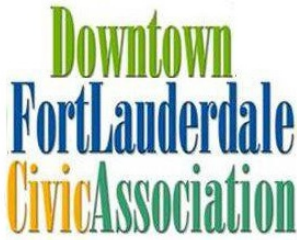


DOWNTOWN MASTER PLAN CODE AMENDMENTS

STAKEHOLDER OUTREACH MEETINGS AND PUBLIC COMMENTS SUMMARY

Summary of Public Meetings

Date	Stakeholder Meeting	Location
January 10, 2019	Downtown Development Authority	Broward Center
March 12, 2019	CFLCA General Meeting	City Hall
March 13, 2019	Economic Development Advisory Board	City Hall
March 21, 2019	Rio Vista Civic Association Board Meeting	Rio Vista Church
April 4, 2019	Tarpon River Civic Association Board Meeting	Southside Center
April 25, 2019	Downtown Civic Association	Florida Atlantic University
May 8, 2019	Downtown Council	Southside School
May 17, 2019	Broward Workshop - Urban Core Committee	Broward Center
June 3, 2019	District 1 Pre-Agenda Meeting	Beach Community Center
June 5, 2019	Community Open House	City Hall 8th Floor Cafeteria
June 13, 2019	Downtown Development Authority	Broward Center
August 6, 2019	Chamber; Government Affairs Committee	512 NE 3rd Avenue
August 6, 2019	Tarpon River Civic Association	700 NW 19 Ave
September 18, 2019	Planning and Zoning Board Intro Presentation	City Hall
October 16, 2019	Planning and Zoning Board Meeting	City Hall
November 14, 2019	Downtown Development Authority	Broward Center
February 26, 2020	Fort Lauderdale Forum	Broward College
July 14, 2020	Downtown Development Authority Director	<i>virtual meeting</i>
July 14, 2020	Downtown Civic Association Board Meeting	<i>virtual meeting</i>
July 16, 2020	Rio Vista Association Board Meeting	<i>virtual meeting</i>
July 23, 2020	Sailboat Bend Association Board Meeting	<i>virtual meeting</i>
August 5, 2020	Flagler Village Association Meeting	<i>virtual meeting</i>
August 20, 2020	Victoria Park Association Board Meeting	<i>virtual meeting</i>
September 15, 2020	Chamber; Real Estate Council Committee	<i>virtual meeting</i>
September 16, 2020	Planning and Zoning Board Meeting	<i>virtual meeting</i>



P.O. Box 2060
Fort Lauderdale, FL 33303
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President: Melinda Bowker
Vice President: James Bartholomew
Recording Secretary: Mercedes Loy
Communications Secretary: Nicole Marsala
Treasurer: Debra Picker
Director: Linda Davis
Director: Carol Kalliche
Director: Michele Rhule
Director: Steven Rifkin

September 8, 2020

Via Email To: Ella Parker <EParker@fortlauderdale.gov>
Email CC: Fort Lauderdale City Commissioners, Mayor, and City Manager
From: Melinda Bowker, Downtown Fort Lauderdale Civic Association President

Dear City Representatives:

The Downtown Fort Lauderdale Civic Association Board of Directors and Membership have had multiple conversations with City Staff on the codification of the Master Plan into the ULDR, including a recent Zoom call on July 14, 2020. We also had significant comment and participation from our membership at the April 25, 2019 Work Session with City Staff (see attached resident feedback that was provided to Staff last year).

The Board supports the Master Plan codification into the ULDR in theory but believes that there are significant open resident comments and suggestions that city staff have not been given the authority or budget to address at this juncture.

In addition to the feedback provided at the above-referenced meetings, the Board is urging City Officials/Staff to move forward on analyzing the implementation of a minimum residential unit size within the Downtown Master Plan. We would suggest that city officials and staff consider a code amendment to adopt a minimum unit size of 400 square feet, consistent with the existing minimum standard for an efficiency unit.

Furthermore, the Board takes issue with the exemption from parking requirements afforded developers of residential units in the Fort Lauderdale Uniform Land Development Regulations Article III (Development Requirements) Section 47-20.3 paragraph C for the Recreational Activity Center-City Center ("RAC-CC"). We recommend a minimum parking requirement for residential units of at least one parking spot on site per unit.

We appreciate city staff outreach during this exercise and look forward to our continued working relationship.

Regards,

A handwritten signature in black ink that reads "Melinda M. Bowker". The signature is fluid and cursive, with a long horizontal stroke at the end.

Melinda M. Bowker
President
Downtown Fort Lauderdale Civic Association

president@dflca.org

CC: DFLCA Board of Directors

DOWNTOWN FORT LAUDERDALE CIVIC ASSOCIATION
CITY OF FORT LAUDERDALE MASTER PLAN AND ULDR REFINEMENT
WORK SESSION – APRIL 25, 2019

A work session was held by the Downtown Fort Lauderdale Civic Association hosting City Sustainable Development staff on Thursday, April 25, 2019 at the FAU MetroLab, located at 111 E. Las Olas Boulevard. The purpose of the work session was to provide information on the status of the update of the City's Downtown Master and Comprehensive Plans and to solicit input from attendees.

The session's recurring orientation was resident investors need for confidence and certainty in dependability of practices (e.g., codification of building and livability issues) and for assurance of aspiration toward the City achieving its greatest potential. There was also strong sentiment about the need for the City to be ahead of development with requisite infrastructure for the area. Exemplary is the lack of EMS facilitation prior to the building of the current density. There was inarguably no or minimal anti-growth commenting, but rather urging of commitment to smart growth!

A summary of comments/concerns and questions expressed by the attendees is below.

Subject	Comments/Questions
Tower Separation and Spacing	<ul style="list-style-type: none"> • The majority of current downtown towers have a 100-foot separation. Given the mixed use of towers in downtown, it was asked that at a minimum this standard continue. The 60-foot separation being proposed by the City equates to a 40% reduction. • There was an opinion expressed that spacing between towers should actually increase dramatically as proposed height increases above 8 stories. • 60 feet of separation feels much too close together when you are actually in a high-rise building and looking out your windows. <i>"I live in the Las Olas Grand and it truly seems as though I could hand a cup of sugar to my neighbors in the Icon - that's how close it feels. I don't know what the distance is between our two buildings, but it is <u>not</u> how I wanted to live when I decided to move to downtown Fort Lauderdale. Also, the closeness of the buildings has created a wind tunnel that makes my balcony furniture take flight on a 'regular windy day' and has seriously hindered my enjoyment of my property. I don't care what other cities do... the buildings need to be farther apart for a good quality of life for our residents!"</i> • 60 feet sounds like a lot but it is only 20 yards. (Even the Dolphins can get 2 first downs!!) 60 feet is not nearly enough for residents' privacy and wind venturi affects.

