Central Beach Public Presentation

Draft Master Plan

November 9, 2016

Project History

- 2009 Sasaki Master Plan Report
- CRA Public Realm Improvements
- 2015 RFP Issued for Master Plan Update and Text amendments to LDRs

Project Scope

- Master Plan Update
  - Set clear building and streetscape design standards for future development
- LDRs
  - Streamline the code and improve predictability of the development process and outcome
- North Beach Village
  - Public realm survey
  - Impacts of sea level rise
  - Potential streetscape improvements
- Public Involvement
  - Confirm community preferences

2

- to preserve unique character of the Central Beach (CB) neighborhoods,
- to encourage design elements that promote high-quality design and public interaction, and
- to create active, pedestrian-oriented streetscapes.

Stakeholder Input

- Numerous stakeholder meetings:

  (February 2015 – September 2016)
  - Central Beach Alliance
  - Development Community
  - Beach Redevelopment Advisory Board
  - City Commission
    - Individual meetings
    - 2015 development workshops provided policy input on guiding future growth throughout City including Central Beach
  - City Staff
    - Sustainable Development
    - Transportation and Mobility
    - Public Works - Engineering / Sustainability
- Kick-Off Meeting / Public Workshop: March 29, 2016
- Draft Master Plan Public Meeting: November 9, 2016

3

Introduction

Project Consultant

Redevelopment Management Associates (RMA)
Urban Design and Planning

4

Presentation Outline

- Introduction
- Part One: Public Realm Analysis and Recommendations
- Q&A
- Part Two: Building Design Standards
- Q&A
- Next Steps

5

1. Introduction: Study Area and Vision
2. Part One: Realm Analysis and Recommendations
3. Part Two: Building Design Standards
4. Next Steps

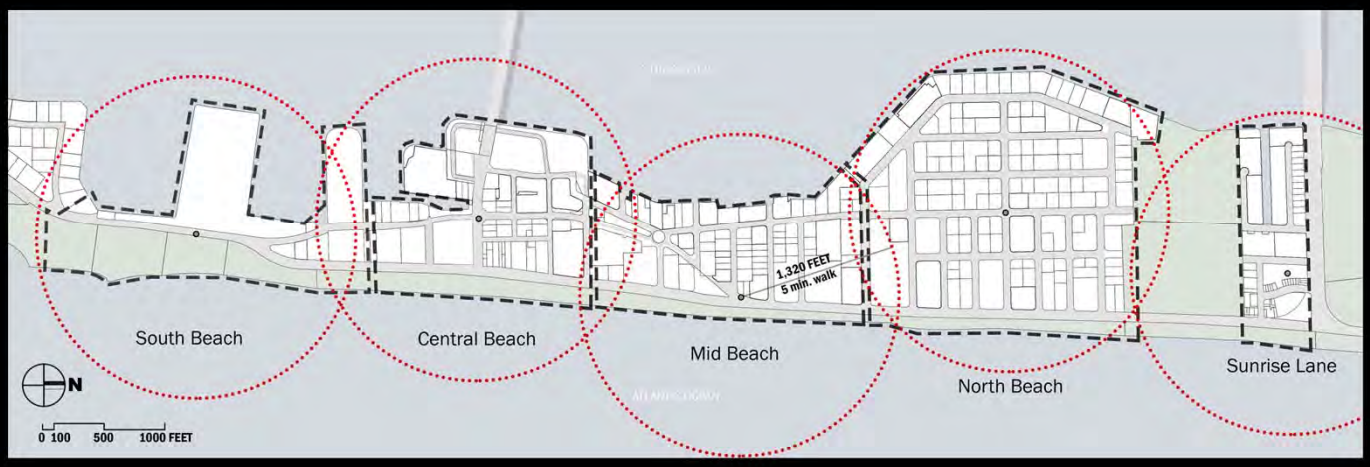
Introduction

Study Area

7

- Boundaries

Central Beach Character Areas



8

- 5 Character Areas

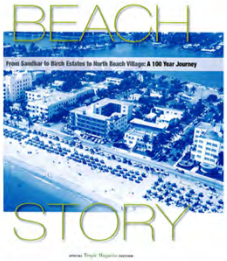
Central Beach Zoning Districts

9

- 6 zoning sub-districts total
- One PUD additionally

Vision

- Previous efforts / Central Beach Master Plan (2009)
- Fast Forward Fort Lauderdale – 2035 Vision Plan
- Press Play Fort Lauderdale Strategic Plan 2018



10

- Several efforts have led to establishment of the vision for the Central Beach (CB) beginning with 2009 Sasaki Master Plan.

- The plan's goals were oriented around:
    - Enhancing connectivity and pedestrian experience
    - Establishing usable public open spaces
    - Preserving and enhancing architectural resources
    - Promoting mix of uses and users

Beach CRA Public Realm Projects

- $70 million public improvement projects for the Central Beach CRA allocated in 2011

Public parking facilities and parks

12

As a result, the CRA then invested…

- In 2011, the City Commission authorized $70 million of public improvement projects within CB CRA, as originally outlined in 2009 Sasaki Plan
- This work helped to move forward the vision of a dynamic mixed-use pedestrian friendly urban beach destination

Fort Lauderdale Plans

Fast Forward- 2035 Vision Plan
(long-term)

Press Play- 2018 Strategic Plan
(short-term)

13

- In 2013 the City Commission passed their 2035 Vision Plan called Fast Forward and their Strategic Plan called Press Play
- The 2035 Vision Plan is an effort to “advance” the vision (Sasaki Master Plan) for the Central Beach: We are here, we are an urban center and a vacation land in the heart of South Florida.
- Finalizing the CB Master Plan is a Fiscal year 2014 priority initiative in the Vision Plan and a Fiscal year 2018 priority initiative in Strategic Plan

Recent Developments

Under Construction	Approved	In Review
Residential Units – 204	Residential Units – 344	Residential Units – 0
Hotel Rooms – 317	Hotel Rooms – 677	Hotel Rooms – 198
Retail – 3,894 sf	Retail – 3,511 sf	Retail – 6,861 sf

14

- Significant public investment in the CB has equally encouraged a significant amount of private investment
- The focus today is two-fold:
    - To move forward to improve the remaining portions of Central Beach that are under public control and
    - To establish the design and development standards to ensure we NOT ONLY continue to create a more comfortable pedestrian and bike oriented beach environment BUT that the public realm is framed with appropriately scaled mixed-use buildings that TOGETHER help create a vibrant, active resort and residential community.

Part One:
Public Realm Analysis and Recommendations

15

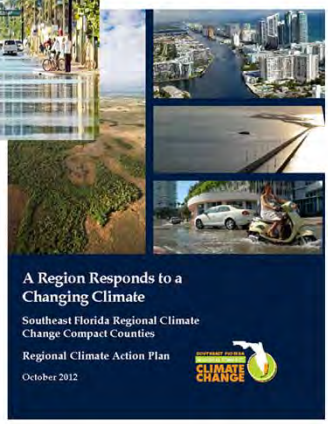
Part 1: Outline

- Sustainability and Resiliency
- Urban Design Analysis & Recommendations
  - Open Space
  - Connectivity
  - Streetscape Improvements

Sustainability and Resiliency

Climate Change

- Global Issue
- 2015 Southeast Florida Regional Climate Leadership Summit
- Fort Lauderdale Adaptation Action Areas



17

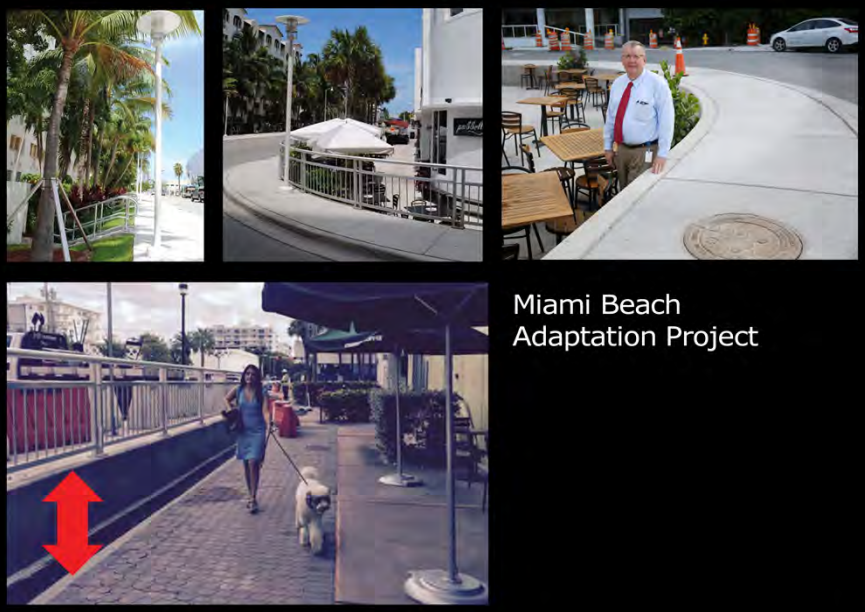
- How do we address Climate Change?
  - We know it's a global issue but…
  - It is also a very local issue for us in South Florida
  - In December – 2015, the SE Florida Regional Climate Leadership Summit in Key West
    - Focused on real aftermath challenges affecting communities like Key west and Miami Beach in South FL; Tybee Island in GA and New Orleans in LA
    - One common denominator was the "Daunting cost of resiliency"
    - All of the coastal communities agreed that high cost of re-engineering and rebuilding for impacts, still decades down the road, represents the biggest hurdle for policy makers and planners
    - Monroe County did a study that revealed that "For every dollar they spend in flood proofing and elevating their buildings, they save $14.25 in avoided damage from storm surge and high sea level rise in 2060"

Adaptation Action Areas

Miami Beach, FL

Adaptation Strategies

- Greening (limited effectiveness)
- Pumps and injection wells (time limited effectiveness)
- Raising street elevations and redesigning drainage and underground infrastructure systems
- Requiring higher finished floor elevations for new development
- Raising finished floor of existing buildings or demo and reconstruction



Miami Beach Adaptation Project

18

- In Miami Beach, hotel and business owners say that recent floods hurt profits due to:
    - Cancellations and
    - Early departures
- Assistant Director, Elizabeth Wheaton came out and said “City’s aim is to reduce the financial and physical losses in their building stock by reshaping where and how they rebuild.”

