of the overall Central Beach and its connectivity to the other areas. The meeting focused on improving predictability of the development process through appropriate building design and streetscape standards, as well as other improvements that promote public interaction and an attractive, vibrant and sustainable beach resort and residential environment.

The Neighborhood Development Criteria Revisions (NDCR)

The City is made up of a variety of residential neighborhoods, which were mostly developed under zoning code requirements established during the mid-twentieth century. In recent years many of these neighborhoods have

experienced significant redevelopment pressure due to increased demand for housing, including a change in the type and size of housing. In response to this pressure, the Neighborhood Development Criteria Revisions (NDCR) project will evaluate the regulations that address mass and scale in residentially zoned areas. The project will include active public participation to collect information on development patterns and better understand community concerns. The project provides the opportunity for City staff and the community to work together to create a vision for future redevelopment patterns that best foster desirable neighborhood character and livability. It is envisioned that the project's recommendations will lead to modifications to the City's Unified Land Development Regulations (ULDR) to implement the community vision for residential neighborhoods.

The first draft of the recommended changes to the City's residential zoning code was released in May 2010. Since that time, City staff has held numerous meetings with the Planning and Zoning Board and interested stakeholders. In late 2012/early 2013, Phase II of the project began, which included the revised zoning code text and design renderings for various residential building types. In January 2013 staff developed a project completion and implementation strategy for this phase. The new project management team met in March 2013 to discuss the overall approach to the project, scope of work, and project schedule. Based on this meeting, a restart of the NDCR project was decided and the hire of an outside consultant will be assigned to complete the project.

Best Practices | Intellectual asset

The changing environment, economic conditions and aging infrastructure and the City's built fabric require looking into resources outside of the adopted documents, as well. Using best practices and continually keeping informed with new development trends and academic research findings is essential in addressing the continuous changing conditions.

Professional Staff

Professional staff plays an instrumental role in promoting quality development by exercising professional judgment in the review process and in drafting and implementing ULDR regulations, master plans and design guidelines. Professional planners, engineers and landscape architects examine the applicability of planning theories, methods, research and practice and standards to the facts and analysis of each particular situation. In addition, ethical requirements of the profession entails that staff continues to enhance the professional education and training, ensuring that adequate information is employed in the planning process.



The Urban Design and Planning Division

The Urban Design and Planning Division benefits from a well versed, accredited staff: urban planners, architects, landscape architects and engineers. As accredited staff by different national agencies, the AICP certified planners, registered landscape architects and professional engineers carry a high mark of distinction, meet rigorous standards, maintain their expertise through continuing education, and serve community interests.

Planning Principles

In addition to Code provisions, the review process is also based on referencing best practices and good planning principals that have proved to be successful outside of our City. The adopted documents that provide the basis for the planning review present their limitation due to the difficulty to draft regulations that address the unique conditions of each site. Different major planning principals are taken into account when assessing the quality of the urban space of proposed developments.

Mass & Scale | Light & Air

The mass and scale of proposed structures are always considered in the context of each neighborhood. The mass and scale are assessed based on the character and pattern of development in a particular area. Considerations include determination of building dimensions including floor plate size and associated provisions for light and air, mitigating building scale at the pedestrian level by incorporating building tower step-backs beyond the podium.

In addition architectural treatments and design elements such as generous glass treatments and balconies can help to reduce the impact of building mass and activate building façades. Liner parking garage uses and/or distinctive parking garage screens and other architectural features can also further animate buildings. A human-scaled pedestrian experience, including enhancements to the streetscape environment also become very relevant in evaluating new developments.



Grand Birch before



Grand Birch after

Quality of Public Realm

The public realm is influenced by streetscape character. Streetscape elements include features within the public right of way, as well as those that may abut it, which are collectively perceived to be part of the public realm. These include the street itself, a sidewalk, a drainage swale, landscaping and the building façade that fronts the right of way. Combined they portray a distinct setting. Some places reflect a more suburban context with a “soft” edge to the roadway and plantings along the street edge, while others are more urban with defined street edges and more ample sidewalks.

Promoting walkable, active streets is at the forefront of the City's priorities. Through good building and streetscape design the City is creating opportunities to increase physical activity and improve health, while also contributing to reduced energy consumption and greenhouse gas emissions. Increased attention to detail at the ground level helps to break down the building wall and provide a human scale experience. Various architectural elements and site design components create the framework for active streets, including multiple entry points and maximum transparency to help enliven the pedestrian environment. Rich architectural articulation keeps the walk interesting, and signage, shading devices, balconies and porches provide rhythm and visual interest. Building material variation and window patterns help create depth and texture while maintaining a strong street presence, while appropriate sidewalk width provided with urban furniture, shading devices and enhanced landscaping create the framework for inviting pedestrian streets.



Seminole River Landings

Transportation & Connectivity

In older areas of the city, individual building sites are interconnected with traditional sidewalks that provide continuity for pedestrian circulation, but this does not exist in all areas. In addition, the extent to which new development makes use of transit systems and supports the expansion of transit is important. For this reason, building to make use of existing or potential transit routes is more appropriate than building in other locations.

The City of Fort Lauderdale committed to be a fully connected city by 2035, to move seamlessly and easily through a safe transportation system, where the pedestrian comes first. As new development and redevelopment occurs throughout the City, elements such as complete sidewalks, bicycle and pedestrian amenities that encourage interaction between development projects and the street will provide more connected city blocks.

Therefore, understanding patterns of development can help guide broader efforts to strengthen connectivity between the City's destinations, the beach, airport, port, employment centers, retail sub-areas, residential neighborhoods and cultural venues.