Subject	Comments/Questions
	<ul style="list-style-type: none"> • Absolutely increase the spacing between towers greater than 8 stories. Bear in mind that the 2003 Master Plan was developed on the basis of 20th-century data, when the 16-story Venezia condo (SE 8th Ave., just north of Amaray) was years from being built. • As mentioned by a resident, 100 feet should be the minimum separation distance. See note, below, in Wind Venturi. Based on procedures in the Florida Building Code, any spacing proposed without thorough engineering analysis of wind loads is purely arbitrary. Given current wind patterns within downtown, it is possible that recommended spacing between towers will exceed 160 feet! • The effects of shadows that are cast by high rise buildings have not been sufficiently studied. Shadows of new proposed high rise development should take into account impacts on solar access, native vegetation, and human health.
EMS	<ul style="list-style-type: none"> • There continues to be a strong need for a fire and EMS substation in downtown or in the “near downtown” areas. The RAC should include the permitted use and should provide an intention of siting such a facility. • The city has approved an assisted living facility along the New River. Has anyone considered how often the EMS will be called for this, and for other elderly people who will live in the area? We need to be prepared and timing is critical. <i>“If we keep those dangerous scooters buzzing around town, we will need even more medics available to treat people involved in accidents!”</i> • A fire rescue station is desperately needed north of the New River and east of the FEC railroad tracks. Population will grow exponentially over the next number of years which will make horrible traffic conditions even worse. Also the tall buildings add a new challenge to reaching a patient or victim timely. <i>“I have seen proposed station locations south of the New River. 3rd and Andrews Avenues are planned to be one-way adding to the difficulty of having a station south of the river. I was told by a commissioner that the tunnel will be used, but the tunnel gets very backed up with traffic and adds extra transportation time. The increased density demands a station north of the New River.”</i> • Downtown is already built out. “Near downtown” implies residential. An EMS facility south of New River may be feasible if residents agree and if sufficient ROW exists for maneuverability.
Climate Change	<ul style="list-style-type: none"> • The International Panel on Climate Change (IPCC) was created by the United Nations to provide policymakers with regular scientific assessments on climate change, its implications and potential future risks. Given the downtown’s vulnerability to rising sea levels, these assessments of the IPCC should be studied and guidelines should be referenced accordingly.

Subject	Comments/Questions
	<ul style="list-style-type: none"> • This is a critical measurement that needs to be part of the code. Not having enough open space will lead to more flooding as well as impact the infrastructure. • Start by determining the maximum non-disastrous storm surge the Downtown area could take.
Building Setbacks	<ul style="list-style-type: none"> • Current building setbacks in the RAC should be re-evaluated to determine effective and efficient privacy, public safety, visual clearance, EMS access, and environmental protection. There are a number of new-build towers that have minimal or zero setbacks. • In order to be a great city we need adequate setbacks from property lines. We are not New York City! Nor do we want to be!
Public Input and Building Height	<ul style="list-style-type: none"> • While the proposed strategic framework of the master plan and the refined ULDRs imply a rigorous quantitative measurement process for development approvals, there will always be occasions where certain projects should be subject to City commission review and formal public input via an earlier public notification hearing process. Triggers and/or thresholds, e.g., above a certain building height, should be included in the ULDRs that ensure an automatic review at these higher levels. This would be to effectively determine impacts to infrastructure (water, sewer, traffic), wind venturi, EMS access, shadow disperse, environmental preservation, neighborhood compatibility. At a minimum, we recommend the following triggers be adopted for downtown. These triggers would warrant formal public review via a public hearing process: <ul style="list-style-type: none"> ✓ any development project that exceeds 160 feet in height ✓ any development project that encompasses 80,000 square feet of gross floor area • For areas designated as “Near Downtown”, i.e., outside the boundaries of the downtown core, building heights should be restricted to 5 stories or less. Triggers for public input would be different accordingly. • City staff mentioned the City of Vancouver downtown master plan as a model for City of Fort Lauderdale. Vancouver’s downtown master plan is very robust and transparent. Increasing public input will help to ensure high standards for accountability and responsibility for economic growth, smart growth, and environmental preservation. • Public input is critical to having a vibrant successful downtown. Developments over a certain height need to be approved by city commissioners at a regular meeting in order for there to be transparency. Commissioners should hear public opinion on infrastructure, wind, EMS and traffic concerns. We won’t have a great city unless these concerns are listened to. The Fort Lauderdale Beach has a limit on the number of vehicles allowed and so should the RAC.

Subject	Comments/Questions
Affordable Housing	<ul style="list-style-type: none"> • An affordable housing policy needs to be included in the master plan. • Out of the 5,000 + units developed in the city over the past 15 years, only some 475 have been in the dedicated “affordable” category. In the interim, rents in new buildings have risen above \$3.00/SF/month of apartment area. Based on an affordable standard of 30% of income for rent, this requires an income of \$10/SF/Month or \$5,000/month to afford a relatively small 500 square-foot apartment. This has pushed up rents in older buildings thus eliminating a vital source of previously de-facto affordable units and exacerbating the affordability crisis in the city.
Wind Venturi	<ul style="list-style-type: none"> • Wind venturi, sometimes referred to as wind tunnel/channel, was not discussed at this April 25th work session, but is of high concern among downtown residents given the effects which have been witnessed to date in the shadow of high buildings created over the past 15 years. • Wind venturi is considered a common side effect resulting from close spacing of high rise towers. As a note, the American Society of Civil Engineers (ASCE) addresses wind load procedures and guidelines in their Minimum Design Loads for Buildings and Other Structures¹. These procedures have also been included in the Florida Building Code (FBC). In accordance with the FBC, proposed high rise development projects in downtown can no longer be reviewed as stand-alone projects. There is wind interaction among the various buildings and wind load procedures of the ASCE should be followed. • A wind assessment/analysis should be included in development approval reviews for proposed buildings that exceed certain building heights. The Cities of San Francisco and Toronto, to name a few, require such assessments prior to the issuance of development approvals. • Regulation needs to be added to the ULDR. Developer studies have to be terminated and replaced by independent experts preparing studies for the City, but paid for by the developer.
Smart Growth and Sustainability	<ul style="list-style-type: none"> • The carrying capacities of local streets is not particularly high and is reaching a saturation point based on all the new development occurring, which in context of a plan, is nowhere near the potential allowed in the plan. This raises serious questions of vehicular movement sustainability particularly since there have been publicly noted episodes of gridlock in the RAC area. • <i>“I have concerns for the sewage infrastructure in our area and the TRAFFIC! Along with the traffic, which is already getting out of hand, the streets will need better care. Las Olas Blvd itself is a roller-coaster ride thanks to</i>

¹ American Society of Civil Engineers (ASCE), Committee on Minimum Design Loads for Buildings and Other Structures of the Codes and Standards Activities Division of the Structural Engineering Institute of ASCE. Retrieved from <https://ascelibrary.org/doi/book/10.1061/9780784412916>

