

Department of Sustainable Development
Urban Design and Planning

November 2018



Central Beach Master Plan Update

• City of Fort Lauderdale



CAM # 18-1154

Exhibit 1

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2009 Sasaki Master Plan Report

- Established Revised Vision Built Upon Past Efforts and Plans
- Helped Realize Current Community Redevelopment Area (CRA) Public Improvements
- Additional Outreach to Reach Consensus on Design Standards and Code Amendments



Central Beach Master Plan - Project History



Central Beach Master Plan - Study Area



1. Enhance connectivity to create a continuous Central Beach experience



2. Expand opportunities for pedestrians to experience the active edge of the Intracoastal waterway



3. Create a symbolic center / gathering place at Las Olas Boulevard and mark the other entries to Central Beach



4. Create a variety of usable public spaces for daily use as well as special events and performances

Central Beach Master Plan



5. Make streets more pedestrian oriented with attractive shaded sidewalks with cafes, restaurants, and shops



6. Create places for families and children



7. Preserve and enhance the architectural resources of the Central Beach

8. Promote a mix of uses / a mix of users

Encourage future redevelopment to include a mix of uses, especially on key pedestrian oriented streets where active uses will contribute to the life of the street. Encourage



9. Establish a comprehensive identity and way finding system

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Timeline Overview

2014

- **Mid-2014** – City Commission listed the CBMP as a CAAP initiative
- **October 2014** – City Commission approved contract with Redevelopment Management & Associates, Inc. (RMA)

2015/16

- **February 2015 to September 2016** – Multiple Stakeholder meetings and workshops

2017

- **January 31, 2017** – Streetscape Workshop re: long/short-term goals
- **March 27, 2017** – Breakers Avenue Community Investment Plan (CIP) Data Collection / Inter-Department Staff Coordination Meeting
- **Mid-2017** – City and FAU received two awards from the Fort Lauderdale Chapter of the American Institute of Architects (AIA)

2018

- **May 2017 to March 2018** – City Staff completed the update draft to the Central Beach Architectural Resource Surveys
- **October 9, 2018** – History and Overview for Newly-elected City Commission

BREAKERS AVENUE CURRENT IMPROVEMENTS



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BREAKERS AVENUE STREETScape

- ❑ Stakeholder Consensus to Prioritize Breakers Avenue
- ❑ Create Model for “Resilient Street”
- ❑ In Concept Design Stage / CIP Project



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What We've Heard...

- ☐ Arbitrary Point System Does Not Relate to Established Planning Principles
- ☐ Current Language = Unpredictable Development Outcomes
- ☐ Current Setback Reductions = Inconsistent Development Pattern
- ☐ Inconsistent/Limited Permitted Uses
- ☐ Interim Uses Restricted with Unnecessary Limitations
- ☐ Limited Opportunities for Adaptive-Reuse Incentives/Options
- ☐ Need a Consensus Driven Approach to Application of Standards

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CENTRAL BEACH – ACTIVE PEDESTRIAN REALM

- ❑ Current Requirements Very Limited

Proposed Revisions


- ❑ Establish Active Uses at the Ground Level (no dead streets)
- ❑ Enhance Sidewalks (minimum width requirements)
- ❑ Require Street Trees (appropriate species)
- ❑ Appropriate Street Furniture
- ❑ Public Open Space/Plaza (minimum percentage)



Current Language – Yards (PRD, ABA, SLA, IOA, NBRA, SBMHA)

- ❑ Central Beach Zoning Districts Permit Reduction Requests
- ❑ PRD – Limited Setback Requirements
- ❑ ABA & SLA – 100% Reduction Permitted with SP-IV
 - Street Trees = Reduction (street)
 - Neighboring Conditions = Reduction (side & rear)
- ❑ Only IOA, NBRA and SBMHA have limitations (inconsistent)
 - IOA/NBRA – Reduction Based on Height of Structure
 - SBMHA – Side & Rear Reductions Permitted with SP-IV

INTENT – PRD

 **PRD – Planned Resort Development District** is established for the purpose of promoting the development and redevelopment of the area immediately north of Las Olas Boulevard, generally between the Atlantic Ocean and the Intracoastal Waterway, as a high quality, public and private mixed use area that is the focal point of the central beach as a destination resort and county-wide asset. The district is intended to permit and facilitate the redevelopment of the area as a world-class resort that is commensurate with the character and value of the Atlantic Ocean and the city's long-time reputation as a tourist destination.

SETBACKS/YARDS - PRD

No/Limited Change to Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side: 0-Feet
- Rear: 0-Feet



INTENT – ABA

- **ABA – A-1-A Beachfront Area** is established for the purpose of promoting high quality destination resort uses that reflect the desired character and quality of the Fort Lauderdale beach and improvements along A-1-A. The district is intended as a means of providing incentives for quality development and redevelopment along a segment of A-1-A and to ensure that such development is responsive to the character, design and planned improvements as described in the revitalization plan.