Public Participation

Neighbors & Associations, Community Partners and Government Agencies

Public participation is an important element in the planning process. Communicative planning is currently the choice among planning practitioners. The Urban Design and Planning Division promotes open communication that includes an intensive citizen participation process. This approach recognizes that planning operates within the realm of politics, and that it contains a variety of stakeholder interests. The communicative approach of the Urban Design

and Planning division tries to use a rational model as a basis for bringing mutual understanding among all stakeholders. Planners provide the stakeholders with information and bring people together to discuss the issues. Larger scale projects or developments, with a more significant impact within the City or at the regional level, require an open dialog between a variety of stakeholders, such as: different government agencies, neighborhood associations, community partners, etc. The planner's primary function is to assist in forging a consensus among the different viewpoints and to mediate among stakeholders through talk and discussion.



Communicative planning is also concerned how to get citizens actively engaged in the planning process. Planners have the ethical obligation to involve citizens in the planning process. Planners solicit information and invite comments to better evaluate issues. Hence, citizens are actively engaged in the different stages of the planning process: from the initial public outreach of the applicant to the public meetings that lead to the Boards or City Commission decision on the various projects that are being presented for approval. Citizens also have a major role in drafting new ordinances and master plans. The public voices comments, concerns and suggestions during various public participation venues that includes public meetings, workshops, open-houses, round table discussions, etc.

Most recently, the City is in the process of adopting additional measures by incorporating a public participation ordinance to further define ways of engaging stakeholders and applicants early in the development process for more significant development projects.

Commission Districts

The Fort Lauderdale City Commission represents public interest and provides leadership and direction for the City's future as represented by the City's four individual districts. The Commission sets policy decisions based on public input that ultimately drive new ordinances, master plans, development decisions and land use policies.

Context

Community Character

In considering the context and character of surrounding areas, compatibility analysis includes elements such as existing land use and zoning patterns, the fabric of the built environment, existing pattern of buildings, general continuity of mass and scale, yards between the proposed project and adjacent properties, provisions for sufficient public realm, open space, urban design, sufficient light and air to the ground below, opportunities for views and other visual

aspects. These various elements help to define an area's general character.

Downtown

Downtown Fort Lauderdale in particular continues to be an area of the City where development is growing. There are currently approximately 971 residential dwelling units under construction, 2,362 residential units approved and 905 units under review. These residential units comprise of mix of housing options, such as market rate and affordable units, as well as senior living accommodations.

In October 2013, the City Commission approved on first reading a land use plan amendment that will increase the number of allowable dwelling units in the Downtown Regional Activity Center by 5,000 units. This amendment is currently under review by Broward County and is anticipated to be approved in 2015.



Uptown

Late last year an Urban Land Institute Technical Assistance Panel (TAP) investigated strategies that could be used to create a more livable urban village core within the Uptown area, which is located around the Fort Lauderdale Executive Airport, bound by Andrews Avenue and Cypress Creek Road. The area's core is flanked by the C-14 Canal and McNab Road to the north, 57th Street to the south, one block west of Powerline Road to the west, and I-95 to the east.



The Uptown neighborhood is well-positioned for future investment, with good access to regional transportation facilities, higher education institutions, and various corporate facilities within the employment corridor. It is also at a

higher elevation than surrounding areas, making it potentially more resilient to sea level rise. The TAP concentrated on the strategies that could be put in place to drive future growth to the Uptown neighborhood.

Beach

As a barrier island, the beach has a unique relationship to the ocean and the Intracoastal Waterway offering unique redevelopment opportunities that provide a venue for residents, area visitors and tourists alike.

In 2011, the City Commission authorized more than \$70 million worth of public improvement projects for the Central Beach CRA as originally outlined in the Central Beach Master Plan effort initiated in 2008. This work has helped to move toward the vision of a dynamic, mixed-use and pedestrian-friendly urban beach destination. The emphasis moving forward is to improve the remaining portions of the Central Beach.



Finalizing the Central Beach Master Plan is a current priority initiative and the effort is well under way. As part of the next steps, staff and the consultant team will meet with stakeholders to further refine the public's vision and draft design guidelines and streetscape standards, based on broad community input. Through this effort, while the specifics of the final design guidelines and dimensional regulations may differ from the plan's original recommendations, the overall design intents for the Central Beach remain valid:

- Preserve the Unique Character of the Central Beach Neighborhoods;
- Encourage Design Elements that Promote High-Quality Design and Public Interaction;
- Create Active, Pedestrian-Oriented Streetscapes;
- Streamline the Code and Improve Predictability of the Development Process

In the North Beach Area in particular, the City's Economic Strategic Action Plan advocates for an activated, pedestrian-oriented district by developing a more concentrated retail environment along Breakers Avenue, and adding appropriate density on adjoining blocks, to support a walkable environment, while paying particular attention to scale through design controls, provided the mix of older and new buildings.

Major Corridors

Some of the City's major commercial corridors include a lower-scale suburban pattern of commercial development with potential redevelopment options of a significantly larger scale and opportunities for introducing mixed-use development by allocation of residential flexibility units. Many of these areas include sets of blocks that have similar development features and zoning regulations in close transition to residential neighborhood boundaries.

Some of these corridors offer an opportunity to provide a mixed-use environment, with local supporting amenities for residents while maintaining appropriate scale to buffer adjacent residential neighborhoods, changing as appropriate many exposed surface parking areas to benefit the character of the street and improve the pedestrian experience. In addition, as new development along major corridors is proposed, staff encourages the following elements of urban design: buildings that frame the street with direct pedestrian access and maximum transparency to help enliven the pedestrian environment; rich architectural articulation, shading devices, and other elements to provide rhythm and visual interest; urban furniture and pedestrian amenities, including placement of sidewalks and street trees to create a welcoming and comfortable pedestrian environment. However, limitations often exist with current City codes as well as other applicable standards, specifically in reference to street design based on jurisdictional control i.e. City, County or State right-of-way.