Subject	Comments/Questions
	<p><i>numerous pot-holes. We currently need to have many streets smoothed out and paved, and that need will only increase in correlation with the amount of vehicles."</i></p> <ul style="list-style-type: none"> • We need to revisit the lack of height restrictions in the RAC. There are also not a parking requirements. Residents will not be walking in 90-degree heat with high humidity carrying shopping bags for example. People need cars to visit family, doctors and friends. Not having a parking requirement will not equate to fewer cars but will add to traffic congestion with residents searching for parking spaces. • Hurricane evacuation has to be considered in the RAC.
Vision of New Blueprint	<ul style="list-style-type: none"> • What will the downtown look like in 5, 10 and 20 years once the new final proposed ULDRs are adopted? • Given the observed trends, this raises questions about whether the footprint of the RAC area should be either reduced to avoid livability and sustainability issues related to oversaturation of the road network and the water/sewer infrastructure. • <i>"I am in favor of the step-down approach to building sizes a/k/a transition zones."</i> • Height limits on buildings in the RAC are needed, as well as increased setbacks, and increased tower spacing. We need a limitation on number of vehicles permitted in RAC. Wind venturi and traffic studies are needed, prepared by independent party ordered by City and reimbursed by developer. We want wind requirements for new developments. Buildings over a certain height need to be voted on at Commission meeting. We need specific requirements in ULDR for transition zones; and requirements for parking for new developments because cars aren't going away anytime soon.



RIOVISTA CIVIC ASSOCIATION, INC.

P.O. BOX 460386
FORT LAUDERDALE, FL 33346
www.riovistaonline.com

President: Christina Currie
Vice President: Mark Snead
Secretary: Fred Stresau
Treasurer: Mark Snead

July 16, 2020

Via Email To: Ella Parker <EParker@fortlauderdale.gov>
Email CC: Fort Lauderdale City Commissioners, Mayor, and City Manager
From: Christina Currie, Esq., Rio Vista Civic Association President

Dear City Representatives:

The Rio Vista Civic Association Board of Directors held a meeting on July 16, 2020 via Zoom and quorum requirements were met. Ella Parker, Jim Hetzel, Anthony Farjado, and Chris Cooper participated in the call. A presentation on the Proposed Downtown Master Plan Codifications was given and a discussion followed.

Upon close of discussion and after City Staff left the meeting the Board had further discussion on the matter. After a motion by Jean-Jaques Rajter the Board voted to unanimously support the Proposed Downtown Master Plan Codifications as presented on this date. More, the Board is hereby urging City Officials/Staff to move forward on analyzing the implementation of minimum residential unit sized within the Downtown Master Plan.

The following RVCA Board of Directors were in attendance: Christina Currie, Mark Snead, Fred Stresau, Sam Koster, Nancy Messing, Bill Kirk, Lori Sterling, Jean-Jacques Rajter, and Warren Sturman (non-voting).

We look forward to our continued working relationship.

Regards,
Christina M. Currie, Esq.
president@riovistaonline.com

CC: RVCA Board of Directors

Tarpon River Civic Association Comments

Date: June 17, 2020 updated; original sent March 20, 2020

To: Fort Lauderdale City Commissioners
Fort Lauderdale Mayor
Fort Lauderdale City Manager
Urban Design & Planning City Staff

From: Tarpon River Civic Association Board of Directors, on behalf of Tarpon River Civic Association

Re: Codification of the Downtown Master Plan – issues and concerns

The Tarpon River Civic Association (TRCA) writes to highlight two important issues that we ask that you to amend prior to the codification of the Downtown Master Plan. The TRCA Board of Directors has spent time discussing and talking with staff regarding the issues and believe they are critical for the TRCA community and greater Fort Lauderdale.

- 1) Our comments regarding the Transition Zones are included in the Public Comments Summary section of the Downtown Master Plan Code Amendments Document and were provided to city staff. Included below is a copy of the statement which was provided to the Urban Design & Planning staff.

TO: Department of Sustainable Development
FROM: Tarpon River Civic Association Board of Directors
DATE: August 15, 2019
RE: Codification of transition zones

After a thoughtful discussion with staff from the Department of Sustainable Development, the Tarpon River Civic Association (TRCA) asks that you consider a critical addition to the Transition Zone language regarding the codification for the City of Fort Lauderdale Master Plan.

The Civic Association asks that you add "the right of way width will not be counted as part of the transition zone", that the zone depth begin at the property line. To be more precise, the Zoning District Boundary should be changed from the middle of the street between Zoning Districts and start at the property line in the transition zone.

We believe this is a critical addition to the transition zone codification verbiage because the width of roadways vary and it allows for consistency for the neighborhoods within and adjacent to the Downtown RAC. The additional transitional area from the higher height areas to those with lower height will better protect the character of the adjacent residential neighborhoods.

Additionally, we ask that you add a mandated notification to the Civic Associations 300 feet surrounding any development project prior to a developer presenting to the DRC.

Thank you for your consideration.

- 2) On March 10, 2020, TRCA BOD had further discussions with staff from Urban Design & Planning regarding the importance of an additional area of transition – as it relates to Character Areas. We ask for your support in this additional transition area as it relates to Character Areas. Specifically, we ask to

change the Character Areas along portions of the transition zone areas to Urban Neighborhood, from Near Downtown. Within the Tarpon River neighborhood, that would be two blocks: the area east of SW 4th Ave to SW 3rd Ave and from SW 5th St to SW 7th St. There is an attached map highlighting the areas, the purple areas are the areas we propose to change. You will note that the map also includes highlighted areas in Victoria Park and Sailboat Bend for similar changes to the Character Area.

TRCA asks that both topics be given serious consideration and more community stakeholder input be sought, before finalizing the Codification process, so that this can become a part of the package under consideration.

Both requested changes are important to Tarpon River, as well as greater Fort Lauderdale because they impact the overall transition from the downtown area to the residential area. It is critical that the neighborhoods closest to downtown are able to maintain their residential neighborhood character – and by changing both the boundary as we have identified in section 1, and change the Character Area, as identified in section 2, this can happen. These requests would make a significant impact from the Urban Core to the residential areas much more appealing.

