

City Commission Development Workshop Notes

January 21, 2015

Mayor Seiler:

- Next meeting to include public input
- Meeting 3 is to develop/present resolution
- Potential to represent a ULDR/ULI overhaul

Round 2 – March focus on:

- Beach
- Corridors
 - Cypress
 - 17th
 - Sunrise
 - Oakland Park

Round 3 - April

- Consensus by midyear followed by resolution to give developers and others consensus from Commission (with input from CBRE)

Where to encourage/discourage future growth in city / major issues:

- Paving and traffic
- Compatibility within proximity to neighborhoods
- Transportation & Parking are key to directing decisions; Support multi-modal transportation throughout city.
- Consensus to have the density in the downtown, along the transit routes/transportation corridors; wave, trolley, etc.
- DDA expand boundaries

Downtown RAC

- Evaluate Downtown RAC boundaries in terms of density
- Don't extend boundary into Victoria Park; expansion to 17th Street discussed
- Fastest growing industry is health care; important to service i.e. Broward General

Q: What would the district commissioners want to see along the boundaries of the downtown?

- **Commissioner Roberts** – From Davie to Sunrise Boulevard and the Intracoastal NW 4th Ave. East from the FEC west to 7th Ave could potentially be included, more urbanized.

- **Commissioner Trantalis** – Not convinced that boundaries should expand that far to the east, as it would impact the existing neighborhoods. Would be open minded to consider additional development within the confines of what Commissioner Roberts suggested, but not inclined to expand other than to 7th Ave on the west.
- **Commissioner McKinzie** – In agreement with 7th Ave.
- **Commissioner Rogers** – The existing eastern border is probably fine. South – 7th Street west of Federal Highway. Should be encouraging residents and density in the south area of the City and type of uses to mix in with the residential component.

District 1 - Commissioner Roberts:

- **Uptown** – Not holding its own in competition to other areas of the City and County, yet has many amenities. Introduce form-based code – ULI Study. Market it better; Focus on “Technology Park & Education”; need for additional units (multi-family); better marketing;
- **Executive airport** - take advantage of nurturing the **tech industry** and **educational opportunities** there.
- **Federal Highway Corridor** – pretty good shape, but a mixed bag, we should revisit the US1 Master Plan; had good recommendations for different areas, some growth ok and appropriate development at nodes and included protection measures for the adjacent residential neighborhoods, **maintain quality of life**.
- **Sunrise Boulevard** – unique situation from a City-wide perspective. Greater density could be considered to create more urbanized areas, but **compatible with surrounding areas**. Request via MPO Sunrise Corridor Traffic Study; Sears Town to Gateway is problematic. Included in this should be Federal Highway from Sears Town to the City limits.
- **North Beach** area is in pretty good shape, i.e. Galt is developed, but attention given to shopping district north of Oakland Park Boulevard i.e. enhance **business development** for the restaurants and shops.
- Re-examine **flex zone boundaries**; Can we use the flex zones with combinations of the existing units in other areas?
- Need **multi-modal transit options**; TOD / Multimodal transportation, including transit, needs to be considered in every project now, **extend TOD** south of downtown, to west, and to other key redevelopment areas.
- Need various **corridor studies** to help determine future development/growth potential

District 2 - Commissioner Trantalis:

- Tremendous amount of interest in Fort Lauderdale; **Balance quality of life** with interest in developing; How do we move forward with development and still maintain **neighborhood integrity**.

- How do we incentivize development and steer to specific areas?
- **Beach** is “sexiest” part of Fort Lauderdale; More intense interest in investment dollars is expected.
- What is appropriate for the beach? How do we **address infrastructure and the quality of life** (traffic, air pollution, infrastructure; water/sewer needs, etc.)
- **Downtown** happy to see new enterprise; vision for **Flagler Village** is being carried out as planned. Create pedestrian/family-friendly environment that is inviting
- Do we want to add more cars with the proposed **Galleria project**; traffic is already a problem; Not sure we have the ability to absorb every piece of it and if we can how can we blend the integrity of our City with the development dollars.
- **13th Street** – complicated...need to move forward with the grant to develop the street, need to be prepared for the 2nd round of grant funding. Since these are shallow we should consider moving the line back to get **viable development**; rezone areas to add depth along corridor (similar to Sistrunk).

District 3 - Commissioner McKinzie:

- This is a **challenging district**; Satisfied with the rezoning effort as to density but not in height, **spread it out**. District 3 does not mind the density, but does not want the height as in same way as other neighborhoods, east of 7th, South of Sistrunk, allow Jones development obtain needed height, East of 7th Avenue desires building heights “as-is” (higher, since it is closer to Downtown)
- **Need excitement** coming to the Sistrunk and NW 7th corridors (Create economic engine / business development)
- District **welcomes new development**, so it is different challenge with 104 **infill vacant lots** that can be used to create housing for **increased economic activity, young professionals**, etc.
- **Broward corridor** along the district boundary on the south side, along with recent Walmart plans offers an opportunity for increased development to expand along West Broward Boulevard.
- **Davie Boulevard** needs to be stabilized between Interstate 95 and State Road 7.
- Plenty of opportunity out there, but need to move forward with getting it started.
- Q - Mayor: in terms of density and height are we still talking about east on Sistrunk with 7th Avenue west stays lower. A - Yes, the purpose of the rezoning was to relax some of the laws, but not to increase the height because it could not be done with the small shallow lots that exist today.
- How do we incentivize people to move into these areas? A lot of development dollars end up on the beach and it is the most appealing part of the City. **How do we make other areas desirable?**
- Going **west on 13th Street** it is mostly residential, but agree with Dean Trantalis that the **lots should be deepened**.

- Density okay and development welcomed, but we must be cognizant about building height and **neighborhood compatibility**.

District 4 - Commissioner Rogers:

- Focusing on density, the discussion needs to start with what do we have now? We have a broad combination of **strong / quality neighborhoods with intensive / crowded corridors**.
- Need transit to alleviate traffic. **Transit oriented development** will help to establish where the correct amount of density is located. It needs to be in areas where people have options to not use the car.
- We do not want to jeopardize **tourism**.
- Corridors in downtown portions of district are not that dense. **Andrews Avenue and 3rd Avenue** can absorb density along corridors, where don't need to depend solely on cars.
- There's no more congested City street than **17th Street Causeway**.
- Encourage development **south of the New River**; South Andrews plan didn't get redevelopment that was anticipated; **South Andrews RAC** done about 6 years ago. Why didn't it take off? Could be influenced by economy, it's an old area, it needs to be redeveloped and we need to **market it better** for future development.
- **New units**; Need to ensure approved development doesn't hold up or limit opportunity for other projects (Lee clarified statutory extensions granted by the state and the ULDR limit the amount of time units can be otherwise held 18 months to apply). Consider alternative approach to first come first serve approach to allocating units.
- Potential to **readjust or collapse flex zones** (Broward Next will address how flex units are allocated, we operate under our own codes, but the County may not align with our vision).