Adaptation Action Areas

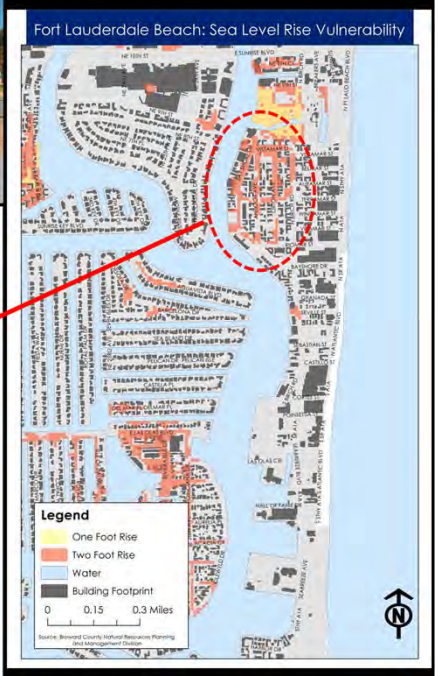
Fort Lauderdale, FL

County and City policies supporting the adaptation of the North Beach area include:

- Priority area for flood resiliency and green infrastructure improvements
- Encouraging green construction and storm water management
- Requiring higher elevations for streets and higher finished floor elevations for new development
- Increasing pervious area with flood and salt tolerant landscaping

Yellow: Flooding with 1-foot SLR (by 2040)

Orange: Flooding with 2-feet SLR (by 2060)



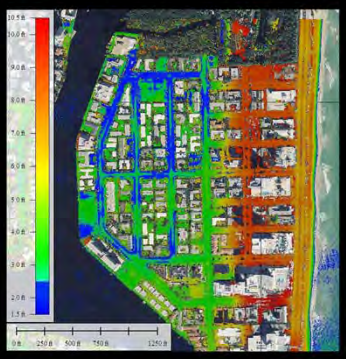
19

- City of Fort Lauderdale is taking proactive measures to address sea level rise impacts
- Proposed Community Investment Plan for fiscal year 2016 – 2020
    - Identified several parts of the City as Adaptation Action Areas
    - Areas colored in pink on the map will be subject to major flooding as early as 2040, when sea level is expected to rise 1 foot. By 2060 it is expected to rise 2 feet
    - The Central Beach is one of those areas the City has designated as a triple A.
    - These areas are eligible for prioritized funding for infrastructure and adaptation planning
- Implementing these polices is challenging due to political impediments, institutional restrictions and resource limitations

Adaptation Action Areas

Fort Lauderdale, FL

Historic and Architectural Resources in Central Beach



6 inches of Sea Level Rise (SLR) By 2030 (Using "Bathtub" Model – Flooding Shown in Blue)

Historic Bonnet House

Historic Fort Lauderdale Beach Hotel

Manhattan Tower (MiMO)

North Beach Hotel –Previously Royal Saxon Apartments (MiMO)

20

- What impact does climate change have on our historic and architectural resources?
- We know that a great deal of the Central Beach's historic resources are located in the lowest lying areas, that will be greatly impacted by sea level rise
- The great deal of uncertainty for the future of these buildings leaves us wondering if it is viable to preserve them, and if we do, for how long
- Some of these structures are built at grade, making it difficult and costly to relocate them

Adaptation Action Areas

Fort Lauderdale, FL

Preservation Methods

- Adaptive Reuse
- Context Sensitive Redevelopment
- Transfer of Development Rights

Context Sensitive Development

The Gale Hotel and Residences

Adaptive Reuse

North Beach Hotel

Royal Saxon Apartments

21

- There are several methods for preserving historical structures
- Not all are possible or feasible in the CB, however, it's important to explain them to understand the differences, since there are so many misconceptions of how these methods work
- Methods:
    - 1st: Relocate (challenges – costly and difficult)
    - 2nd: Adaptive Re-use (if relocation is not possible, the building can be re-used over and over until it reaches its natural life span
    - 3rd: Context Sensitive Redevelopment
        - The Gale Hotel, which is a recently approved development, is a perfect example.
        - This is a project that incorporates the existing historic structures as part of a bigger redevelopment project
        - The incentive to preserve these buildings is the development potential the overall site provided which helped to offset the costs of rehabbing the historic structures now and to some extent in the future if the buildings are destroyed due to sea level rise
    - 4th: Transfer of Development Rights which has the greatest misconception for how it is used

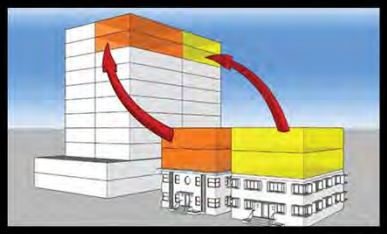
Adaptation Action Areas

Fort Lauderdale, FL

Transfer of Development Rights (TDRs) Transfer of Development Rights (TDRs)

Original concept:

- "Clustering" within the same PUD to preserve vacant, environmentally sensitive land or farm land
- Urban context – transfer "unbuilt" entitlements (from sending area) to intensify development elsewhere (receiving area)



Implementation Challenges:

- RAC entitlement method
- Identifying qualifying "sending" areas: Districts or Properties?
- Location of receiving areas in CB?
- Broward County land use limitation on receiving areas
- AAA Context: SLR adaptation without redevelopment OR
- SLR Retreat Strategy

22

- Intent of TDRs was originally to allow development entitlements within a PUD to be "clustered" in a "basket"
- This means the Developer can preserve vacant, environmentally sensitive land within the property while having the flexibility to allocate the development entitlements over the rest of the land, as they saw fit, without losing their maximum permitted entitlements
- Today, TDRs are used to transfer unbuilt entitlements from a sending area to intensify development in a receiving area
- In the CB, there are several challenges for implementing TDRs:
    - 1st challenge is the City's entitlement method
        - RAC is based on a basket of rights system, which means there is a total number of units or trips, for the entire district vs. a parcel by parcel allocation
        - This makes it difficult to qualify a "sending" area because there are no specific entitlements assigned to each parcel that can be transferred somewhere
        - In addition, there aren't that many unused development rights left in the basket today
- On the receiving end, the second challenge we have is determining where in the CB we would send the rights to. Some districts, like the ABA, have no density allocation; therefore, those parcels don't need additional rights. Then the next question is whether those rights can be transferred to another location in the City, if so, how do we value them and who buys them. The County also has to agree to this.

- ***This entire concept requires a whole new separate study, outside of this scope, if you would like to determine how it can be used in the future***

Adaptation Action Areas

Fort Lauderdale, FL

Landscaping and Tree Canopy

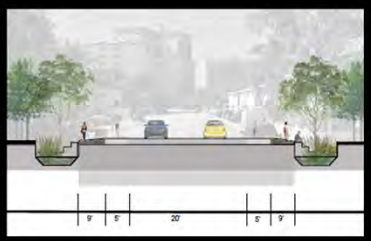
- Tree canopy coverage
  - Central Beach Area- 9.7% (2014)
  - City's 2018 Press Play Strategic Plan goal- 23.6%
- Saltwater tolerant landscaping should be considered in the Central Beach area.

NEA Grant: Botanizing N Beach Village

- Design stormwater gardens as public art in North Beach Village.
- Coordinated with future streetscape improvements.
- FAU School of Architecture will provide the City with design
- Added tree canopy, traffic calming and reduced heat island effect.

NOAA Florida Sea Grant

- Hydrological assessment and modeling of North Beach Village
- Assessment of *Green Infrastructure* and *Low Impact Development* technologies
- Development of *ADaPT*, an adaptation plan for North Beach Village
  - Coastal Resiliency
  - Urban Design Manual
  - Public Engagement



23

- Group of students from FAU's School of Architecture, under the leadership of Prof. Jeff Huber, is assisting the City in analyzing specific strategies for adaptation planning through design. These include:
  - Increasing the landscaping and tree canopy from 9.7% to 23.6% (City's Strategic Plan)
  - FAU received an NEA (National Endowment for the Arts) Grant to design storm water gardens in the North Beach Village
  - In addition they received a NOAA (National Oceanic and Atmospheric Administration) Florida Sea Grant to conduct a hydrological assessment and modeling of the North Beach Village to assess the effectiveness of green infrastructure for drainage and to identify low impact development technologies
  - This is an academic study, where everyone is thinking outside of the box
  - The specific designs are not to be taken literal as they will have to be coordinated with the streetscape improvements

Urban Design Analysis

- Enhance connectivity throughout the Beach
- Enhance and provide access to public open spaces and waterfront
- Balance needs of pedestrians, bicycles and vehicles
- Provide a safe, comfortable, shaded and connected environment for pedestrians
  - Address existing back-out parking / Reduce pedestrian conflicts
  - Reduce curb cuts and curb radii at intersections
  - Reduce speeds around corners
- Address excess asphalt with landscape treatments and drainage improvements

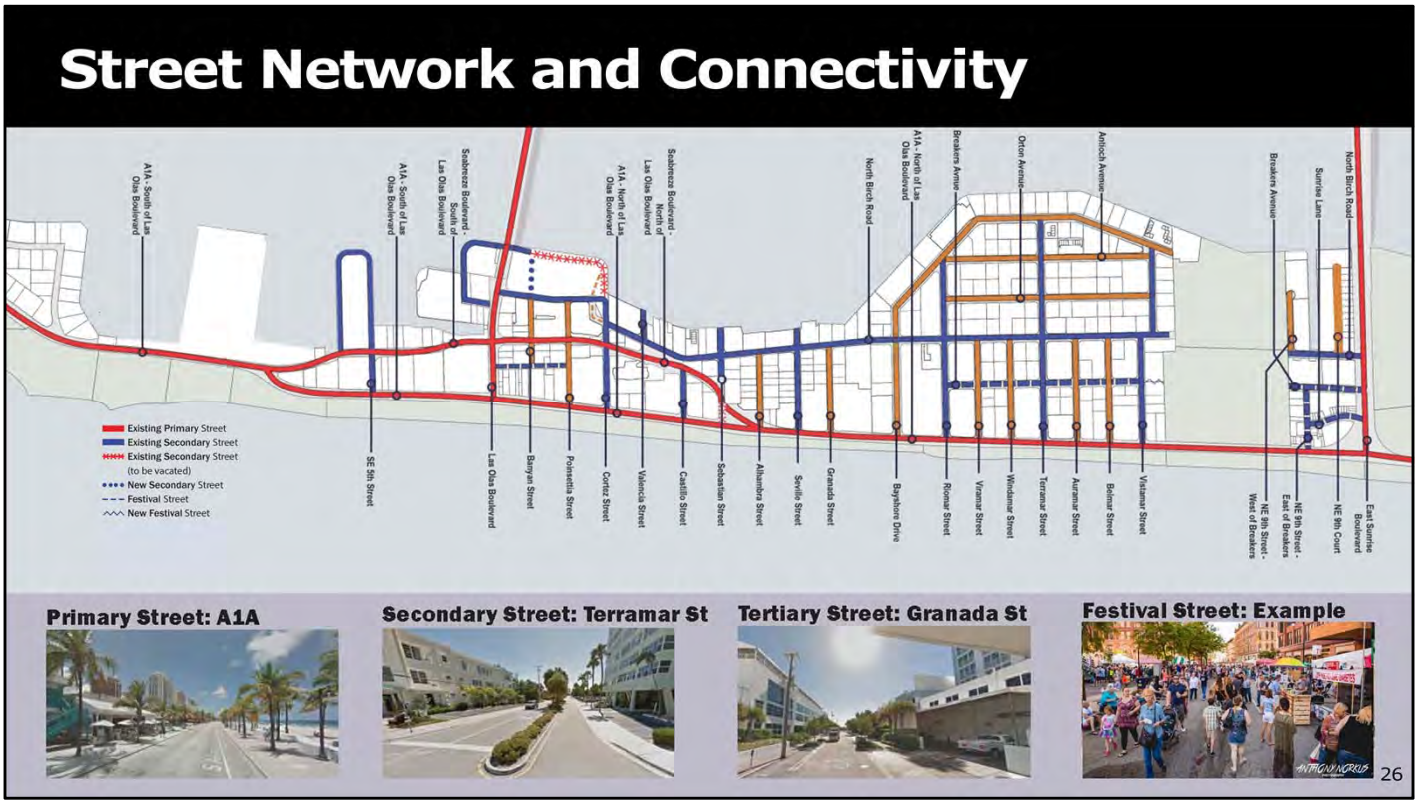
24

The urban design analysis began with a thorough understanding of:

- Existing conditions of streetscapes
- Open spaces
- Current development patterns
- Transportation and parking needs

We've evaluated solutions for enhancing connectivity throughout the Beach

- Evaluated existing public open spaces for function and design
- Analyzed sites for potential new public open spaces
    - The team created an Open Space and Greenways Plan, which establishes a system of interconnected greenways and open spaces that are both existing and new
    - This map highlights the potential pedestrian connections between Intracoastal and the Beach as well as the potential pedestrian access points along the Intracoastal
    - As you may know, the City is in lease agreements with a marina developer to carve out part of the land area north of the proposed parking garage on Las Olas Blvd. The plan is to excavate and remove the existing surface parking and increase the size of Las Olas Marina.
    - The area south of Las Olas Bridge is being designed as passive green space.