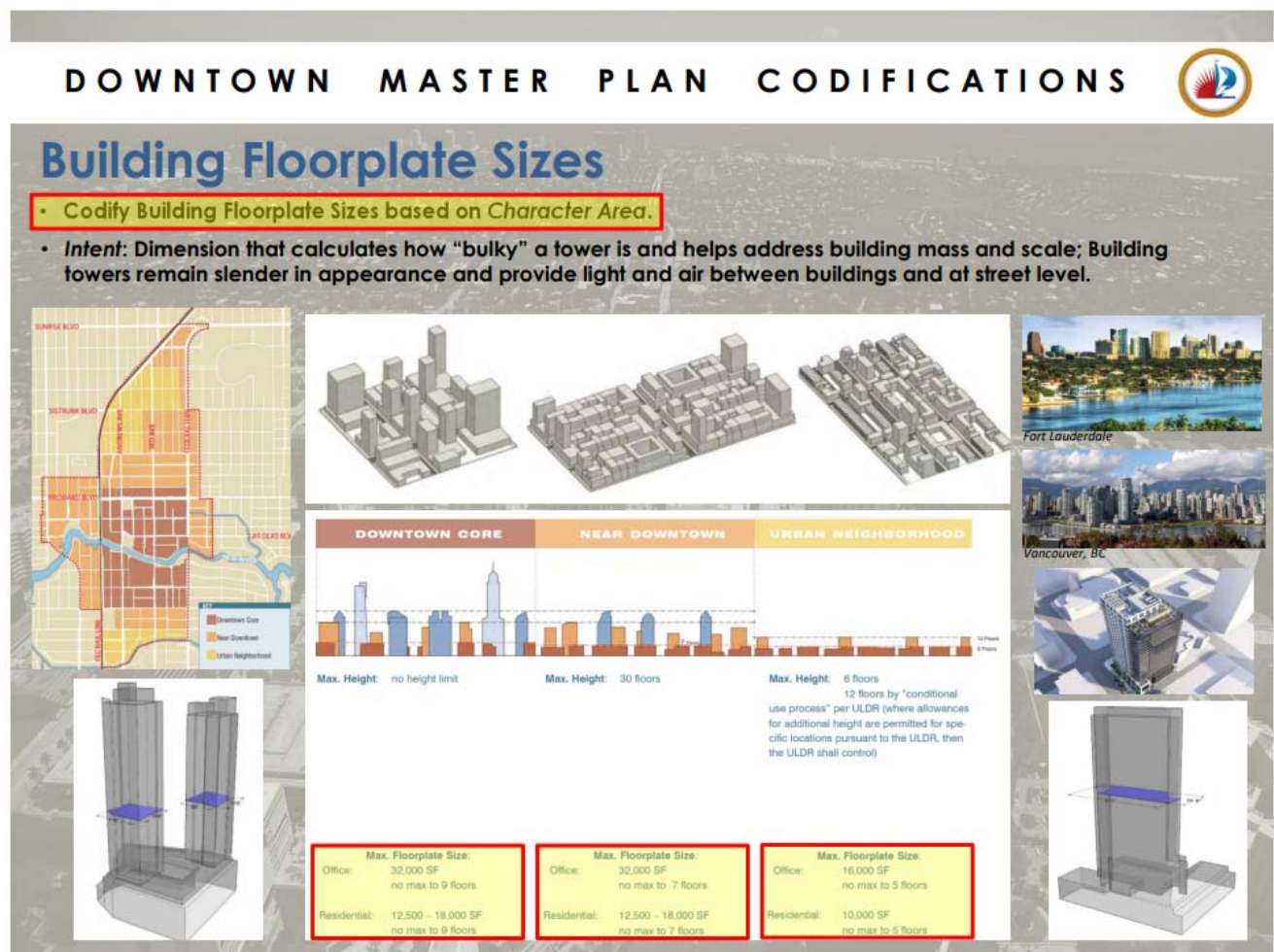
Thank you for your consideration.

Community Open House Public Comments – June 5, 2019

A community open house was held on June 5, 2019 at City Hall to present the proposed codifications and obtain public input, where one hundred and twenty-three attendees participated. In addition, public comments received throughout this process beyond the open house comments are also included, starting on page 7 of this document. Please refer to Table 2 of the Staff Report for a comprehensive summary of public participation meetings.

Stations covering codification elements were set up around the room and participants engaged with staff at each station and left their comments. Sticker dots were provided to participants who wished to use them for placement by any comments that were already stated, and if they agreed with a comment. The public comments and dots were compiled and are summarized below. The number of other participants who agreed with a comment is noted next to each comment.

Station 1. BUILDING FLOORPLATE & TOWER SEPARATION



PUBLIC COMMENTS:

- Allow for average floorplate for towers, when projects have varying floorplates or building is uniquely designed. [7]
- Maintain existing character area boundaries, floorplates and shoulder height limits. [2]
- There should be flexibility for projects that propose unique design, sustainable design, or allow for deviation. [8]
- Creative ground level design should allow for larger floorplates in exchange. [5]

Community Open House Public Comments – June 5, 2019

Station 1. BUILDING FLOORPLATE & TOWER SEPARATION

DOWNTOWN MASTER PLAN CODIFICATIONS



Tower Separation Requirement

- *Intent:* Addresses open space between buildings; maintains minimum 60 feet between towers to limit impact of building massing and to provide light and air between buildings and at street level.
- Individual development parcels maintain 30-foot tower separation from each property line.



PUBLIC COMMENTS:

- For smaller parcels and irregular shaped, it will be difficult to provide tower separation; Need flexibility for approving deviations or exemptions. [3]
- If tower separation cannot be met. What is process for deviation? Need a process. [8]
- Codify orientation of building along river to be perpendicular to river. Set back from river (more setback from river). [7]
- High quality material and design should be required. [8]
- Provide draft of code language for public review & comment. [3]
- Ok with proposed code. [4]

Community Open House Public Comments – June 5, 2019

Station 2. BUILDING STREETWALL LENGTH

DOWNTOWN MASTER PLAN CODIFICATIONS



Building Length Maximum

- **300-foot building streetwall length maximum at ground level in the Near Downtown and Urban Neighborhood.**
- **Intent:** Provides for improved pedestrian connectivity. In combination with active ground level uses and quality architectural treatments, breaks/articulation of building façade or division into multiple buildings, these aspects contribute to how comfortable, engaging and walkable blocks feel.

B-4 REVISED MAY 2007

Framing the street: encourage maximum building 'streetwall' length of 300'.

The 300 foot dimension, while encouraging streetscape variety, does not create varied building configurations along narrow-block frontages, which typically measure less than 300 feet. The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.

Building streetwalls in the Near Downtown and Urban Neighborhood that exceed 300' in length should be encouraged to create variation in the physical design and articulation of the street-wall through the following examples:

- division into multiple buildings/ but without superficial facade parapets

LESS PREFERRED

- a break/ articulation of the façade; OR,
- significant change of massing/ façade design