As development occurs, creating a spatial framework that encourages multi-modes of transportation, provides easy access to amenities, while supporting a safe pedestrian environment are all key to the overall success of these corridors and the neighborhoods that border them. Appropriate scale and mix of uses can offer a development pattern that better connects our community of neighborhoods.

Nodes

Similar to major corridors the nodes also require particular attention when considering the design of the structures that define these areas. The nodes are the focal points that develop around major intersections of the City, generally dominated by mixed-use, commercial type of uses. These include locations within the city, which are strategically located and often linked by transit, and are frequently the main focal point of travel to or from these areas. They often include elements and physical characteristics that encourage activity and offer venues for popular destination points, plazas, shopping districts, etc.



In many cases, the nodes are the centers of the district that they are in, yet are strategically connected via main roads and existing transportation networks to the larger community. Therefore, they are equipped to potentially support mobility hubs and provide multi-modal transportation connections to concentrated activities, such as housing, retail, office, entertainment and education services. Focusing housing and employment near transportation networks is one of the most effective ways to reduce road congestion, improve air quality, and promote walking and biking, furthering a more compact urban environment and using land more efficiently, which helps to preserve surrounding neighborhoods and reduce the need for expensive new infrastructure. It can also spur the revitalization of existing neighborhoods, stimulating the creation of more vibrant and socially connected communities. Considerations for development of appropriate scale, transition and mix of uses can contribute to more connected and sustainable neighborhoods, with easy access to local services and uses, supported by a broader multi-modal network with access to other areas in the City and region.

Conclusion

In recent years the City has placed significant focus on guiding future growth and creating a successful mix of residential and commercial uses that provides the right balance to address market demand, while reflecting the unique character of our established neighborhoods. Particular attention has been placed on development that is responsive to the particular character and unique qualities of the area found in the context of each proposed project. However, this workshop provides an opportunity to better define direction for future growth. Many of the areas identified in this document including Downtown, Uptown, Beach, Major Corridors, and Nodes all offer unique areas that can benefit from appropriate development of suitable scale, transition and mix of uses. If planned carefully it can contribute to more connected and sustainable neighborhoods, with access to local services and uses and supported by a local and regional multi-modal network.

While many development review concerns relate to physical aspects of building and site design, many concerns also relate to how potential revisions may be applied. Development regulations should be easy to interpret, so that all players understand likely outcomes. Property owners should be able to determine what is permitted, and neighbors should not feel surprised by development. Criteria should be easily understood, efficient to administer and yield more predictable results. However, more simple, prescriptive standards that offer more predictability, can also limit reasonable choices and alternative design approaches that could meet the intent of a particular design standard in a different way. Some flexibility should be available for alternative solutions which may still meet the intent of the regulation.

As more significant revisions to the City's Code are considered and focus is placed on providing clearly written and well-illustrated codes, it is important to seek ways in which to maintain an efficient review process and provide certainty for all involved. This includes developers, investors, impacted neighbors and the broader community, who all share an interest in the success of the City's built environment and can rely on a common understanding of the vision for an area and trust the adopted set of related standards that were developed to address that vision.

On the following pages please find supporting maps:

Development Applications 2009-Present

Regional Activity Centers (RAC) inventories

Downtown Recent Development Project Map

Central Beach Recent Development Project Map

Zoning Patterns

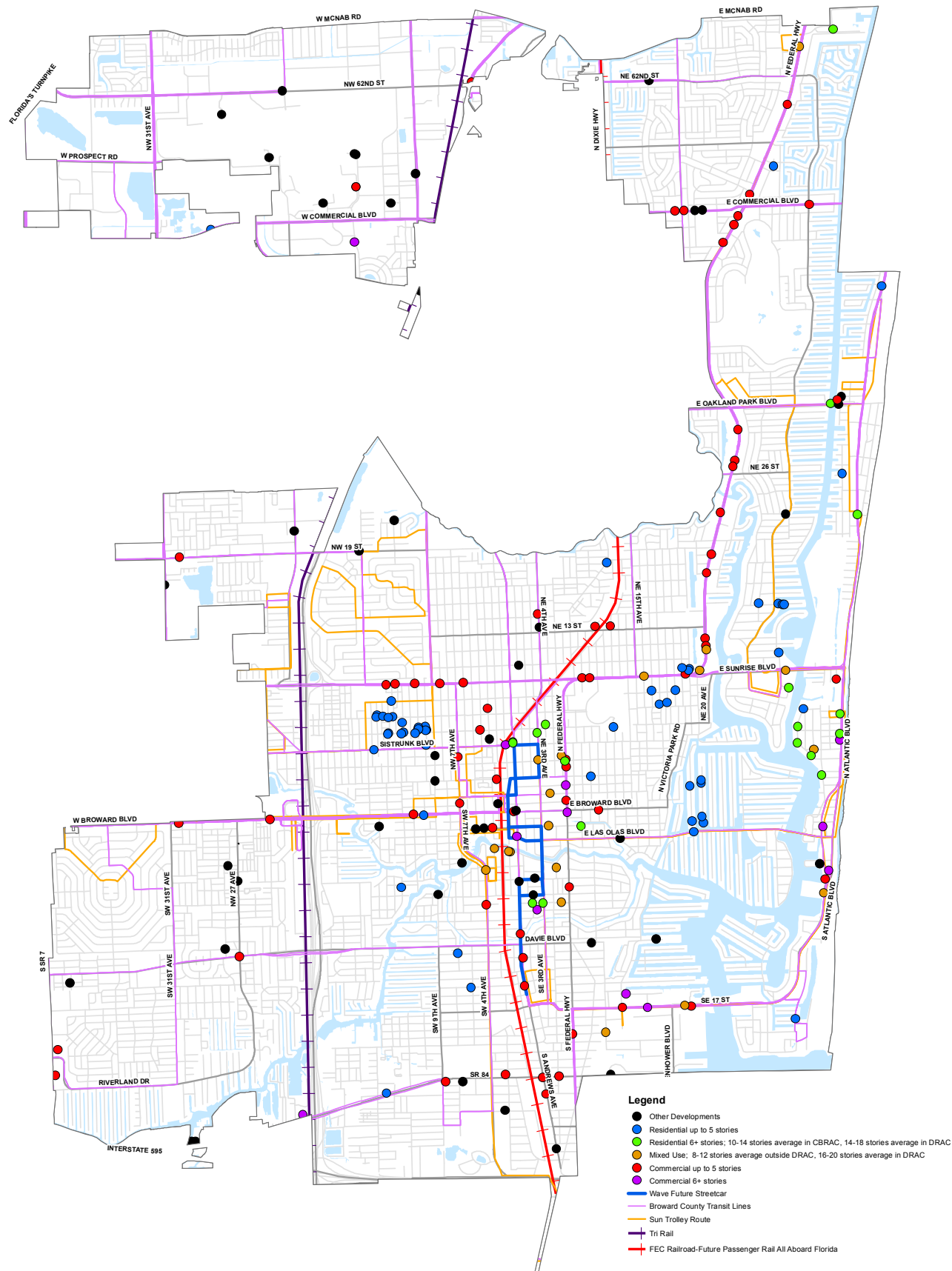
Flex Zones Map

Flex Zones Inventory



CITY OF FORT LAUDERDALE

Development Applications 2009-Present





CITY OF FORT LAUDERDALE

ZONING PATTERNS

55 Ft



100-110 Ft



Mixed Use 7-8 Stories

Commercial up



RMH-60 120 Ft

300 Ft



Downtown Regional Activity Center



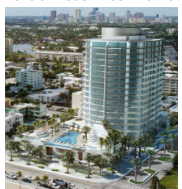
Urban Neighborhood

Near Downtown

Downtown Core



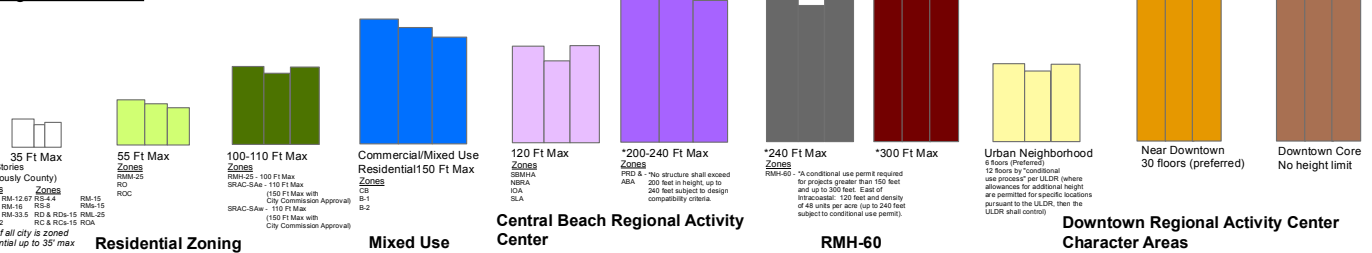
Central Beach 200-240 Max



Legend

- Northwest CRA and Beach CRA Boundaries
- Proposed NWRAC-MU Zoning
- Transit Oriented Development (TOD) Boundary
- Tri Rail
- FEC Railroad-Future Passenger Rail All Aboard Florida
- Wave Future Streetcar
- Major Streets
- Zones
- Rivers, Lakes, Canals
- County Residential Zones 2-6 stories max