- Removed People Street requirements because standards were not consistent and difficult to enforce)
- In order In order to achieve a better balance between vehicular, pedestrian and bicycle mobility
- Physical analysis of the street conditions was conducted to evaluate the widths of lanes, sidewalks, and landscape strips for each street
- The analysis identified that some streets have constraints within the ROW that restrict the proper placement of those elements
- Our team evaluated required minimum setbacks to achieve the desired public realm and analyzed which streets contained active use and which ones did not
- As a result, we developed a street network and connectivity plan
- This plan replaces the current people streets requirements, which are not consistent and difficult to enforce, with more specific and clear standards for each street
- The Plan breaks up the streets into 3 main categories (Primary, Secondary and Tertiary) and establishes minimum requirements for each
- Primary – main roadways traversing through district connecting CB to other parts of City (i.e. Las Olas Blvd, Sunrise Blvd, A1A/Seabreeze)
    - For Primary Streets, all modes of transportation as well as active use are important as these are the gateways into the CB
- Secondary - North-South streets connecting various neighborhoods together and the east-west streets connecting Intracoastal to the beach (i.e. Birch Rd, Terramar, Vistamar and Riomar)
    - For secondary streets, all modes of transportation and active use are also important and play a key role in enhance walkability and connectivity
- Tertiary – local streets unique to each district
    - In tertiary streets, Vehicular connectivity is MOST important
    - These are the streets that provide access to parking, service and loading

- In these streets All modes of transportation and active use are NOT always feasible

Active Building Facades

Undesired

- Vehicular use areas dominate the public realm
- No habitable space along the ground floor
- No eyes on the street
- Inconsistent landscaping along street edge

Desired

- Active uses such as storefronts and sidewalk cafés along the ground floor
- Continuous street trees along street edge
- Public, semi public and private spaces are clearly defined
- Maintains full visual and physical accessibility

27

- Some streets, like Cortez, do not provide enough active use at the street level
- Vehicular use areas, such as driveways and parking, dominate the public realm along the street edge
- When there is no habitable space at the street level, there are no eyes on the street providing natural surveillance
- The goal is to provide more active uses such as, storefronts and sidewalk cafes, at the street level, as well as landscaping and tree canopy, to encourage more pedestrian connectivity and a livelier, safer street environment

Transportation and Parking

Goal:

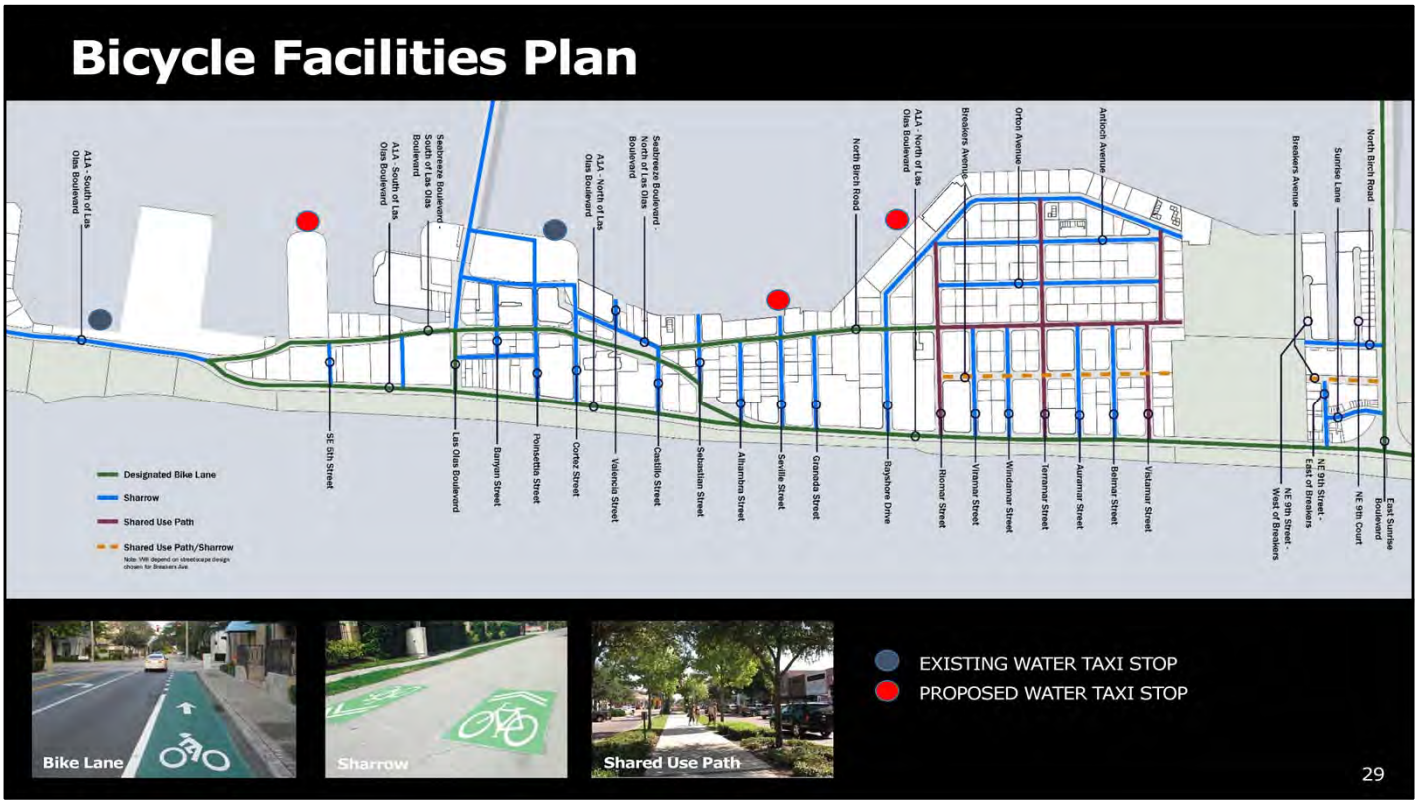
Improve mobility and accessibility throughout the Central Beach to encourage alternate modes of transportation

Strategies:

- Safer pedestrian ways
- Reduce traffic speed and pedestrian conflicts
- Improve pedestrian and bicycle connections between Intracoastal and Beach
- Improve North/South Connections

28

- Because one of the goals in the CB is to improve mobility and accessibility throughout and encourage alternate modes of transportation
- The strategies for the proposed streetscape improvements are centered around the concept of providing safer connections
- The team analyzed conditions on the street where back out parking exists creating conflicts between vehicles, pedestrians and bicyclists and identified streetscape improvements to address this



- A bicycle facilities plan for the entire CB was created which incorporates several types of bicycle facilities including:
    - Designated bike lanes
    - Sharrows
    - Shared-use paths
- Bicycle lanes and sharrows are both located within the pavement area. Shared use paths are raised medians running through the center of the roadway that provide a buffered space for both pedestrians and bicyclists
- In CB there are currently 2 water taxi stops (one South of Bahia Mar & the other at the end of Cortez Street)
- Our team analyzed the potential for 3 additional stops:
    - (1) Aquatic Complex, (2) end of Seville Street, (3) end of Riomar Street (as part of future redevelopment)

- At the workshop in March, we spoke extensively about the planned street improvements for the North Beach Village (NBV) and the existing street conditions
- The planned street improvements, as we know, in North Beach include:
    - Bicycle lane striping on Birch Road
    - AIA resurfacing and crosswalk enhancement project with in ground LED lights (TAM coordination with FDOT)
    - Pocket parks
    - Pedestrian entryway to Bonnet House at end of Breakers
    - Painted intersections and ADA improvements on Breakers Avenue as part of an (Art of Community grant), which has been completed
- The Connecting the Blocks Initiative includes Sharrows or bike route signage that are planned for Antioch Avenue, Bayshore Drive, Breakers Avenue, North Birch Road, Vista Mar Street, Orton Avenue, Terra Mar Street and Riomar Street

- In the NBV we conducted a Public realm survey to analyze the conflicts between pedestrians and vehicles and the conditions of the streets and sidewalks.

- In March, the community took a closer look at each of the streets and prioritized additional desired improvements for the north beach.

- Also in March, we introduced some preliminary ideas on potential streetscape improvements which were both short and long term:
    - Short term improvements: inexpensive solutions that can be implemented within the existing right of way (ROW) without moving curbs such as:
        - Bicycle lane striping
        - Painted intersections
        - Bulb-outs
        - Landscape islands
        - ***Short term improvements can continue to be prioritized every year and programmed in the City's Capital Improvements Plan***
        - ***Funding, however, is limited and will require the acquisition of grants as well as budget allocations***
    - Long term improvements: solutions that require substantially more funding and effort to implement because:
        - The conditions of streets are poor or there's limited ROW. In this case, the only way to achieve the optimal streetscape is to move curbs and obtain easements.
        - ***The second reason it requires more funding is that some of the streets that need improvement are in low lying areas that will be affected by sea level rise:***
            - ***At some point City may have to determine if the proposed improvements should be implemented before or after raising the roads***
            - ***It is very difficult to plan for the next 5 years without knowing the answer to that one question alone***
            - ***Plans will need to evolve as more clarity on the issue of sea level rise is obtained***
- In terms of paying for the improvements:
    - Some improvements are going to have to be completed by the City, however, there are times that certain improvements can be passed on to the private development
        - Full block developments, for example, will be expected to provide at a minimum on-street parking, sidewalks, street trees and landscaping. In addition, they will be expected to remove back-out parking
        - Additional improvements (or monies) to install pumps and raising roads, will be on a volunteer basis due to the current limitations on trips and development entitlements
        - In the next few years everyone will have a better idea of the necessary policy decisions that need to be made, as it relates to development entitlements, and whether there will be a desire to entice development again to help leverage future capital improvements
- Goal of the streetscape improvements is to improve options for overall mobility and connectivity.
- The team developed a specific strategy to achieve this
    - The first step would be to replace the central parking bay on Vistamar and Riomar with a wide median (greenway) containing a shared use path in order to enhance the connection between the Intracoastal and the beach

- The central parking along those targeted streets would be replaced with parallel parking along the sides
- The second step would be to improve the neighborhood streets where back out parking exists by adding landscaping
- Lastly, as new development occurs east of Birch Road, back-out parking will be replaced with structured parking on-site, making parallel parking feasible on the street

- Utilizing a menu of complete streetscape improvements, the team developed very specific recommendations for each of the streets within the North Beach

- At the end of part 1, after we go through each of the specific streetscape improvements, a questionnaire will be handed out to you. Don't worry about filling out right away. We will look at each question together and you will have an opportunity to give us your input then.
- SLA: Our team looked at all the streets in the SLA district to determine the potential improvements:
    - During this process our team had the opportunity to meet with stakeholders in this district and the main thing that we heard, very loud and clear, is that there is a huge parking issue and that none of the streetscape improvements should be completed until a comprehensive parking plan for the district is in place
    - The group mentioned various solutions whereby the City could lead some sort of public private partnership with the Sonesta Hotel to build a parking structure. This could be in the form of off-site lease agreements. Other solutions include valet parking. All of these solutions entail negotiations with the property owner and private developers

Specific Streetscape Improvements

N. Birch Road

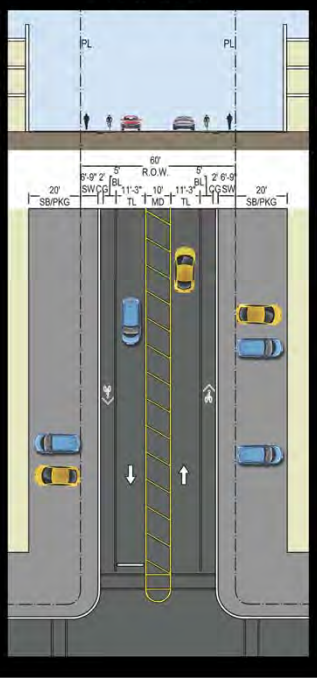
Recommendations:

Phase 1
- Maintain existing curb
- Reduce number of lanes from 4 to 2
- Stripe center turn lane
- Add bike lanes

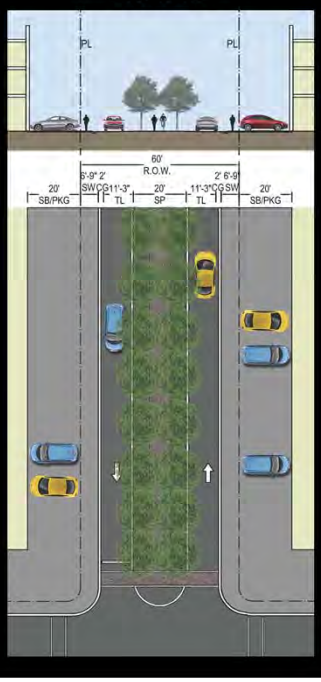
Phase 2
- Convert center turn lane to median with shared-use path
- Maintain existing curb

Phase 3
- Reduce travel lane width to 10'
- Parallel parking on both sides
- Move existing curb
- 10' easement required for sidewalk and landscaping on both sides as redevelopment occurs

Phase 1



Phase 2



Phase 3

Specific Streetscape Improvements

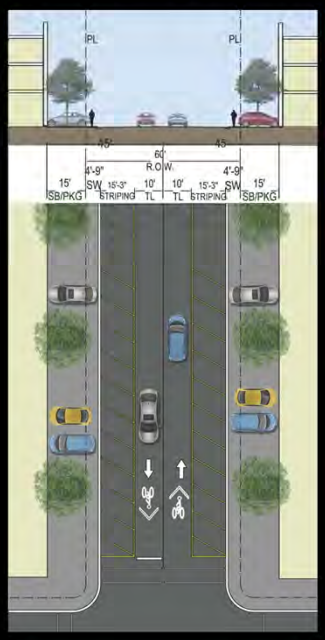
Bayshore, Antioch and Orton

Recommendations:

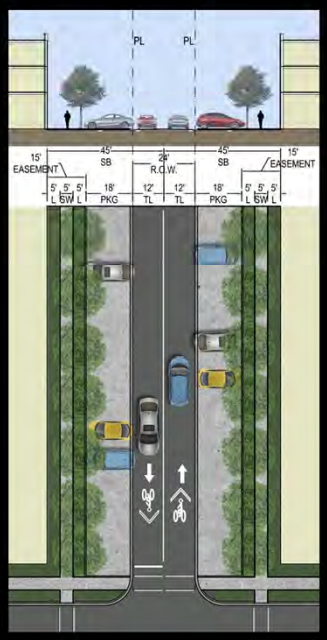
Phase 1
- Reduce travel lanes to 10'
- Maintain existing curbs
- Stripe excess pavement area
- Incorporate Sharrows

Phase 2
- Reduce R.O.W. to 24'
- Move back out parking closer to center of road
- 15' easement is required for sidewalk and landscaping on both sides
- Within 15' easement provide: 5' landscape strip along street edge, 5' sidewalk in middle and 5' landscape strip along building edge
- Incorporate Sharrows

Phase 1



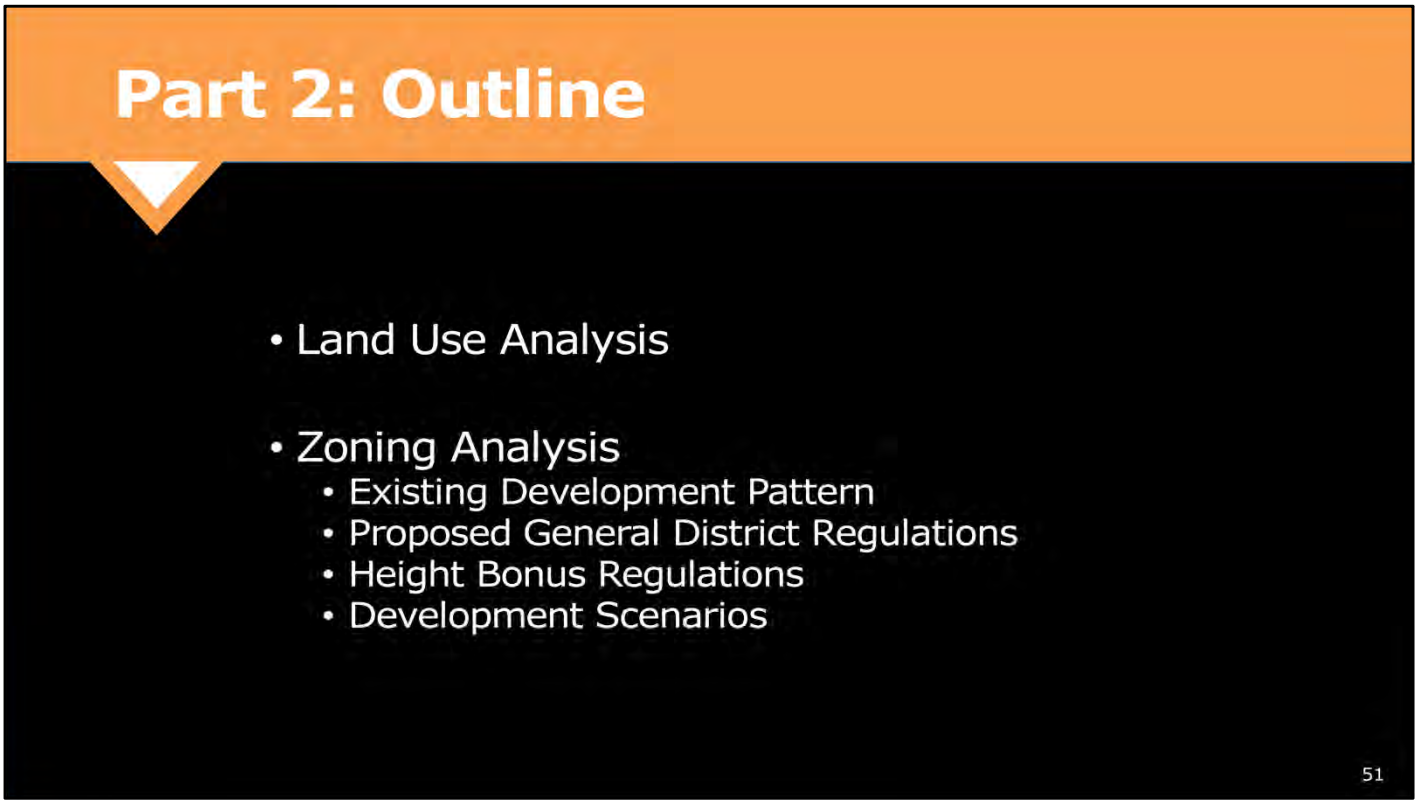
Phase 2



Looked at all the streets in the SLA. Examples on boards around the room.

Part Two:
Building Design Standards

50



- The second part of the presentation will focus on the building design standards
- We have analyzed both the land use and zoning regulations to understand the regulatory framework for the Central Beach
- Under the land use analysis, we will review the Comp Plan Limitations for development potential
- Under the zoning analysis we will review:
    - Existing development pattern to understand the context as it relates to your current regulations as well as the main reasons for the deviations to the existing regulations (which we call the negotiated standards)
    - This is when a Site Plan Level 4 application is taken to the commission requesting approval of a development that has adjusted the current standards in the code
    - We all know that the current regulations lack predictability for both the developer and the community of the expected development outcome
    - The somewhat ambiguous standards or lack of specific requirements have resulted in endless debates/negotiations at the commission level leaving everyone feeling disturbed about the process
    - Having said that, let's not forget that the current code was written at a point in time when the focus for the Central Beach was to switch from the "Spring Break" atmosphere to the "Family – Resort" environment we have today. At that time, the aim was to encourage redevelopment in an area that was blighted
    - As redevelopment has taken place in the last few years, you all have been able to see where the loop holes are in the code (this is very common with every code)
    - It takes experience applying it to understand what needs to be tweaked.
    - After reviewing the lessons we have learned, we will review the proposed regulations and adjustments to the height bonuses.
    - And at the end we will explore a few development scenarios that will help illustrate the

differences between the existing regulations, negotiated standards and our proposed regulations, which are intended to provide that element of predictability

- Development in the Central Beach is reviewed under a road-way based concurrency system which was established in 1989
- The Goal of system was to ensure transportation infrastructure was available concurrently with development in the CB
- As a result, development was restricted to the equivalent of vehicular trips for non-residential development and dwelling units for residential development
- Today, there is a total of 615 peak hour trips and 865 units still available
- Out team conducted a Capacity and Massing Analysis:
    - To identify parcels that are ripe for redevelopment and new development
    - To understand how much can fit within the envelope currently permitted today (based on existing setbacks, density, FAR and height) and how that looks
    - To understand how much can potentially fit within a more controlled envelope that is based on appropriate setbacks, building mass and height and not density and FAR, which are two of the most challenged regulations during the approval process of any project) and how that looked
    - Through this analysis we found that although the regulations today are very prescriptive in terms of FAR and density. They are not so prescriptive on the form of the buildings and the way they shape the public realm
- Regardless of whether the City allows more growth in the CB or not, today, the real problem is dealing with the degree of frustration that is attributed to the lack of clarity in the zoning regulations – from all points of views
    - Redevelopment community – Development rights
    - Residents and political leaders – Public benefits and outcomes
- Unless we get that level of clarity we will always be at dais negotiating

Zoning Analysis

Overview of Existing Regulations

	PRD	ABA	SLA	IOA	NBRA	SBMHA
FAR (Floor Area Ratio)	6.0	4.0 (as of right) 4.8 (w/bonus)	2.0 (commercial and retail)	N/A	N/A	5.0
Density	48 units/a - Residential No max - Hotel	N/A	48 units/a - Residential 90 rooms/a - Hotel	48 units/a - Residential 90 rooms/a - Hotel	32 units/a - Residential 50 rooms/a – Hotel Note: Additional density may be transferred from IOA	48 units/a - Residential No max - Hotel
Building Length	200 feet Note: may be waived	200 feet Note: may be waived	200 feet	200 feet	200 feet	200 feet
Building Height	200 feet (as of right) 240 feet (w/bonus)	200 feet (as of right) 240 feet (w/bonus)	120 feet	120 feet	120 feet	120 feet
Building Setbacks	varies	varies	varies	varies	varies	Varies

53

Inconsistency: FAR in some districts and density in others
Residential districts such as NBRA has the lowest density
Setbacks: ½ height not feasible
What we heard:

1. All these standards have been subject to adjustments and endless negotiations
2. Results in the same type of building –tower, large and massive

- Overview of existing regulations:
  - The team conducted an analysis of the zoning regulations:
    - To identify development constraints and neighborhood compatibility issues as well as to
    - Establish general concepts for the code revisions that increase predictability and contribute to overall enhancement of the CB
  - Our analysis concluded that:
    - Standards are inconsistent (some districts use FAR, floor area ratio, while others use density to control mass)
    - Residential districts, such as the NBRA, have the lowest density permitted
    - Two most important standards (active use and minimum setbacks along the street) are not included in the zoning regulations
    - This has a negative impact on the overall quality of streetscapes
    - Standards such as setbacks, height, building length and FAR have been the subject of endless negotiations and are constantly being adjusted

- What we heard in our stakeholder meetings is that development is not predictable and results in large massive buildings

- As part of the zoning analysis, we evaluated the existing development pattern in each district to understand the context as it relates to your current regulations and to:
    - Identify the typical building length
    - Understand the overall building mass and average density
    - Evaluate percentage of active use at the street level
    - Typical setbacks
- This analysis clarified some of the main reasons for the deviations to the existing regulations (which we call the negotiated standards)
- ***The point of this analysis is to learn from the past (not to point fingers), from both good and bad decisions, because from those experiences we are better able to understand how to chart the course for the future***