PREFERRED

PREFERRED

Public plaza/ open space lined with active ground floor uses

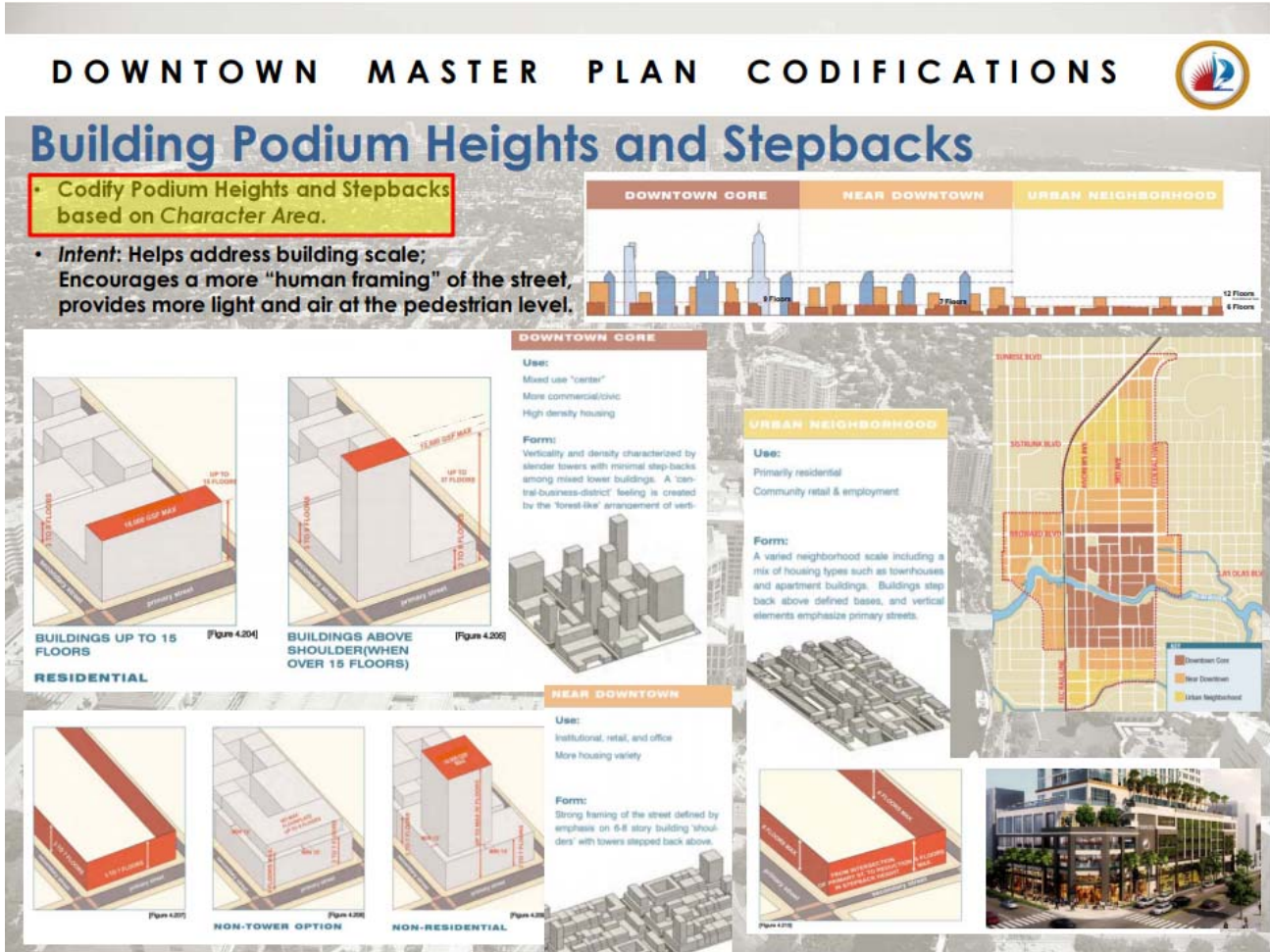
NOTE
Line internal pedestrian, public "vias" with active ground floor uses; OR no "vias" with separate buildings abutting one another

PUBLIC COMMENTS:

- Allow flexibility for good and unique design for buildings that exceed 300'; Elevation changes, changes in UFC, changes in material, windows, etc. [6]
- Break up building for air & light and CPTED principles. [1]
- Flexibility in context should be written in the code. [1]
- Alternate designs to go City Commission (global).
- Clarify ambiguity in images. [1]

Community Open House Public Comments – June 5, 2019

Station 3. PODIUM HEIGHT & STEPBACKS



PUBLIC COMMENTS:

- RAC-RPO - moving to RAC-SMU; Character area from SW 9th to 20th Street - Shift character areas.
- Straighten random turns in character areas, Ex. NE from downtown at Sistrunk; Continue near Downtown from US 1 and track along Sistrunk; Makes for a smoother transition. [3]
- Can a developer get points for being next to a park?
- Character areas - Is that a consideration?
- 30 stories is too high in transitional areas; Need to drop when on line with neighborhood. [8]
- There is no details on the graphics regarding total height, what is it? How high is a floor? ULDR plan needs to have clarity.
- What about architectural excellence? Requirement skyline drama, design. How is that reviewed and required? Prescriptive? [7]
- Is there an opportunity to require reasonable/affordable housing? Fee simple vs. rental. [3]
- Alternate design on podium heights on step backs should be permitted.

DOWNTOWN MASTER PLAN CODIFICATIONS



- Codify Height Transition Zones


-

- Consider grant relief for property owners w/less than an acre that are on the edge of transition zones. [3]
- Why is there an ROC zone in Tarpon River (residential)? 55' too high - too high along 4th Avenue - no transition. [2]
- High boxes along 4th Avenue will be ugly.
- Transition zone along 4th Avenue not low enough from 5th Street south should be 3 stories - behind that - 9. [2]
- All for codifying transition zones - they just need to be a transition.
- Transition zones only appropriate where there is an abutting property of lower zoning classification.
- Zoning implications need to be quantified.

Community Open House Public Comments – June 5, 2019

Station 5. OPEN SPACE & STREETSCAPE DESIGN

DOWNTOWN MASTER PLAN CODIFICATIONS



Open Space

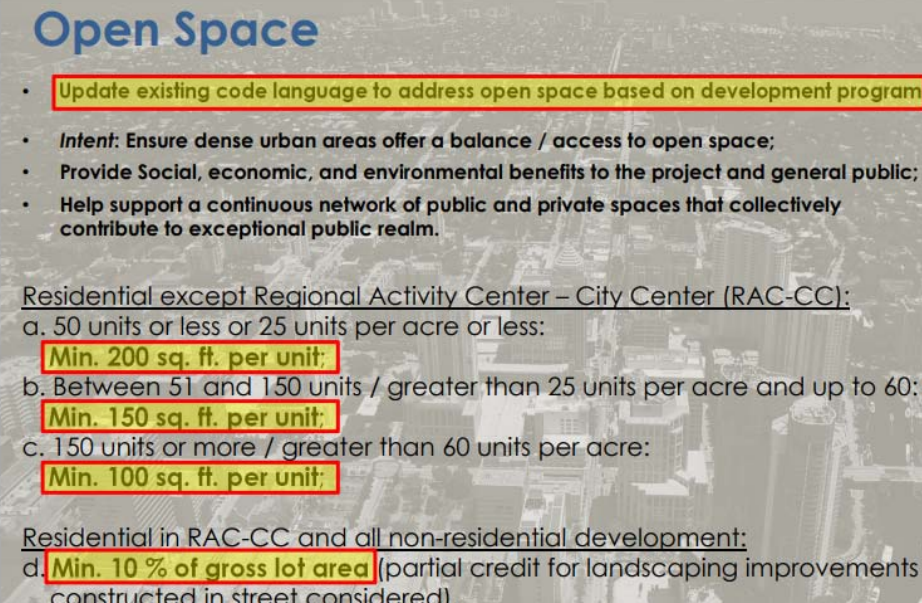

- Update existing code language to address open space based on development program
- Intent:* Ensure dense urban areas offer a balance / access to open space;
- Provide Social, economic, and environmental benefits to the project and general public;
- Help support a continuous network of public and private spaces that collectively contribute to exceptional public realm.