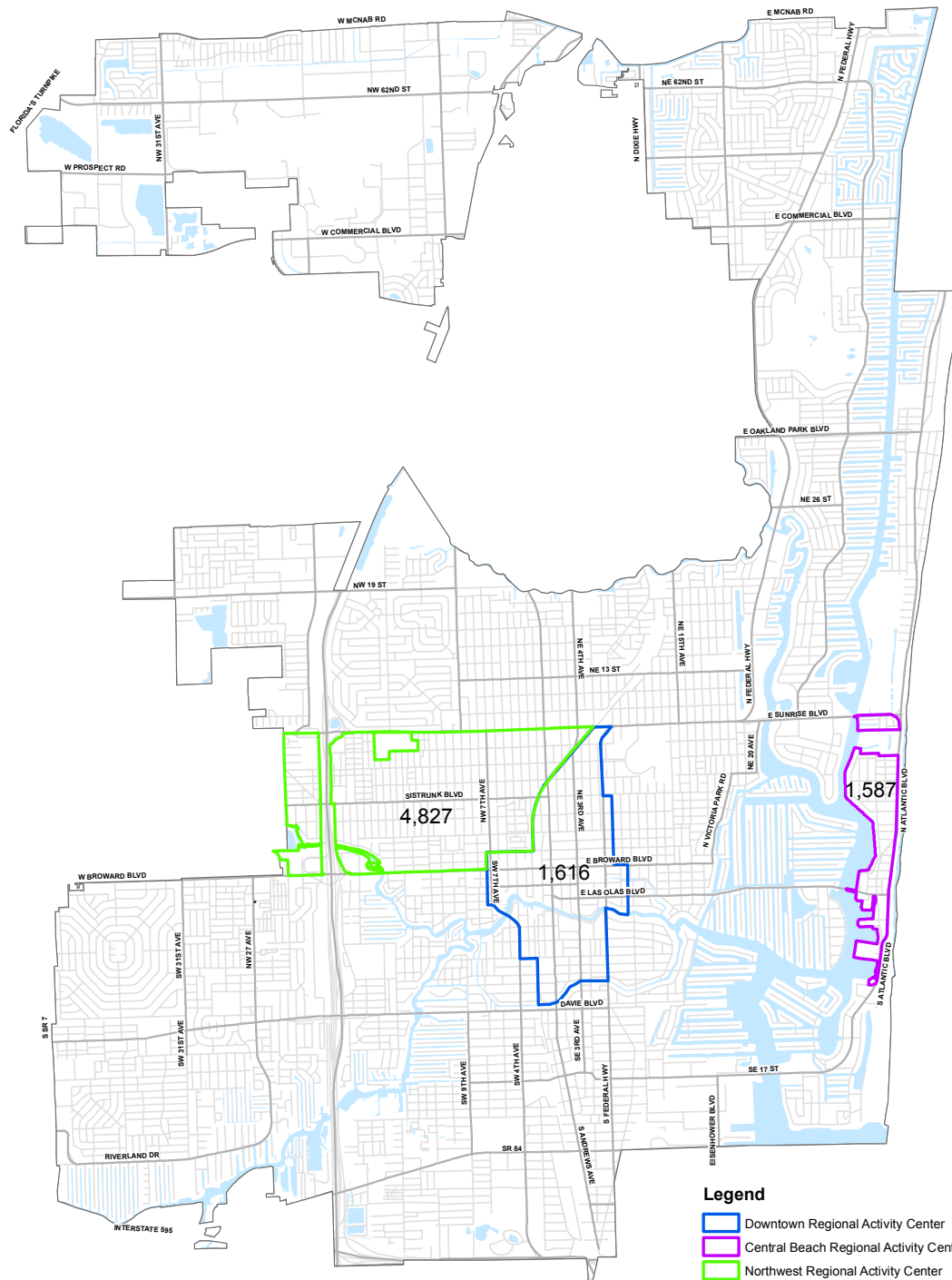
Height Restrictions








CITY OF FORT LAUDERDALE

Regional Activity Center Unit Inventories



Legend

-  Downtown Regional Activity Center
 Central Beach Regional Activity Center
 Northwest Regional Activity Center

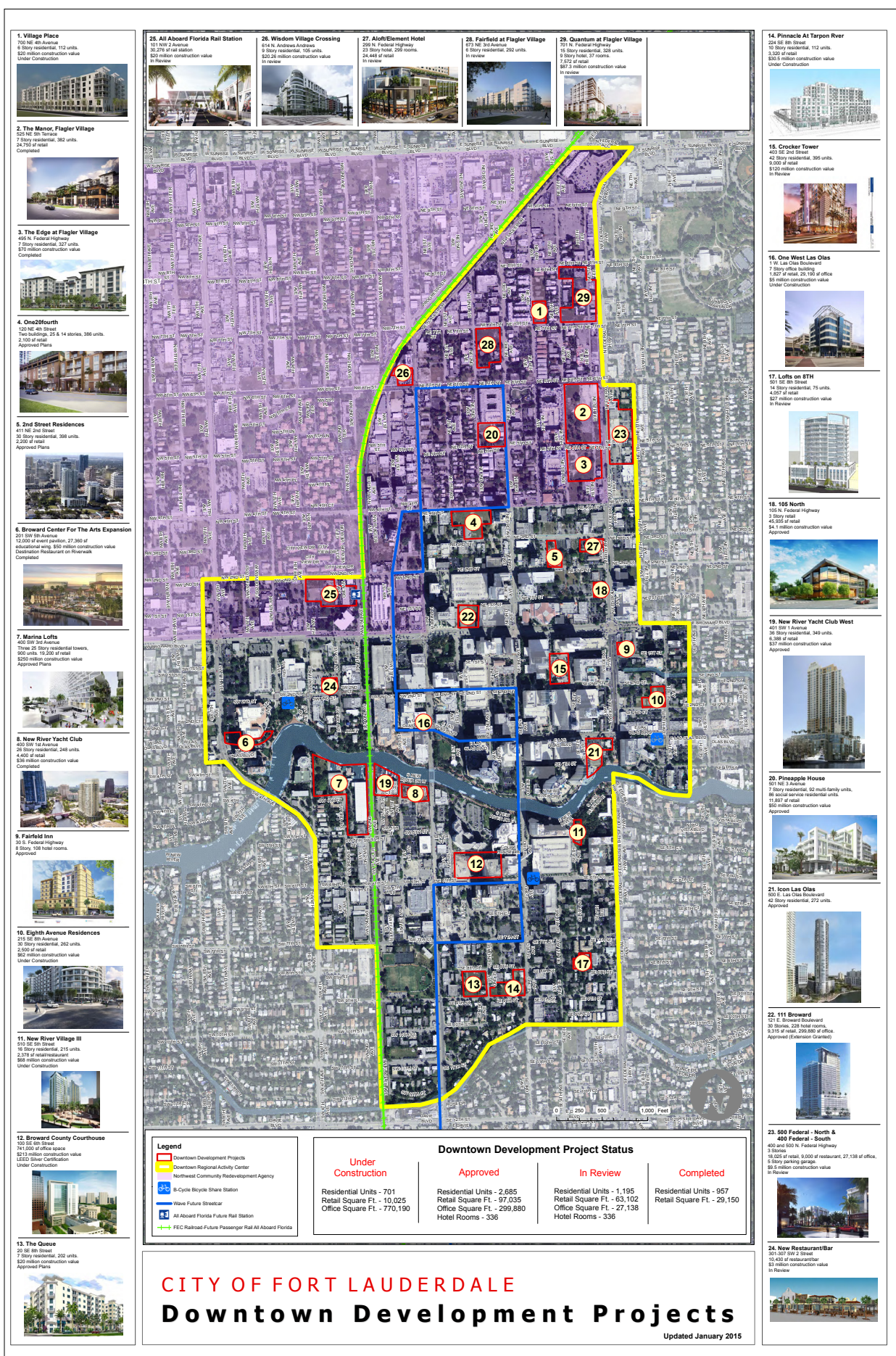


Downtown RAC Available Units	
Total Units Released	
1989 Inventory	5,100
2003 Pool	2,960
2006 Pool	3,000
Subtotal	11,060
Total Units Requested	8,893
Total Units Remaining	1,616
Total Remaining W/ Pending Projects	772