La Rive

- This building is a good example of a development that for the most part tried to address the issues of compatibility, however,
- While building steps back on sides, it looks massive when in context with other buildings in the district

Bayshore Tower

- Overall, the building is too long and has a very large floorplate and with no building articulation at ground level to break up mass
- The lack of active use at street level, with parking garage along the front, has destroyed the streetscape environment and created an unsafe and unattractive condition for people to walk

Bayshore Embassy

- Even though this building has more active use along the street, the surface parking and lack of landscaping in the front destroys the streetscape, like in the previous example

Existing buildings, whether old or new, already alter the character and scale of the overall development pattern in the NBRA, IOA and ABA

Venetian

- Building is too long, very large floorplate
- No active use at street level or waterfront due to the parking garage
- Pedestal is too low and occupies almost entire lot
- Although FAR is less than the maximum permitted, which is 5, building looks bulky
- The reason for that is partly because the entire mass of the building is shifted to one side rather than broken down

Sunrise East

- Even though floorplate size and building length are appropriate, the building blocks the visual and physical connection to the Intracoastal

NBRA, IOA, SLA and SBMHA District

Observations:

- Some older, existing buildings in all districts exceed max permitted building length, height and density by code.
- Some older, existing buildings greater than 115′ in height did not provide minimum required setback (1/2 height) by code.
- Floor Area Ratio is not applicable for SLA, IOA and NBRA. Applicable in SBMHA.
- New Buildings in SBMHA exceed max permitted FAR.
- Restricting Floor Area Ratio does not guarantee less “bulky” buildings.
- Buildings with smaller tower floorplates look less “bulky” (regardless if stepback is provided).
- Lot depths in NBRA and IOA are small and restrict ability to provide open space at street level.
- Without reduced setbacks and increased lot coverage, active use cannot be provided at street level.

W Hotel

- Building Length in this example is appropriate because development is composed of 3 separate building pedestals that are not longer than 200 feet each in length
- The ABA permits a maximum building height of 200' as of right
- Site Plan Level 4 applicants (i.e. hotels), however, can request an additional 40' of height if developments achieve a certain number of points in the design and compatibility scale (will talk about later)
- In addition, the ABA permits a maximum FAR of 4 as of right
- Site Plan Level 4 applicants can also request additional FAR for an overall maximum of 4.8 (if developments achieve a certain number of points in the design and compatibility scale)
- This building exceeds both the maximum permitted height and FAR even with the bonus provision
- Even though the buildings are taller and have additional floor area than that permitted by the district, the buildings' main components (pedestal and tower) are appropriately sized
- The floorplate size of the towers for instance are not too big (only 19,000 sf)
- The development, however, appears large overall. This is due to two key factors:
    - The first factor is the block length (700 feet) This development is an assemblage of two city blocks that were at one point separated by a street, which was Breakers Avenue.
    - The second factor is the towers spanning over the pedestals, which make the development appear more massive, even though in reality, it is not.
- One of the ways an applicant can achieve points in the Design and Compatibility Scale today (for both height and FAR bonus) is through lot assemblage (will talk about that later)
- Setback along Bayshore is too wide
- The active use along that side is not occupied
- We understand the developer is working hard to activate those spaces

- Along Birch and Riomar there is very little active use due to service, parking and loading areas along those street frontages
- Along A1A there is sufficient active use which creates a lively streetscape

Marriott Beach Place

- The Marriott Beach Place is another example of a development that appears rather massive due to the block length, which is approx. 550 feet with no pedestrian breaks along Seabreeze
- The building length is too long (400') Both the height and FAR exceed the maximum permitted by code even with the bonus provision
- There is no active use along Cortez and Seabreeze, however, along A1A there is

ABA and PRD District

Observations:

- Old and New Buildings in ABA and PRD exceed max permitted building length and height.
- Lot sizes in ABA and PRD are large, resulting in large developments and long blocks.
- Density is not applicable in ABA and PRD.
- Old and New Buildings in ABA and PRD exceed max permitted Floor Area Ratio.
- Old and New Buildings in ABA and PRD floorplate sizes were appropriate.
- Old and New Buildings greater than 115' in height did not provide minimum required setback (1/2 height).

64

- Existing buildings, whether old or new, already alter the character and scale of the overall development pattern in the NBRA, IOA and ABA
- This analysis revealed to us that many of the standards need to be tweaked because either they are not realistic or too ambiguous

- Now we are going to get into the proposed regulations
- We will begin with the proposed general standards for permitted uses, dimensional requirements, building examples and height bonus regulations
- At the end of Part 2 we will have another Q&A session and we will go over the specific questions together

Permitted Uses

Changes

- Expanded Food and Beverage; Commercial Recreation; Retail; and Service/Office Uses to all CB Zoning Districts except the IOA, which is still primarily residential.
- IOA – Allows limited restaurant, retail and service uses but they are restricted by size and must generally be within residential or hotel buildings. Outdoor dining on the Intracoastal - noise restricted and offered only as use incentive when providing public access to the Intracoastal.
- All development proposals will be subject to the same Site Plan Level II review process (Section 47-24.1).

66

- For the permitted uses we propose to expand the Food and Beverage; Commercial Recreation; Retail; and Service/Office Use categories to all CB Zoning Districts except the IOA, which is still primarily residential
- In IOA, we are proposing to allow limited restaurant, retail and service uses as requested in several of our stakeholder meetings, however:
    - Those uses will be restricted by size and will be required to be within residential or hotel buildings.
    - During the stakeholder meetings, we heard the desire to incorporate outdoor dining in the IOA as long as amplified noise is prohibited and offered only as a use incentive when providing public access to the Intracoastal.
    - Lastly, to simplify the approval process, development proposals will no longer be classified as Site Plan Level 1, 2, 3 or 4 instead they will ALL be subject to the Site Plan Level 2 review process

Dimensional Requirements

General:

- Removed FAR
- Density (controlled by building envelope)
- Added minimum lot size requirements
- Added minimum pervious area
- Added minimum private open space
- Added maximum lot coverage
- Modified maximum building length per district
- Maintained existing maximum building height
- Added building typology examples (varying scales and form)

Setback requirements:

- Front and street side – based on street frontage
- Interior side and rear – based on building type

Tower regulations per district:

- Maximum floorplate sizes
- Maximum pedestal heights
- Minimum separation
- Minimum stepbacks

- Front and Side Street Setbacks:
    - Will be established specifically for each street in order to ensure that the proper width for sidewalks and landscape are in place in each street
- Interior Side and Rear Setbacks:
    - Will be established by the building type
    - These setbacks are proposed to be reduced to increase active use at the street level, however, for
    - Buildings over 6 floors – specific stepbacks will be required above the pedestals to ensure compatibility
- Building Frontage and Active Use:
    - Will also be established specifically for each street based on the designated hierarchy. A minimum percentage of active use will be required for each street

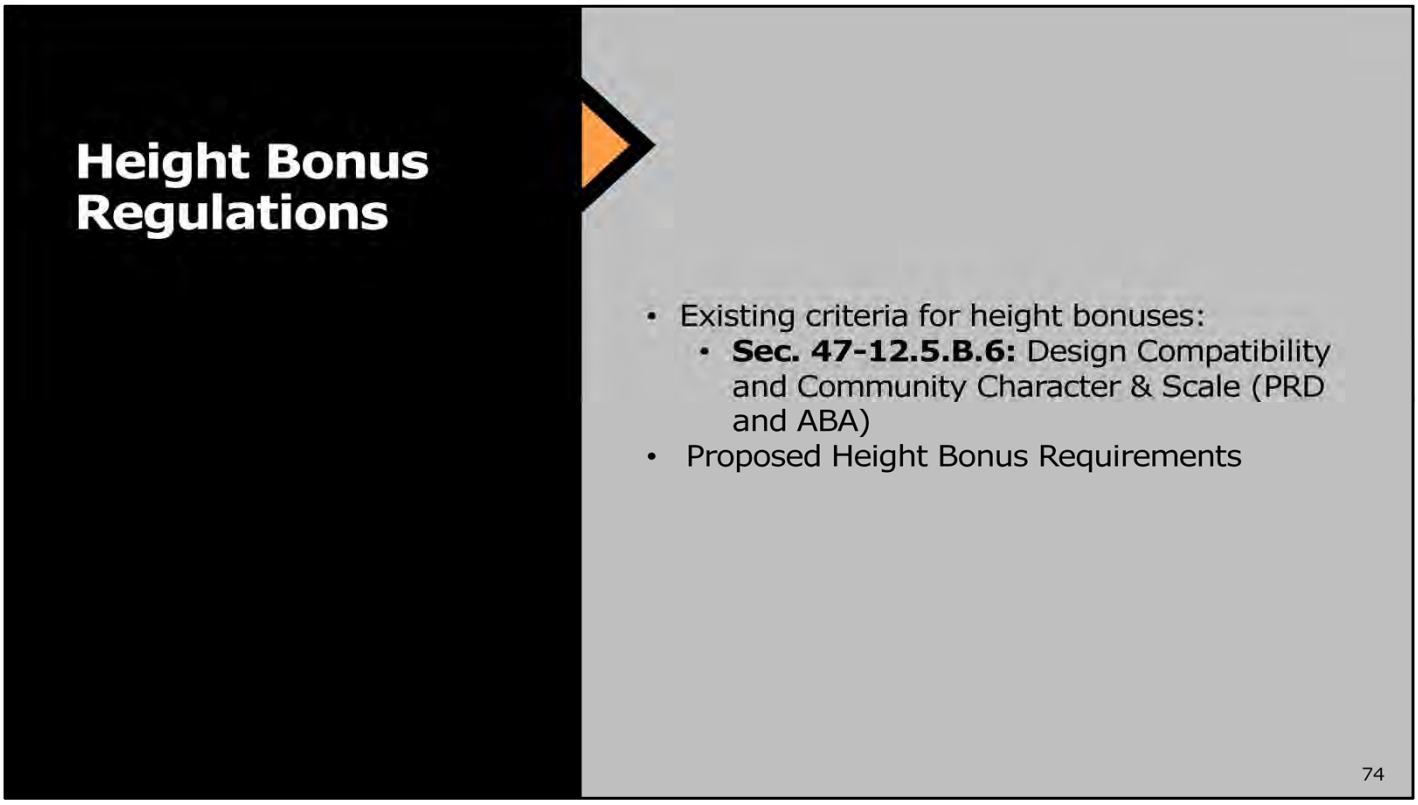
- For storefronts, a minimum 70 percent of fenestration will be required at street level. A max sill height of 24” will also be required
- General sign standards have been incorporated to ensure signage is designed as part of the overall façade composition and reduce visual clutter

- Special regulations are proposed to ensure that the building base, for buildings with higher base floor elevations, are articulated well, and mitigate the appearance of blank walls through the use of landscape, terraced seating areas, and stairs

- We recognize that the current regulations seem to encourage tower building types and doesn't recognize the fact that there are many other building typologies that are existing and possible (i.e. townhouses)
- The proposed regulations provide a palette of building type examples of varying scales and character to encourage more compatibility between the existing and proposed development

- One of the most negotiated standards in the CB is building length
- The max for all districts is 200’, as previously mentioned
- Our analysis of the existing development pattern has shown that building length should be specific for each district and should be based on the typical lot and block configurations of the district, regardless of what building type you are developing
- In NBRA, IOA and SLA the maximum building length should be 230’, however,
- In the PRD, ABA and SBMHA districts the maximum building length should be 350’ due to the fact that these districts have larger lots and blocks and have substantially more full block redevelopments than the other districts
- In all cases, at the street level, a building break (or forecourt) should be required every 160 feet, a minimum of 10’ deep by 30’ wide, in order to create relief from continuous long facades