Residential except Regional Activity Center – City Center (RAC-CC):

- 50 units or less or 25 units per acre or less:
Min. 200 sq. ft. per unit;
- Between 51 and 150 units / greater than 25 units per acre and up to 60:
Min. 150 sq. ft. per unit;
- 150 units or more / greater than 60 units per acre:
Min. 100 sq. ft. per unit;

Residential in RAC-CC and all non-residential development:

- Min. 10 % of gross lot area** (partial credit for landscaping improvements constructed in street considered).

PUBLIC COMMENTS:

- City should provide open space to urban core; How would street trees be counted in landscape requirements? [4]
- Allow flexibility for tree lines not buildings. [1]
- Consistent sidewalk section/prioritize from block to block.
- Create off-site mitigation credit.
- Looks like a concrete jungle is being built along US1 north of tunnel. [4]
- Each street should be treated individually. [3]
- Landscape regulation not realistic. [1]
- Higher density should imply higher (not lower) landscape requirement. [8]
- Allow for flexibility and review of conditions on a case by case basis. [1]
- Downtown core needs one-way street pairs. [2]
- Can a developer use/get points for being next to a park? Is it considered?
- Need to take special care of tower radius on all downtown coverage for "typical" trucks to turn; Either wider turns or limited size of the trucks by ordinance or special permit. [3]
- Lack of green landscaping between buildings & street.
- Demand building built further from sidewalk. [2]
- Consider created "superblocks" (e.g. Barcelona) - lower traffic & increase walkability and consolidate open/green space. [1]
- Wider sidewalks. [2]
- Get rid of on street parking and provide bike lanes. [2]
- More regulations to make downtown more walkable (TOD).
- Open space for non-resident development should be more than 10%.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Downtown Fort Lauderdale Civic Association Comments

RE: Feedback/input from the April 25 session on the Master and Comprehensive Plan updates

From: Stan Eichelbaum

Date: June 5, 2019 12:50 PM

With appreciation for your excellent outreach session on the Master and Comprehensive Plan updates underway, we reached out to all attendees from our April 25 meeting for any additional suggestions or comments. As I am sure you noted, interest was high and the attendees were primarily concerned about a city of very high potential aspiring to its livability greatness possible. Additionally there was great enthusiasm that updates and further codifications can create more certainty for all. We have attached the comments received which again were from attendees. This is not meant to represent the position of the Downtown Fort Lauderdale Civic Association or its board on any issues inclusive. Those comments will be forthcoming as the process continues. We look forward to again reviewing all as you progress on this important process. I believe all were impressed with the scale of the undertaking, your diligence on all and its importance to our community.

A work session was held by the Downtown Fort Lauderdale Civic Association hosting City Sustainable Development staff on Thursday, April 25, 2019 at the FAU MetroLab, located at 111 E. Las Olas Boulevard. The purpose of the work session was to provide information on the status of the update of the City's Downtown Master and Comprehensive Plans and to solicit input from attendees. The session's recurring orientation was resident investors need for confidence and certainty in dependability of practices (e.g., codification of building and livability issues) and for assurance of aspiration toward the City achieving its greatest potential. There was also strong sentiment about the need for the City to be ahead of development with requisite infrastructure for the area. Exemplary is the lack of EMS facilitation prior to the building of the current density. There was inarguably no or minimal anti-growth commenting, but rather urging of commitment to smart growth!

Tower Separation and Spacing

The majority of current downtown towers have a 100-foot separation. Given the mixed use of towers in downtown, it was asked that at a minimum this standard continue. The 60-foot separation being proposed by the City equates to a 40% reduction. There was an opinion expressed that spacing between towers should actually increase dramatically as proposed height increases above 8 stories. 60 feet of separation feels much too close together when you are actually in a high-rise building and looking out your windows. *"I live in the Las Olas Grand and it truly seems as though I could hand a cup of sugar to my neighbors in the Icon - that's how close it feels. I don't know what the distance is between our two buildings, but it is not how I wanted to live when I decided to move to downtown Fort Lauderdale. Also, the closeness of the buildings has created a wind tunnel that makes my balcony furniture take flight on a 'regular windy day' and has seriously hindered my enjoyment of my property. I don't care what other cities do... the buildings need to be farther apart for a good quality of life for our residents!"* 60 feet sounds like a lot but it is only 20 yards. (Even the Dolphins can get 2 first downs!!) 60 feet is not nearly enough for residents' privacy and wind venturi affects. Absolutely increase the spacing between towers greater than 8 stories. Bear in mind that the 2003 Master Plan was developed on the basis of 20th-century data, when the 16-story Venezia condo (SE 8th Ave., just north of Amaray) was years from being built. As mentioned by a resident, 100 feet should be the minimum separation distance. See note, below, in Wind Venturi. Based on procedures in the Florida Building Code, any spacing proposed without thorough engineering analysis of wind loads is purely arbitrary. Given current wind patterns within downtown, it is possible that recommended spacing between towers will exceed 160 feet! The effects of shadows that are cast by high rise buildings have not been sufficiently studied. Shadows of new proposed high rise development should take into account impacts on solar access, native vegetation, and human health.

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EMS

There continues to be a strong need for a fire and EMS substation in downtown or in the "near downtown" areas. The RAC should include the permitted use and should provide an intention of siting such a facility. The city has approved an assisted living facility along the New River. Has anyone considered how often the EMS will be called for this, and for other elderly people who will live in the area? We need to be prepared and timing is critical. *"If we keep those dangerous scooters buzzing around town, we will need even more medics available to treat people involved in accidents!"*

A fire rescue station is desperately needed north of the New River and east of the FEC railroad tracks. Population will grow exponentially over the next number of years which will make horrible traffic conditions even worse. Also the tall buildings add a new challenge to reaching a patient or victim timely. *"I have seen proposed station locations south of the New River. 3rd and Andrews Avenues are planned to be one-way adding to the difficulty of having a station south of the river. I was told by a commissioner that the tunnel will be used, but the tunnel gets very backed up with traffic and adds extra transportation time. The increased density demands a station north of the New River."*

Downtown is already built out. "Near downtown" implies residential. An EMS facility south of New River may be feasible if residents agree and if sufficient ROW exists for maneuverability.