SETBACKS/YARDS - ABA

☐ ABA – A-1-A Beachfront Area

Proposed Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side/Rear: Up to 35-Feet in Height = 10-Feet
Between 35 and 75-Feet in Height = 20-Feet
Between 75 and 115-Feet in Height = 30-Feet
Above 115-Feet in Height = 40-Feet

INTENT – SLA

 **SLA – Sunrise Lane Area District** is established for the purpose of encouraging the preservation, maintenance and revitalization of existing structures and uses that make up the distinct neighborhood south of Sunrise Boulevard. Existing residential and commercial uses and transient accommodations represent a substantial resource of this central beach area to be protected, preserved and enhanced.


SETBACKS/YARDS - SLA

☐ SLA – Sunrise Lane Area District

Proposed Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side/Rear: Up to 35-Feet in Height = 0-Feet
(Tower Stepback = 15-feet)

INTENT – IOA

 **IOA – Intracoastal Overlook Area** is established for the purpose of encouraging the preservation, maintenance and revitalization of existing structures and uses that front on the eastern Intracoastal Waterway. Existing residential uses and transient accommodations represent a substantial element of the central beach housing stock to be protected, preserved and enhanced..


SETBACKS/YARDS - IOA

IOA – Intracoastal Overlook Area

Proposed Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side:
 - Up to 35-Feet in Height = 10-Feet
 - Between 35 and 75-Feet in Height = 20-Feet
 - Between 75 and 115-Feet in Height = 30-Feet
 - Above 115-Feet in Height = 40-Feet
- Rear: 20-Feet

INTENT – NBRA

 **NBRA – North Beach Residential Area** is established for the purpose of encouraging the preservation, maintenance and revitalization of existing structures and uses that make up the distinct neighborhood that occurs in the center of the north beach area. Existing residential and transient accommodations represent a substantial resource of the central beach area to be protected, preserved and enhanced


SETBACKS/YARDS - NBRA

■ NBRA – North Beach Residential Area

Proposed Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side:
 - Up to 35-Feet in Height = 10-Feet
 - Between 35 and 75-Feet in Height = 20-Feet
 - Between 75 and 115-Feet in Height = 30-Feet
 - Above 115-Feet in Height = 40-Feet
- Rear: 20-Feet

INTENT – SBMHA

 **SBMHA – South Beach Marina and Hotel Area** is established for the purpose of promoting high quality destination resort uses including the Swimming Hall of Fame that reflect the character and quality of the Fort Lauderdale Beach, the Intracoastal Waterway and the marinas that have been developed to the north and south of Bahia Mar. The district is intended as a means of providing incentives for quality development and redevelopment along the Intracoastal Waterway and to preserve, protect and enhance the existing character, design and scale of the area along A-1-A.

SETBACKS/YARDS - SBMHA

□ SBMHA – South Beach Marina and Hotel Area

Proposed Setback Requirements:

- Street: 20-Feet or Based on Accommodating Sidewalk/Trees
- Side:
 - Up to 35-Feet in Height = 10-Feet
 - Between 35 and 75-Feet in Height = 20-Feet
 - Between 75 and 115-Feet in Height = 30-Feet
 - Above 115-Feet in Height = 40-Feet
- Rear: 20-Feet

ABA – DESIGN COMPATIBILITY AND COMMUNITY CHARACTER SCALE

- ❑ Point System Allows for Increased Height and Floor Area Ratio (FAR) Based on a Maximum Percentage
 - Maximum Percentage Allowed – 20% (height & FAR)
 - Maximum Height = 240-Feet
 - Maximum FAR = 4.8

ABA – DESIGN COMPATIBILITY AND COMMUNITY CHARACTER SCALE

Current Point System Criteria:

- Distinctive Design that Reflects Positively on the Overall Character of the City
- Architectural Character that Reflects a Particular Sensitivity to the History and Culture of South Florida
- Color and Composition that Reflects the Natural Colors and Composition of South Florida
- Architectural Design that Represents a Deviation from "Sameness"

ABA – DESIGN COMPATIBILITY AND COMMUNITY CHARACTER SCALE

Current Point System Criteria:

- Building Orientation that Relieves the Monotony of Building Massing and Scale Along A-1-A
- Accessible Pedestrian Spaces that are Integrated into Public Pedestrian Spaces and Corridors Along A-1-A
- Distinctive Public Facilities that Contribute to the Destination Resort Character of the Central Beach Area Including Plazas, Courtyards and Parks
- Lot Aggregation
- Consolidation of Previously Parcelized Land