- The proposed regulations require that any building over 6 floors be designed as a tower building type with the following specific regulations that address the mass and scale of these buildings:
    - In the NBRA, IOA and SLA – maximum floorplate size of the towers for mixed use, residential and hotel developments should be an average of 12,000 sf and a max of 15,000 sf for a single tower; pedestal max 4 stories
    - In the PRD, ABA and SBMHA – maximum floorplate size of the towers for mixed use, residential and hotel developments should be an average of 20,000 sf and a max of 30,000 sf for a single tower; pedestal max 5 stories
    - In the NBRA, IOA and SLA – minimum tower stepback of 100’ should be required when adjacent to low intensity development
    - In the PRD, ABA and SBMHA – minimum tower separation of 60’ should be required



- The existing criteria for obtaining height bonuses in the PRD and ABA today, under current code, are established by the Design Compatibility and Community Character & Scale Table (menu of options)
- Many of those options are significant but difficult to measure, leaving a lot of room for ambiguity and personal interpretation
- Only a few of those options are measurable and specific enough to address public benefits
- Several of these options are in direct conflict with the concept of building smaller, more compact developments
- But overall, the points are too easy to achieve and the developments are not always producing consistent streetscape and public realm improvements or better form and scale of buildings

Sec. 47-12.5.B.6: Design Compatibility

Architectural

Applies to Site Plan Level 4 developments in PRD and ABA seeking height increase (max. 40'):

- Rating of 5 = max 5% (10')
- Rating of 7 = max 10% (20')
- Rating of 9 = max 20% (40')

Evaluation Criteria	Points	Measureable / Significant
Distinctive design that reflects positively on the overall character of the city	1	○ Y
Architectural character that reflects a particular sensitivity to the history and culture of south Florida	1	○ Y
Color and composition that reflects the natural colors and composition of south Florida	1	○ Y
Architectural design that represents a deviation from "sameness	1	○ Y
Building orientation that relieves the monotony of building massing and scale along A-1-A	1	✓ Y

Note: removed

75

- The first five in the set of criteria, for obtaining height bonuses, are specific about the architectural character of the building
- Architectural character and design are very important elements but are difficult to evaluate due to the differences in taste and subjectivity.
- If color is important, the desired building colors need to be preselected to be able to evaluate if new buildings comply, otherwise it's open to interpretation
- Building orientation will be dictated in most cases by beach shadow restrictions

Sec. 47-12.5.B.6: Design Compatibility

Public Benefits and Lot Aggregation

Applies to Site Plan Level 4 developments in PRD and ABA seeking height increase (max. 40'):

- Rating of 5 = max 5% (10')
- Rating of 7 = max 10% (20')
- Rating of 9 = max 20% (40')

Evaluation Criteria	Points	Measureable / Significant
Accessible pedestrian spaces along A-1-A: 1 to 3 points depending on the following: a) Up to 5,000 sf: 1 point; b) Greater than 5,000 sf: 0.1 point for each additional 2,000 sf above 5,000 sf up to a maximum of 2 points;	1-3	✓ Y
Distinctive public facilities that contribute to the destination resort character of the central beach area including plazas, courtyards and parks: 0.1 point for each 1,000 sf up to a maximum of 2 points	0.1 - 2	✓ Y
Lot aggregation: 0.1 point for each 1,000 square feet of land area proposed for development above 25,000 sf up to a maximum of 2 points	0.1 - 2	✓ N
Consolidation of previously parcelized land: 0.5 point for each 5,000 sf of land that is assembled into the parcel of land proposed for development up to a maximum of 2 points	0.5 - 2	✓ N

Note: removed and addressed in Height Bonus Requirements

76

- The next 2 criteria are directly related to potential public benefits
- Both of these are measurable and desired
- The last 2 criteria are related to lot aggregation and the consolidation of parcelized land
- Lot aggregation and parcel consolidation should NOT be elements for evaluating a site for compatibility and scale
- This will happen naturally and it actually encourages larger parcels, which is not always the best thing when trying to maintain a certain character and scale

Proposed Height Bonus Requirements

(PRD and ABA)

Bonus Option	Height Bonus	Requirement
1	3 stories/36 feet	Properties that obtain LEED certification or equivalent green certification in accordance with Sec. 47-12.5.D.2.b.i.
2	3 stories/36 feet	Properties that provide public parking in accordance with Sec. 47-12.5.D.2.b.ii.
3	1 story/12 feet	Properties that provide green roofs in accordance with Sec. 47-12.5.D.2.b.iii.
4	1 story/12 feet	Properties that develop and maintain in perpetuity new pedestrian connections in accordance with Sec. 47-12.5.D.2.b.iv.
5	1 story/12 feet	Properties that develop and maintain in perpetuity new publicly accessible waterfront open spaces in accordance with the CBMP Design Standards.
6	1 story/12 feet	Properties that develop and maintain in perpetuity new dedicated public open space a minimum of 4,800 square feet in accordance with the CBMP Design Standards.

77

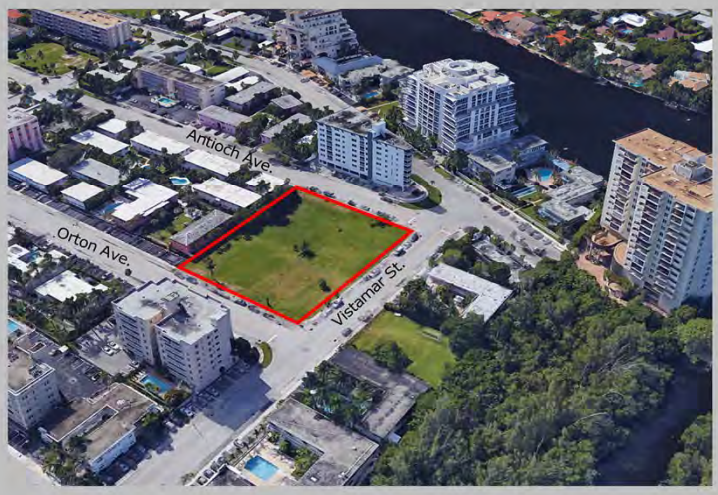
These bonuses are real public assets.
All other important elements such as active use, streetscape improvements, building length, floorplate sizes etc. are required.)

- The proposed height bonus requirements are based on measurable and quantifiable standards that are also qualitative and add to the overall enhancement of the public realm
- The aim is to provide real public benefits

Development Scenarios

- Site Area: 1.14 acres
- Potential Development:
  - 36 Residential units (Max 32 units/acre permitted as of right; *additional 48 units/acre may be transferred from IOA per existing code)
  - 57 Hotel Rooms (Max 50 rooms/acre permitted as of right; *additional 90 rooms/acre may be transferred from IOA per existing code)
- Parking required: 111 spaces (per existing code)
- Height: 120' Max permitted (per existing code)

NBRA



78

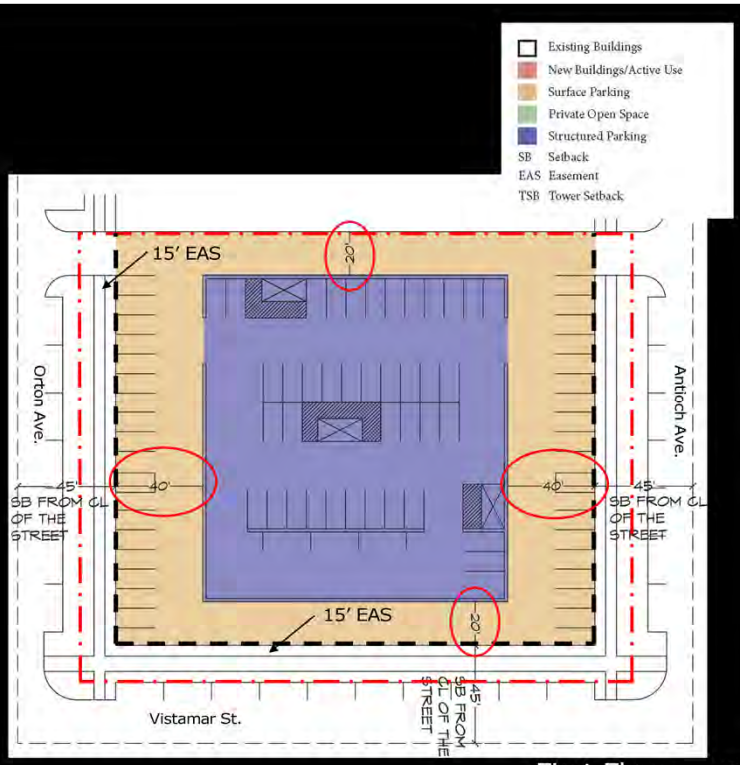
- We are now nearing the end of part 2
- The next few slides will explore a few development scenarios that will help illustrate the differences between the existing regulations, the negotiated standards and our proposed regulations, which are intended to provide that element of predictability for the desired development pattern and expected public benefits
- As I mentioned at the beginning of the presentation, our team has conducted a very thorough analysis of all the potential redevelopment sites in each district
- For tonight, we will be illustrating this site in the NBRA as an example

NBRA District:

Scenario 1 (Basic Code)

Setbacks:

- Front yard: 20′
- Side yard: 1/2 height of building
- Rear yard: 1/2 height of building
- Site Plan Level 4: Side & rear yard may be reduced as follows:
  - Side:
    - > 115′ in height setback is minimum 40′
    - 75′-114′ setback is 30′
    - 35′-74′ setback is 20′
    - ≤ 34′ setback is 10′ minimum
    - Note: Side yard setback may be reduced to 10′ for sides adjacent to waterway or dedicated open space. (N/A)
  - Rear: 20′ minimum



First Floor

79

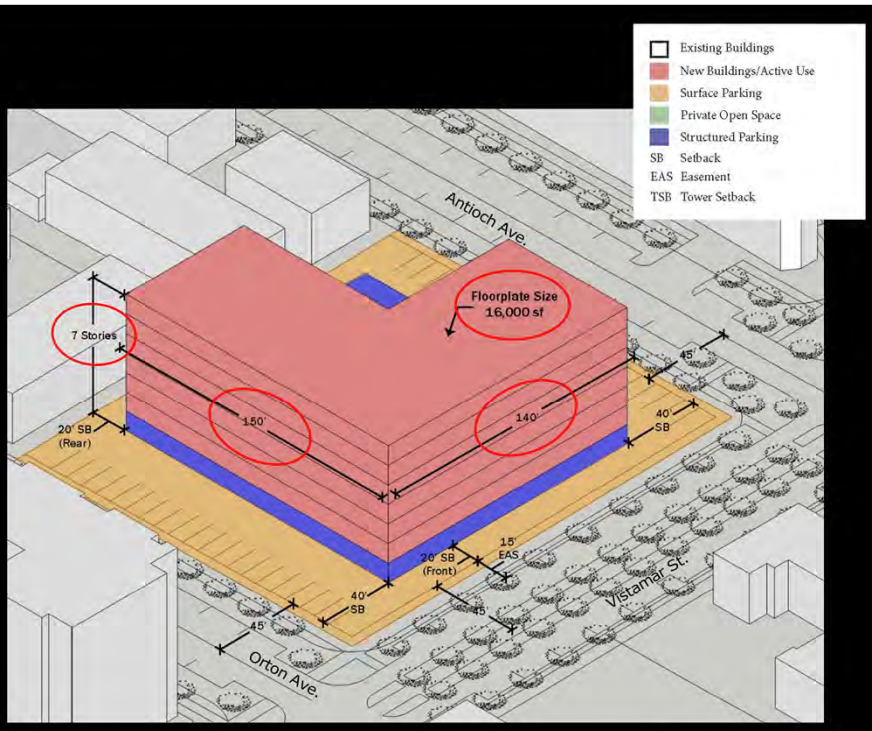
- Scenario 1 is an example of the development pattern that would result under the current standards:
  - In this scenario, we are simply applying the minimum basic requirements of the code. We and are not trying to be creative, because simply, the current code regulations are pretty basic