Climate Change

The International Panel on Climate Change (IPCC) was created by the United Nations to provide policymakers with regular scientific assessments on climate change, its implications and potential future risks. Given the downtown's vulnerability to rising sea levels, these assessments of the IPCC should be studied and guidelines should be referenced accordingly.

This is a critical measurement that needs to be part of the code. Not having enough open space will lead to more flooding as well as impact the infrastructure.

Start by determining the maximum non-disastrous storm surge the Downtown area could take.

Building Setbacks

Current building setbacks in the RAC should be re-evaluated to determine effective and efficient privacy, public safety, visual clearance, EMS access, and environmental protection. There are a number of new-build towers that have minimal or zero setbacks.

In order to be a great city we need adequate setbacks from property lines. We are not New York City! Nor do we want to be!

Public Input and Building Height

While the proposed strategic framework of the master plan and the refined ULDRs imply a rigorous quantitative measurement process for development approvals, there will always be occasions where certain projects should be subject to City commission review and formal public input via an earlier public notification hearing process. Triggers and/or thresholds, e.g. above a certain building height, should be included in the ULDRs that ensure an automatic review at these higher levels. This would be to effectively determine impacts to infrastructure (water, sewer, traffic), wind venturi, EMS access, shadow disperse, environmental preservation, neighborhood compatibility. At a minimum, we recommend the following triggers be adopted for downtown. These triggers would warrant formal public review via a public hearing process:

- any development project that exceeds 160 feet in height
- any development project that encompasses 80,000 square feet of gross floor area

For areas designated as "Near Downtown", i.e., outside the boundaries of the downtown core, building heights should be restricted to 5 stories or less. Triggers for public input would be different accordingly. City staff mentioned the City of Vancouver downtown master plan as a model for City of Fort Lauderdale. Vancouver's downtown master plan is very robust and transparent. Increasing public input will help to ensure high standards for accountability and responsibility for economic growth, smart growth, and environmental preservation. Public input is critical to having a vibrant successful downtown. Developments over a certain height need to be approved by

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city commissioners at a regular meeting in order for there to be transparency. Commissioners should hear public opinion on infrastructure, wind, EMS and traffic concerns. We won't have a great city unless these concerns are listened to. The Fort Lauderdale Beach has a limit on the number of vehicles allowed and so should the RAC.

Affordable Housing

An affordable housing policy needs to be included in the master plan.

Out of the 5,000 + units developed in the city over the past 15 years, only some 475 have been in the dedicated "affordable" category. In the interim, rents in new buildings have risen above \$3.00/SF/month of apartment area. Based on an affordable standard of 30% of income for rent, this requires an income of \$10/SF/Month or \$5,000/month to afford a relatively small 500 square-foot apartment. This has pushed up rents in older buildings thus eliminating a vital source of previously de-facto affordable units and exacerbating the affordability crisis in the city.

Wind Venturi

Venturi Wind, sometimes referred to as wind tunnel/channel, was not discussed at this April 25th work session, but is of high concern among downtown residents given the effects which have been witnessed to date in the shadow of high buildings created over the past 15 years. Wind venturi is considered a common side effect resulting from close spacing of high rise towers. As a note, the American Society of Civil Engineers (ASCE) addresses wind load procedures and guidelines in their Minimum Design Loads for Buildings and Other Structures[1]. These procedures have also been included in the Florida Building Code (FBC). In accordance with the FBC, proposed high rise development projects in downtown can no longer be reviewed as stand-alone projects. There is wind interaction among the various buildings and wind load procedures of the ASCE should be followed.

A wind assessment/analysis should be included in development approval reviews for proposed buildings that exceed certain building heights. The Cities of San Francisco and Toronto, to name a few, require such assessments prior to the issuance of development approvals. Regulation needs to be added to the ULDR. Developer studies have to be terminated and replaced by independent experts preparing studies for the City, but paid for by the developer.

Smart Growth and Sustainability

The carrying capacities of local streets is not particularly high and is reaching a saturation point based on all the new development occurring, which in context of a plan, is nowhere near the potential allowed in the plan. This raises serious questions of vehicular movement sustainability particularly since there have been publicly noted episodes of gridlock in the RAC area. *"I have concerns for the sewage infrastructure in our area and the TRAFFIC! Along with the traffic, which is already getting out of hand, the streets will need better care. Las Olas Blvd itself is a roller-coaster ride thanks to numerous pot-holes. We currently need to have many streets smoothed out and paved, and that need will only increase in correlation with the amount of vehicles."* We need to revisit the lack of height restrictions in the RAC. There are also not a parking requirements. Residents will not be walking in 90-degree heat with high humidity carrying shopping bags for example. People need cars to visit family, doctors and friends. Not having a parking requirement will not equate to fewer cars but will add to traffic congestion with residents searching for parking spaces. Hurricane evacuation has to be considered in the RAC.

Vision of New Blueprint

What will the downtown look like in 5, 10 and 20 years once the new final proposed ULDRs are adopted? Given the observed trends, this raises questions about whether the footprint of the RAC area should be either reduced to avoid livability and sustainability issues related to oversaturation of the road network and the water/sewer infrastructure. *"I am in favor of the step-down approach to building sizes a/k/a transition zones."* Height limits on buildings in the RAC are needed, as well as increased setbacks, and increased tower spacing. We need a limitation on number of vehicles permitted in RAC. Wind venturi and traffic studies are needed, prepared by independent party

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ordered by City and reimbursed by developer. We want wind requirements for new developments. Buildings over a certain height need to be voted on at Commission meeting. We need specific requirements in ULDR for transition zones; and requirements for parking for new developments because cars aren't going away anytime soon.

Victoria Park Civic Association Comments:

RE: Downtown Master Plan Character Areas

From: Catherine Maus, President, Victoria Park Civic Association

Date: October 3, 2019

"Victoria Park Civic Association objects to the Downtown Master Plan's characterization of NE 7th Avenue (from NE 6 Street south) as a 'Near Downtown' character area. We are requesting that 7th Avenue be designated 'Urban Neighborhood', which is more fitting for the area and existing pattern of development. The DMP was created in 2003 which is a lifetime ago in terms of Fort Lauderdale development. Flagler Village did not exist. Because of that, and because there has been no recent study to confirm that the character areas are appropriate for existing development patterns, the character areas surrounding the DMP do not make any sense. For instance, a good chunk of Flagler Village is designated Urban Village (lowest intensity), while NE 7th Avenue is designated Near Downtown (medium density). Neither of those designations actually fit with the development in those areas. It is critical that the DMP be updated before it is codified. This request is made pursuant to unanimous votes by VPCA's Planning Committee, and the membership at the September 4 [2019] general meeting. Thank you."