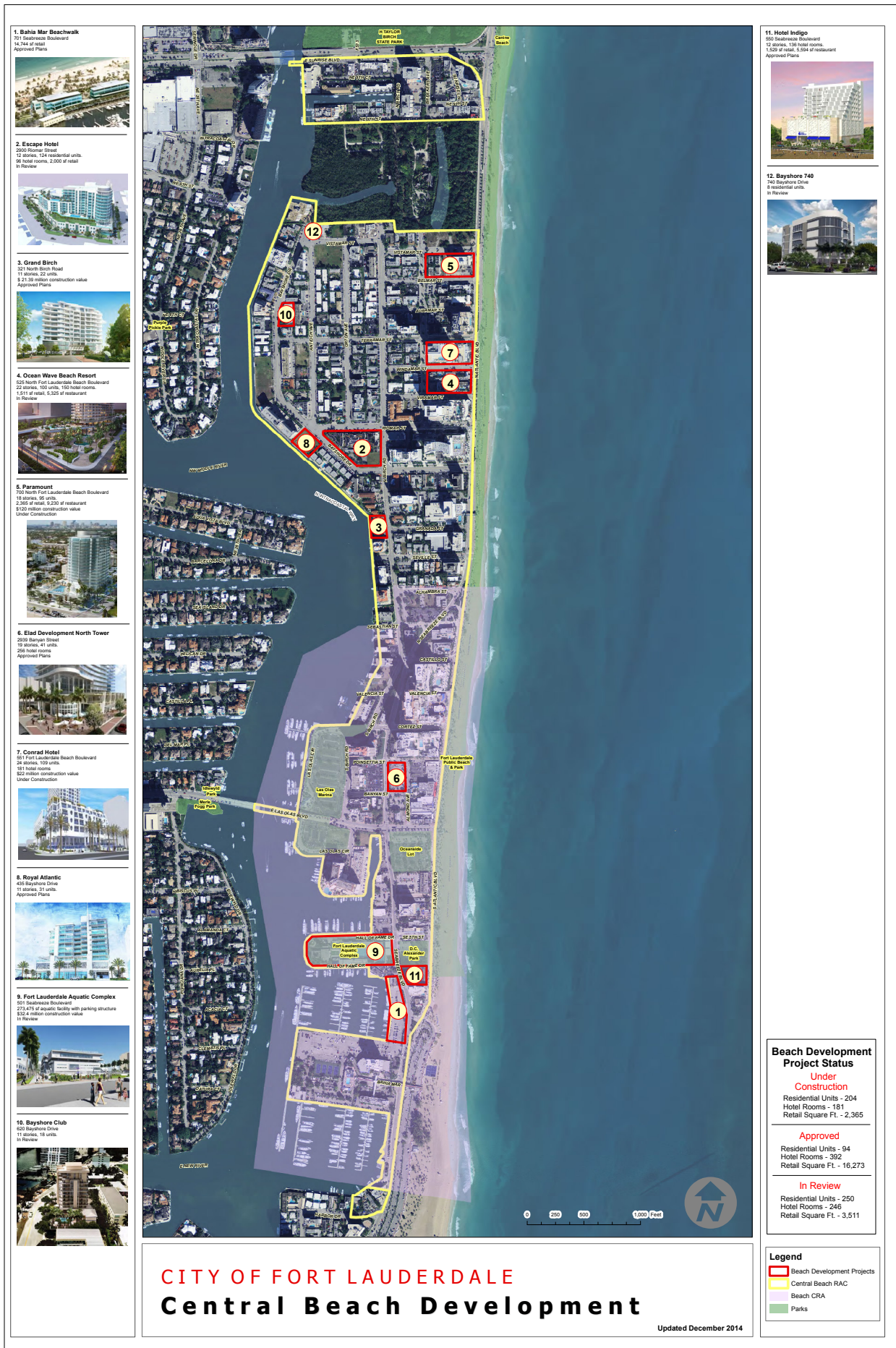
Central Beach RAC Unit/Trip Counts	
Maximum Number of Units Allowed	5,500
Number of Units Available	1,587
Maximum Number of Peak Hour Trips	3,220
Number of Peak hour Trips Available	667
Number of Peak Hour Trips if Pending Projects are Approved	226

Northwest Development Inventory (January 2015)					
Uses	Residential Units	Commercial Sq. Ft.	Industrial Sq. Ft.	Community Facility Sq. Ft.	Utilities Sq. Ft.
Maximum Permitted	10,900	13,500,000	4,500,000	1,500,000	500,000
Net New Development 1/13/15	442	10,813	N/A	N/A	N/A
Available Units/Sq. Ft.	4,827	12,572,838	2,454,462	402,254	488,985

What influences DEVELOPMENT PATTERNS?