NBRA District:

Scenario 1 (Basic Code)

Building Envelope:

- Building Length and Width: Max 200′
- Building Height: Max 120′
- Tower Floorplate Size: <u>No Max Required</u>
- Pedestal Height: <u>No Max Required</u>
- Building Breaks: <u>No Minimum Required</u>

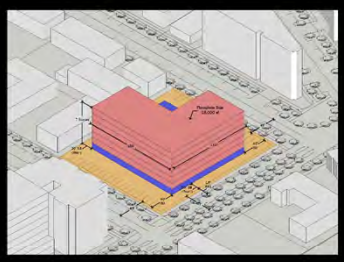


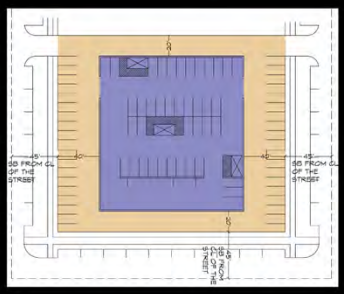
Aerial View

NBRA District:

Scenario 1 (Basic Code)

- No active use at street level (None required)
- No private open space (None required)
- Bulky (Large Tower Floorplate)
- No Pedestal
- No Building Breaks
- "High rise" construction
- Adaptable typology for sea level rise (main level on 2nd floor)



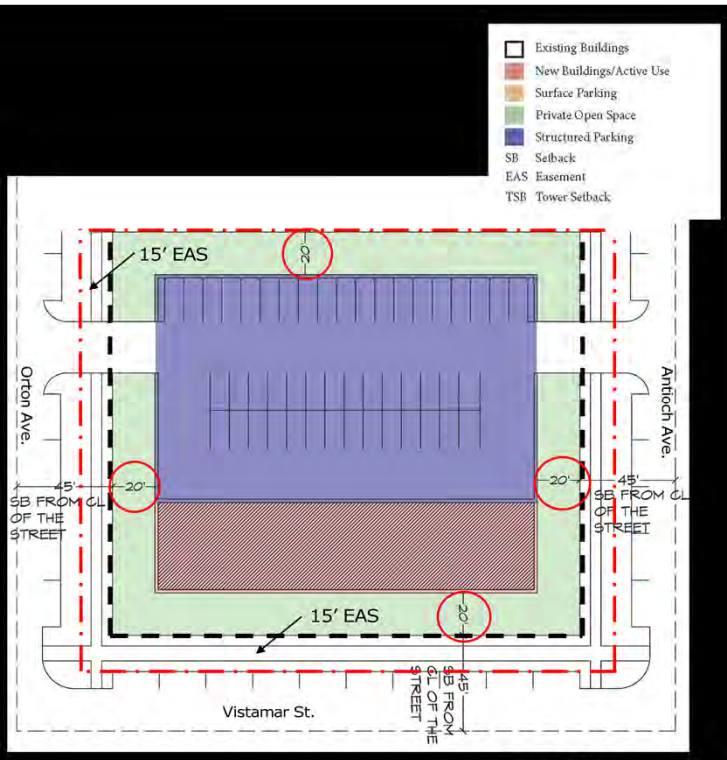


NBRA District:

Scenario 2 (Negotiated Standards)

Setbacks:

- Front yard: 20'
- Side yard: ~~1/2 height of building~~
- Rear yard: ~~1/2 height of building~~
- Site Plan Level 4: Side & rear yard may be reduced as follows:
  - Side:
    - ~~> 115' in height setback is minimum 40'~~ Reduced to 20'
  - Rear: 20' minimum



First Floor

82

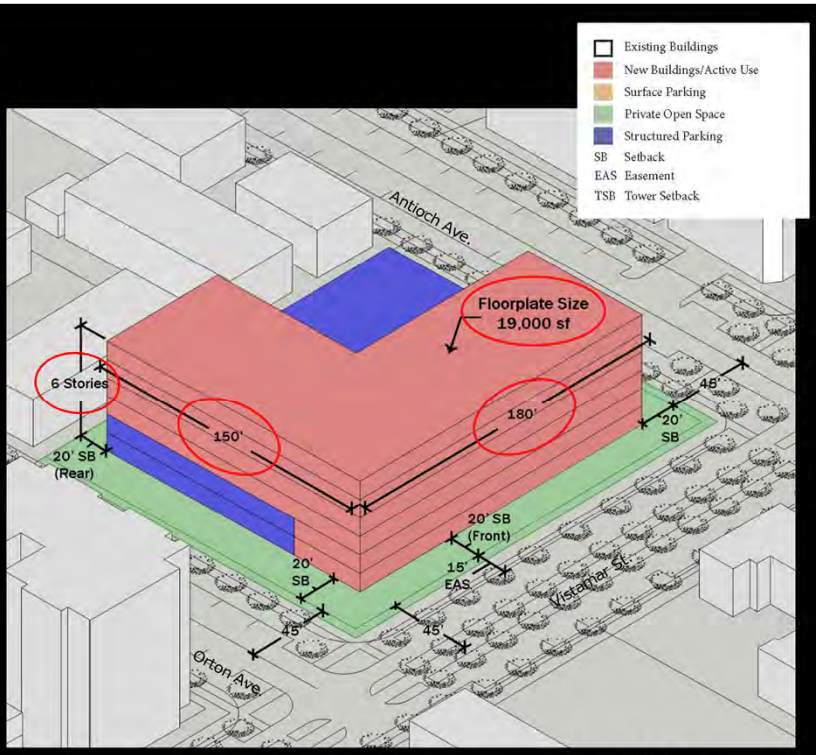
- Scenario 2 acknowledges the fact that the current standards are pretty basic and that in order to achieve a better development pattern some of the standards need to be adjusted:
  - When we say adjusted, we mean negotiated
  - This scenario is an example of the development pattern that would result when both staff and the applicant come together to negotiate

NBRA District:

Scenario 2 (Negotiated Standards)

Building Envelope:

- Building Length and Width: Max 200′
- Building Height: Max 120′
- Tower Floorplate Size: <u>No Max Required</u>
- Pedestal Height: <u>No Max Required</u>
- Building Breaks: <u>No Minimum Required</u>

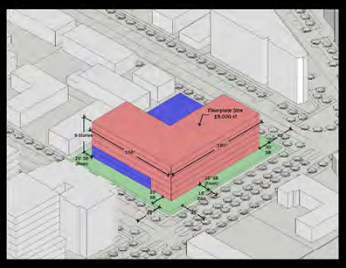


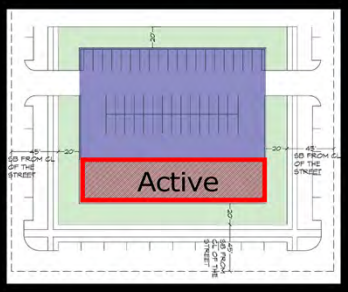
Aerial View

NBRA District:

Scenario 2 (Negotiated Standards)

- Active use provided at street level along Vistamar St. only (None Required)
- Private open space provided around perimeter (None Required)
- Bulky (Large Tower Floorplate)
- No Pedestal
- No Building Breaks
- Not "High rise" construction



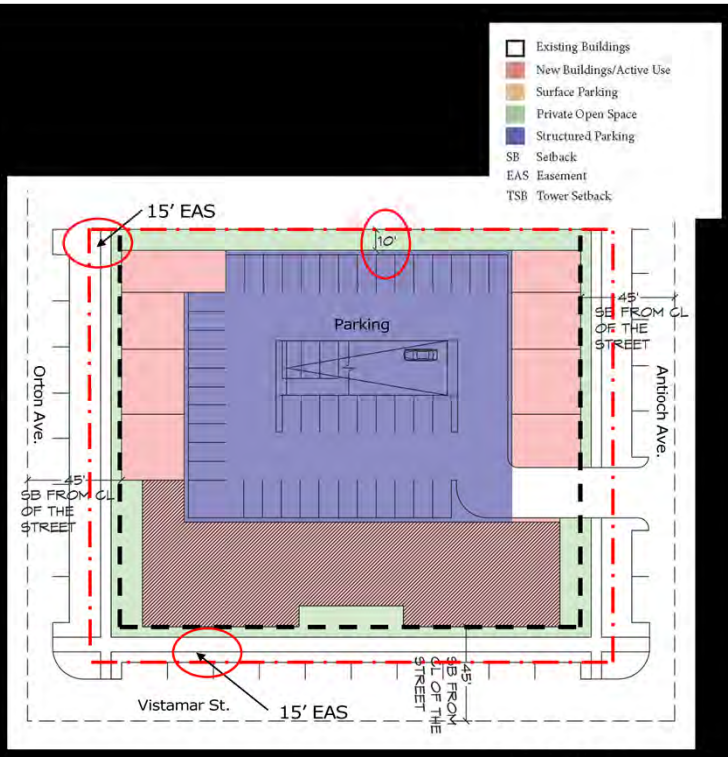


NBRA District:

Scenario 3 (Proposed Code)

Setbacks:

- Front yard: 15′ (15′ Easement Required)
- Side yard: 15′ (15′ Easement Required)
- Rear yard: 10′



First Floor

85

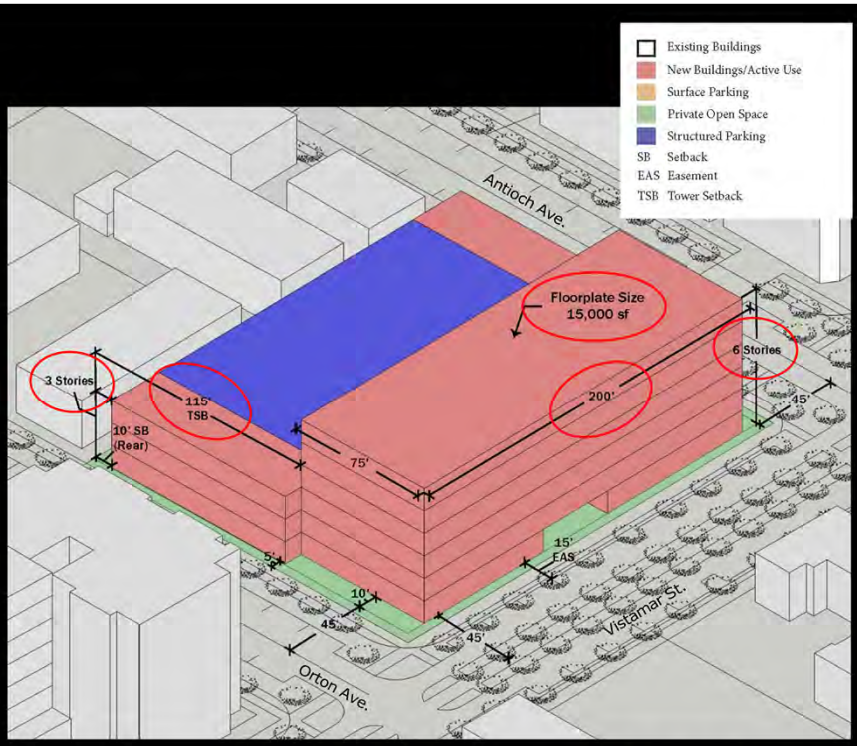
- Scenario 3 is an example of the development pattern that would result under the proposed standards

NBRA District:

Scenario 3 (Proposed Code)

Building Envelope:

- Building Length and Width: Max 230′
- Building Height: Max 120′
- Pedestal Height: Max 4 stories
- Tower stepback from rear property line: Min 100′
- Tower Floorplate Size: Max 15,000 sf
- Tower Separation: Min 60′