Email Comments:

Date: June 12, 2019

From: Patricia Roth: "One of my major concerns is that new construction (residential, commercial, multi family) is being built right up to the edge of the sidewalk, sometimes with little or no landscaping or canopy trees, creating a feeling of claustrophobia. We residents feel like we are trapped in a cement jungle. 1. Every block is different. This makes it appear that landscaping beyond the lot line is totally up to the developers and is not regulated or codified by the City. 2. Most of the buildings go right up to the edge of the sidewalk. (Both on Federal Highway and side streets, such as 3rd Street west side and 3rd Avenue) 3. Where there are nice canopy trees and grass in the swale, nearly all the buildings still go right to the edge of the sidewalk. 4. Some buildings have nothing in the way of landscaping or trees. (Black glass bldg. on Federal and 2nd

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Street) 5. The Manor apartment complex across from Fresh Market has extensive landscaping and setbacks, but most buildings do not. On the street behind it they have built right up to the sidewalk. 6. Some buildings, such as Sheraton Four Points and Fairfield Inn on Federal, are examples of the very worst of everything that is wrong with new construction. 7. Bulb outs on the side streets, like behind the Manor complex, have beautiful landscaping and trees, but the land is taken from the City's streets and not from the developers. These bulb outs primarily serve to make it harder to parallel park, there is no place for a delivery truck, and they make the streets permanently narrower. (Traffic calming is rarely needed, as we spend most of our time in gridlock). 8. New construction such as Whole Foods on 17th Street, and the new building on Las Olas and 3rd Avenue, simply take your breath away, they are so overwhelmingly massive. My recommendations are as follows 1. Require a 10-foot setback from the inside edge of sidewalks on all four sides of all new buildings a. Note: If projects are already approved, demand the set back and give them an extra floor in height. 2. Require a shale with grass and canopy trees on ALL streets, on all four sides of the development. a. Charge the developers a landscaping tax if necessary to achieve this. 3. For podium inserts, like at Wells Fargo on Las Olas, require that at least 65% be grass, trees and landscaping, NOT concrete. Benefits: 1. Alleviates the feeling of claustrophobia which we residents now have 2. Alleviates some of the worst of the street flooding by allowing areas where the water can soak into the ground (storm drains alone cannot handle heavy rains). Right now we are in danger of creating a cement lake bed in Ft. Lauderdale, just like Brickell Avenue in Miami. 3. Creates a City which is beautiful and green with shade trees, where people want to live and walk, similar to what Coral Gables has done through strict zoning and enforcement of same. 4. Creates "cool" zones and cleaner air."

Date: June 3, 2019

From: Robert Eisenberg: "Way too much development, too much traffic, people are selling their homes collapse is coming".

Date: July 2019

From Charlie Ladd: "Easily accessible retail is important to Downtown's success and placement of landscaping directly in front of storefront areas is counterproductive to creating high quality attractive retail space. The nature of retail space is that one should have a sidewalk directly adjacent to the building storefront. This is different from other uses that work well with landscaping between the building and the sidewalk. The Downtown Master Plan codifications should acknowledge best practices for different development types in the downtown. We want to be building what is best for the city rather than what meets a narrow guideline that may not fully reflect the nuance between different types of uses that we will see in our Downtown for many years. Spacious sidewalks that can accommodate outside dining and roomy sidewalk widths for pedestrians with landscape planter areas around canopy trees can provide shade. Sufficiently wide sidewalks allowing fully lined canopy trees at a reasonable distance from storefronts. Fountain features can be a focal point for certain projects and should be credited in the overall landscape requirements (cost of such features is much higher than cost of landscaping). Our downtown should have features such as fountains and eating around them and these elements should count for two or three times the area as these amenities are attractive and also provide a cooling feature. A multiple credit would provide an incentive to see more of these elements introduced into the City's public realm. In arcade areas of buildings, large pots with plantings can achieve similar goals as would be achieved with exterior planters. These types of treatments should be recognized as another means to achieve the proposed minimum landscape area.

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Trellises can also be used to achieve a more intensive landscape effect (i.e. Paradise Bank on Federal Highway) or to softly treat a wall area without storefront, such as the breezeway between Tommy Bahama and Blue Mercury on Las Olas. The trellis treatment can be more powerful than a simple planter area and should be acknowledged as an alternative in the requirements."

Date: September 27, 2019

From: Fred Stresau: "The City can ill afford to provide all of the projected open space required by the Parks Element and must look to new and innovative ways for private developers to contribute to that cause. The city cannot expect any private contributions in terms of Open Space- plazas, wider sidewalks or fountains we admire in many urban cities and the 10% suggested by staff is simply a beginning but not sufficient to produce what I would consider great design possibilities. The DSD suggested 10% area for a city block site can be wasted away in small strips and isolated areas with little or no visual impact. Any new ordinance must require a larger percentage must also include verbiage that would require the DSD to evaluate the contribution as providing quality design.

Downtown Development Authority

Re: Comments from presentation to the DDA and Chamber

Date: November 14, 2019

General comments:

- Non-conforming issue will occur from codification.
- Street trees and landscaping in row needs coordination.
- Costly to developer to go through the process for flexibility
- Seems like going backwards and will cause the same issue that started the master plan in the 1st place.
- Lose the opportunity to attract businesses that want a larger floor plate or other flexibility.
- Rigid code doesn't allow for flexibility.
- Transition areas - is the zone based on the existing height or the zoning limitation.
- Keep the ability to maintain flexibility.
- The master plan encourages investment and residential.
- Master plan isn't broken

Comments from attendees:

Charlie Palmer - this will politicize the process. Very costly and long. Keep flexibility.

Alec Bogdenoff - inadequately addresses sea level rise. Buildings should be adaptable.

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Anthony Abatte - move from performance based to prescriptive based is problematic. Flexibility allows for interesting design. Focus should be on the qualitative aspects. Politics should be left out. Can result in mediocre development.

Steve Tillbrooke - chamber opposes codification because of impacts to property rights. Uncertainty due to politics. Focuses on commercial development. New requirements once in just residential. Incentive based system better.

Patrick Gambon - Realted Group - not a step in the right direction. The point of the code is to keep the density in the DT. Penalized because of the open space requirements.

David Coddington - we need to compete with other areas of the country to attract companies. If the process is too long then they will go elsewhere. Charlott, Nashville, Austin

Ina Lee - cookie cutter buildings are a problem. How does Miami do it? Dania Beach, Oakland Park are getting more investment. People are questioning whether to build in downtown. More restrictions limit the community. Need to attract millennials.

Debbie Picker - from NY. Residents aren't being heard and they have concerns. Water, sewer, ems. Rides bike because she can't get her car out. Residents disenchanted with quality of life. 333 is an example of the problem. Room is one sided.

Eugenia Ellis - she's a resident. Infrastructure is a city issue. Patience is required. To codify things that would change how we grow is a detriment

Alan Hooper - want everyone to be informed. This effects property value. HOAs have meetings about the future. A presence of people that are liked minded you will not have a voice. Disruptions are cyclical due to construction. You can't tell someone that's next door to you that you can't build the same thing that your living in.