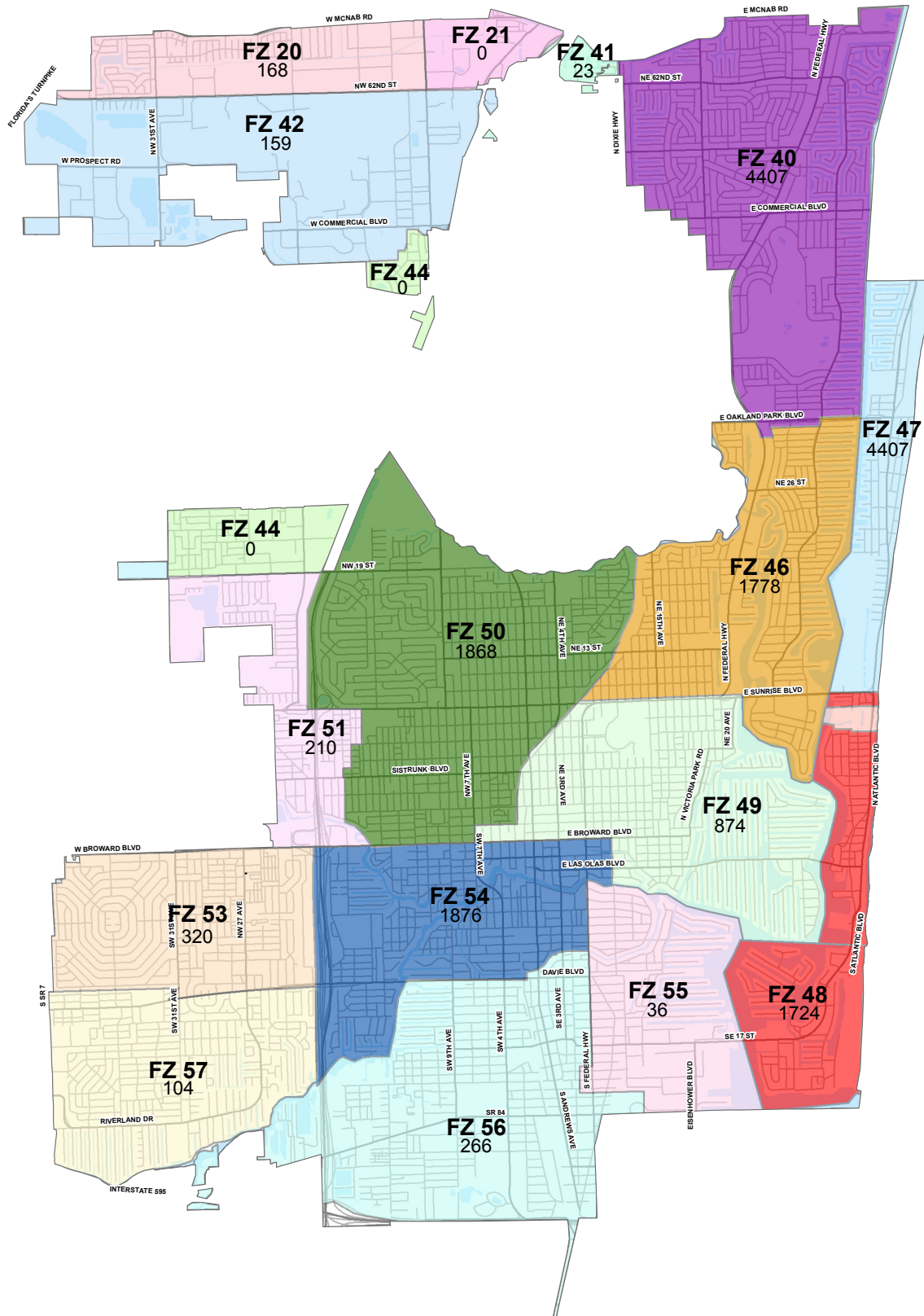
What influences DEVELOPMENT PATTERNS?





CITY OF FORT LAUDERDALE

Flex Zones with Available Residential Flex Units



What influences DEVELOPMENT PATTERNS?

Flexibility Inventories

Flex Zone 20	Currently Available	With Pending Projects
Residential flex units	168	168
Reserve units	38	38
Affordable units	23	23
Total Flex/Reserve/Affordable Units	229	229
20% Commercial to Residential (acres)	0.0	0.0
5% Residential to Office/Commercial/Retail (acres)	14.7	14.7
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	85.2	85.2

Flex Zone 40	Currently Available	With Pending Projects
Residential flex units	2,219	2,219
Reserve units	372	372
Affordable units	317	317
Total Flex/Reserve/Affordable Units	2,908	2,908
20% Commercial to Residential (acres)	70.6	70.6
5% Residential to Office/Commercial/Retail (acres)	94.3	94.3
20% Industrial to Commercial/Retail (acres)	7.6	7.6
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 42	Currently Available	With Pending Projects
Residential flex units	159	159
Reserve units	16	16
Affordable units	27	27
Total Flex/Reserve/Affordable Units	202	202
20% Commercial to Residential (acres)	13.9	13.9
5% Residential to Office/Commercial/Retail (acres)	3.7	3.7
20% Industrial to Commercial/Retail (acres)	29.3	29.3
20% Employment Center to Commercial/Retail (acres)	149.2	149.2