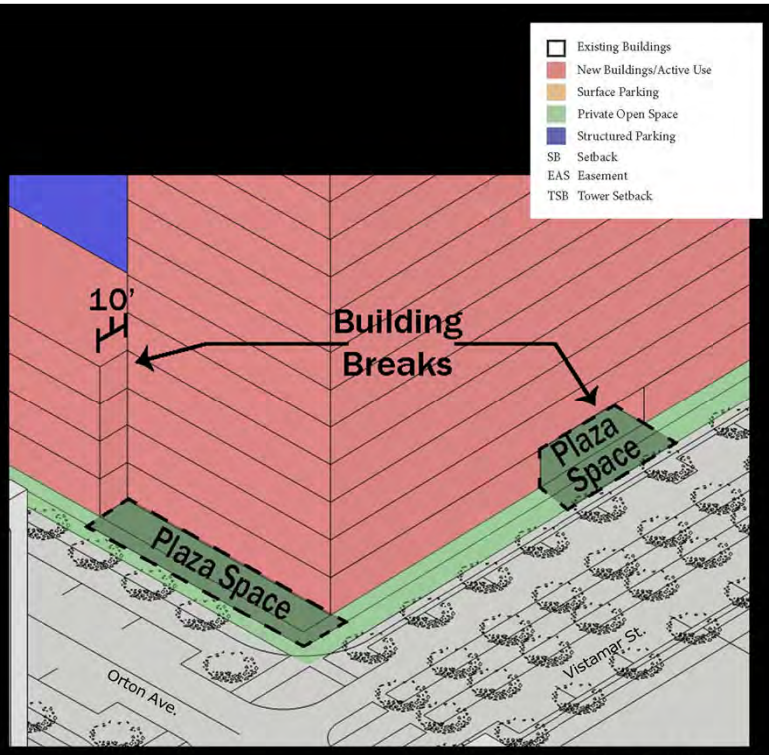
Aerial View

NBRA District:

Scenario 3 (Proposed Code)

Building Envelope:

- Building Breaks
  - Any building frontage that exceeds 160 feet shall incorporate a building break of at least 30' in width and 10' in depth, every 160', at ground level.
  - Shall be improved as a forecourt or open space
  - Shall provide building access



Aerial View

NBRA District:

Scenario 3 (Proposed Code)

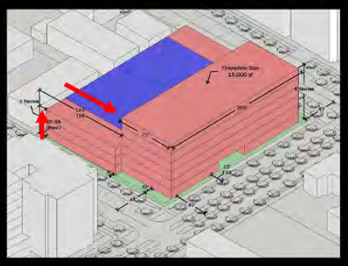
Active Use:

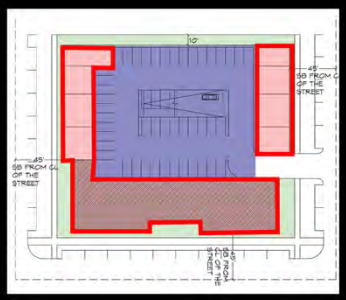
- 80% Min Required along Vistamar St.
- 70% Min Required along Antioch and Orton Ave.

Private Open Space:

- Min 10% of lot area
- In NBRA, 100% of required open space shall be provided at grade
- Min 50% of required open space shall be landscaped

- Not Bulky (Tower stepback and Limited Floorplate; Building Breaks, Pedestal max 4 stories)
- Not "High rise" construction



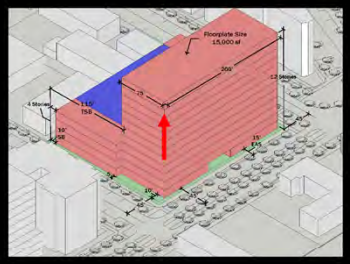


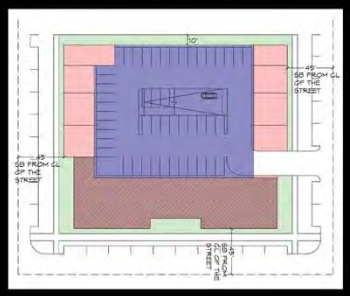
NBRA District:

Scenario 3 (Proposed Code)

Density:

- Limited by building envelope and comprehensive plan
- Allows additional capacity (max height)
- "High rise" construction
- Makes other required improvements more feasible (i.e. street improvements and raised floor 3' above freeboard instead of 1' above freeboard to address sea level.)

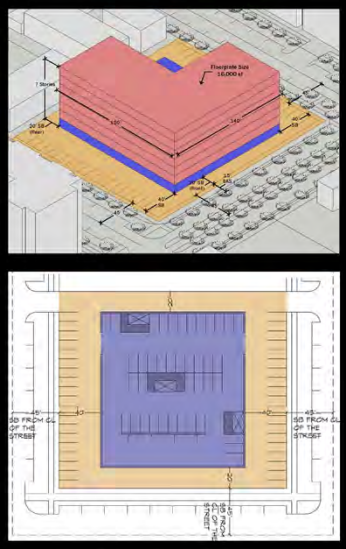




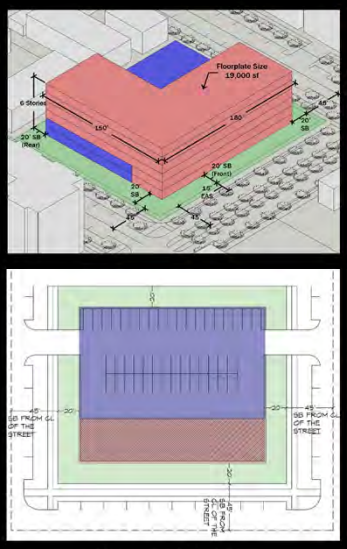
NBRA District:

Comparison

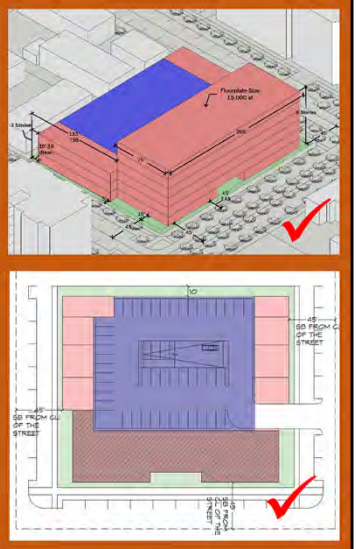
- Scenario 1:
  - Non-specific code standards
  - Unpredictable building and site configuration
- Scenario 2:
  - Requires negotiated standards through the Site Plan Level IV process
- Scenario 3:
  - Specific code standards and expected public benefits
  - Predictable building and site configuration



Scenario 1
(Basic Code)



Scenario 2
(Negotiated Standards through Site Plan Level IV)



Scenario 3
(Proposed Code)

Q & A (Part 2: Building Design Standards)

What we heard:

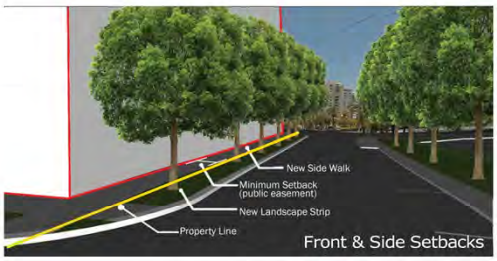
- Establish clear standards to create more certainty and predictability for neighbors and development community.
- Establish specific development standards to promote compatible development.
- Standardize all regulations and clarify expected public benefits.
- Require active use at the street level.
- Encourage new development to address resiliency in preparation of future increase in sea level rise.

1. Did we address your general concerns?

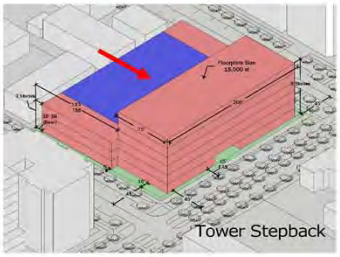
Q & A (Part 2: Building Design Standards)

Setbacks:

- Front and Street Side:
  - Established specifically per street frontage
  - Ensure proper width for sidewalks and landscape
- Interior Side and Rear Setbacks:
  - Established per building type
  - Reduced setbacks to increase active use at street level
  - Buildings over 6 floors – stepbacks required above pedestals



Front & Side Setbacks

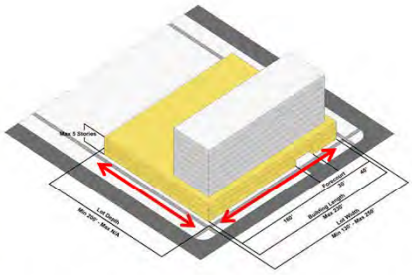

Tower Stepback

2. Do you agree with the proposed setback regulations?

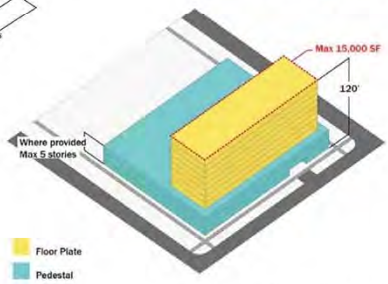
Q & A (Part 2: Building Design Standards)

Building Envelope:

- Building length should be specific per district and based on lot sizes and character of area.
- Block lengths should be limited.
- Building mass should be controlled by building length and tower floorplate sizes, <u>not</u> density or FAR.
- Encourage pedestrian passageways when an entire block is developed



Building Length



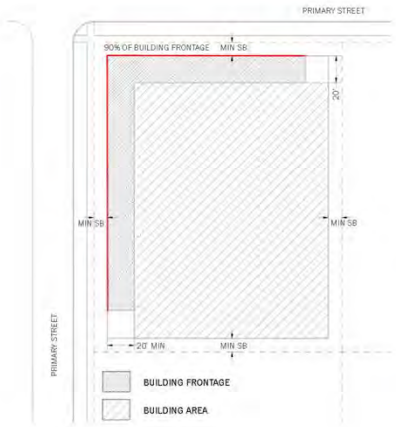
Tower Floorplate Sizes

3. Do you agree with the proposed building envelope regulations?

Q & A (Part 2: Building Design Standards)

Active Use:

- Minimum percentage of active use at street level should be required.



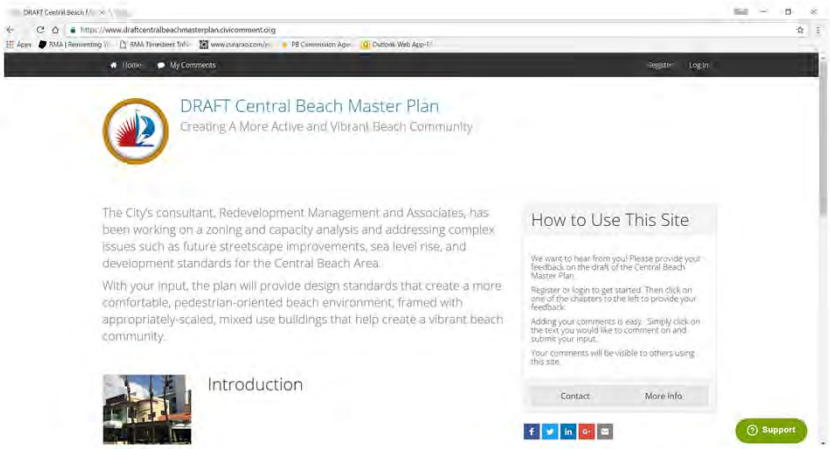
Building Frontage and Active Use

No Active Use

4. Do you agree with active use requirement at street level?

Review the Draft

Please visit to read and submit comments!



www.draftcentralbeachmasterplan.civicomment.org

Next Steps

- **November:**
  Present Draft Master Plan and LDR Text Amendments
- **November - December:**
  Civic Comment Opens (Input period closes December 31st)
- **January:**
  Review and address remaining public input
- **February:**
  Planning and Zoning Board
- **March:**
  City Commission 1st Reading
- **April:**
  City Commission 2nd Reading

***Don't forget to provide your input directly on the draft master plan! Tell your neighbors!**