ABA – DESIGN COMPATIBILITY AND COMMUNITY CHARACTER SCALE

Proposed Point System Criteria:

- Public Parking
- Parking Structures Screened with Active Uses
- Limited Floor Plates
- Stepback/Podium Height Requirements
- Public Plazas/Open Space (above minimums)
- Sustainable Design Features

(Percentage limitations remain the same)

ADAPTIVE REUSE – CENTRAL BEACH

- ❑ Currently Limited Incentives
- ❑ Establish Incentives Based on Historic Designation Criteria
 - Increases in Height (same 20% limit)
 - Increases in FAR (same 20% limit)
 - Reduced Parking Requirements
 - Reduced Setbacks (scale/location of existing structure)
 - Designation of the Structure
 - Allow Pop-Up Space in Current Parking Spaces
 - Develop and Establish a Viable TDR Program

INTERIM USES – NORTH BEACH AREA (NBRA, IOA & ABA)

- ☐ Established a List of Interim Uses Designed for Vacant Land
- ☐ Limited to 2-years
- ☐ Uses:
 - Passive Recreation/Limited Games
 - Restaurant/Food Truck
 - Outdoor Seating
 - Tables and Chairs

Proposed Revision

- ☐ Expand List of Interim Uses
- ☐ Remove Limitation of 2-years

RECOMMENDED ULDR AMENDMENTS

- ☐ Create Easily Understood, Transparent and User-Friendly Language
- ☐ Focus on Active Ground Floor Uses/Enhanced Pedestrian Experience
- ☐ Allow Interim Uses Within the North Beach Area to Remain
- ☐ Create Incentives for Adaptive Reuse
- ☐ Create Predictable Setback/Yard Requirements
- ☐ Revise Point System to Have Positive Impact to the Beach
- ☐ Review Additional Permitted Uses
- ☐ Revise Approval Process:
 - Site Plan Level IV – Projects Over a Certain Size/Intensity
 - Site Plan Level II – Projects Under a Certain Size/Intensity

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TRIPS ?

- ❑ Existing Trip Allocation
 - Based on Levels of Service
 - Available Trips Running Low & Will Soon Run Out
 - Trip Capture for Existing Development
 - Transfer of Trips from One Site to Another

- ❑ Possible Future Trip Allocation
 - Revised Levels of Service
 - Transit Solutions

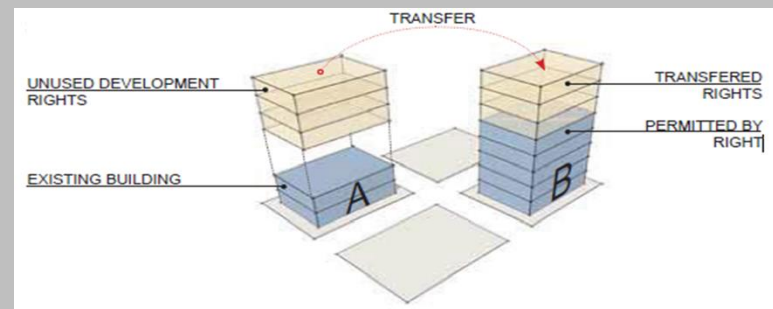
TRANSFER OF DEVELOPMENT RIGHTS (TDR)

□ **TDR Concept Purpose:**

- Growth Management Tool;
- Typically allows property owners to transfer development rights from areas that want to maintain lower intensity to areas designated for higher intensity;
- Traditionally used for preserving historic properties, creating open space, environmentally sensitive lands, etc.

□ **TDR Program Aspects:**

- Clear Sending/Receiving Districts
- Incentives to Sell/Buy TDRs
- Additional Intensity on Receiving Site
- Public/Private vs. Private/Private Exchanges



TRANSFER OF DEVELOPMENT RIGHTS (TDR)

☐ ***Evaluate Adoption of Voluntary TDR Program in Central Beach***

- Flexibility to move unused development rights off Barrier Island to properties seeking additional rights;
- May help preserve existing resource structures by selling unused development rights to TDR program;

☐ ***TDR Criteria Considerations:***

- Qualify intent and address in Comprehensive Plan
- Identify sending/receiving sites and incentives
- Develop financial formula for price of TDRs
- Evaluate restrictive covenants
- Consider risks and resources to administer program

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Next Steps

Finalize Recommendations Based on Commission Direction

- Coordinate with City Attorney Office

Public Outreach – Early 2019

- Conduct Additional Public Presentations to Civic Associations

Adoption – Mid-2019

- Planning and Zoning Board Review and Recommendation
- City Commission Adoption
 - 1st reading
 - 2nd Reading