Flex Zone 44	Currently Available	With Pending Projects
Residential flex units	0	0
Reserve units	0	0
Affordable units	0	0
Total Flex/Reserve/Affordable Units	0	0
20% Commercial to Residential (acres)	7.4	7.4
5% Residential to Office/Commercial/Retail (acres)	17.5	17.5
20% Industrial to Commercial/Retail (acres)	8.6	8.6
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 47	Currently Available	With Pending Projects
Residential flex units	4,407	4,407
Reserve units	217	217
Affordable units	514	514
Total Flex/Reserve/Affordable Units	5,138	5,138
20% Commercial to Residential (acres)	10.6	10.6
5% Residential to Office/Commercial/Retail (acres)	20.8	20.8
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 49	Currently Available	With Pending Projects
Residential flex units	874	874
Reserve units	1	1
Affordable units	148	43
Total Flex/Reserve/Affordable Units	1,023	918
20% Commercial to Residential (acres)	25.6	25.6
5% Residential to Office/Commercial/Retail (acres)	57.0	56.8
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 51	Currently Available	With Pending Projects
Residential flex units	210	210
Reserve units	19	19
Affordable units	25	25
Total Flex/Reserve/Affordable Units	254	254
20% Commercial to Residential (acres)	14.2	14.2
5% Residential to Office/Commercial/Retail (acres)	10.7	10.7
20% Industrial to Commercial/Retail (acres)	12.0	12.0
20% Employment Center to Commercial/Retail (acres)	9.0	9.0

Flex Zone 21	Currently Available	With Pending Projects
Residential flex units	0	0
Reserve units	0	0
Affordable units	0	0
Total Flex/Reserve/Affordable Units	0	0
20% Commercial to Residential (acres)	0.0	0.0
5% Residential to Office/Commercial/Retail (acres)	0.0	0.0
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	25.6	25.6

Flex Zone 41	Currently Available	With Pending Projects
Residential flex units	23	23
Reserve units	4	4
Affordable units	3	3
Total Flex/Reserve/Affordable Units	30	30
20% Commercial to Residential (acres)	6.0	6.0
5% Residential to Office/Commercial/Retail (acres)	0.5	0.5
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 43	Currently Available	With Pending Projects
Residential flex units	0	0
Reserve units	0	0
Affordable units	0	0
Total Flex/Reserve/Affordable Units	0	0
20% Commercial to Residential (acres)	0.0	0.0
5% Residential to Office/Commercial/Retail (acres)	0.0	0.0
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 46	Currently Available	With Pending Projects
Residential flex units	1,778	1,778
Reserve units	240	240
Affordable units	323	323
Total Flex/Reserve/Affordable Units	2,341	2,341
20% Commercial to Residential (acres)	69.8	69.8
5% Residential to Office/Commercial/Retail (acres)	58.8	57.9
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 48	Currently Available	With Pending Projects
Residential flex units	1,724	1,724
Reserve units	71	71
Affordable units	199	199
Total Flex/Reserve/Affordable Units	1,994	1,994
20% Commercial to Residential (acres)	6.6	6.6
5% Residential to Office/Commercial/Retail (acres)	19.5	19.5
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 50	Currently Available	With Pending Projects
Residential flex units	1,868	1,826
Reserve units	239	239
Affordable units	238	238
Total Flex/Reserve/Affordable Units	2,345	2,303
20% Commercial to Residential (acres)	69.6	69.6
5% Residential to Office/Commercial/Retail (acres)	57.4	57.4
20% Industrial to Commercial/Retail (acres)	2.6	2.6
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 53	Currently Available	With Pending Projects
Residential flex units	352	320
Reserve units	121	121
Affordable units	53	53
Total Flex/Reserve/Affordable Units	526	494
20% Commercial to Residential (acres)	25.2	25.2
5% Residential to Office/Commercial/Retail (acres)	40.3	40.3
20% Industrial to Commercial/Retail (acres)	10.4	10.4
20% Employment Center to Commercial/Retail (acres)	0.0	0.0



What influences DEVELOPMENT PATTERNS?

Flex Zone 54	Currently Available	With Pending Projects
Residential flex units	1,876	1,876
Reserve units	2	2
Affordable units	258	258
Total Flex/Reserve/Affordable Units	2,136	2,136
20% Commercial to Residential (acres)	1.2	1.2
5% Residential to Office/Commercial/Retail (acres)	34.8	34.8
20% Industrial to Commercial/Retail (acres)	5.0	5.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Flex Zone 56	Currently Available	With Pending Projects
Residential flex units	266	266
Reserve units	475	475
Affordable units	196	196
Total Flex/Reserve/Affordable Units	937	937
20% Commercial to Residential (acres)	65.4	65.4
5% Residential to Office/Commercial/Retail (acres)	38.4	38.4
20% Industrial to Commercial/Retail (acres)	42.4	42.4
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

Total All Flex Zones	Currently Available	With Pending Projects
Residential flex units	168	168
Reserve units	38	38
Affordable units	23	23
Total Flex/Reserve/Affordable Units	20,475	20,296
20% Commercial to Residential (acres)	431.0	431.0
5% Residential to Office/Commercial/Retail (acres)	530.4	529.4
20% Industrial to Commercial/Retail (acres)	2,367.0	2,367.0
20% Employment Center to Commercial/Retail (acres)	538.9	538.9

Flex Zone 55	Currently Available	With Pending Projects
Residential flex units	36	36
Reserve units	103	103
Affordable units	131	131
Total Flex/Reserve/Affordable Units	270	270
20% Commercial to Residential (acres)	35.8	35.8
5% Residential to Office/Commercial/Retail (acres)	24.1	24.1
20% Industrial to Commercial/Retail (acres)	0.0	0.0
20% Employment Center to Commercial/Retail (acres)	4.7	4.7

Flex Zone 57	Currently Available	With Pending Projects
Residential flex units	104	104
Reserve units	130	130
Affordable units	26	26
Total Flex/Reserve/Affordable Units	260	260
20% Commercial to Residential (acres)	9.2	9.2
5% Residential to Office/Commercial/Retail (acres)	52.7	52.7
20% Industrial to Commercial/Retail (acres)	7.0	7.0
20% Employment Center to Commercial/Retail (acres)	0.0	0.0

City of Fort Lauderdale Department of Sustainable Development
12-Jan-15

