

FORT LAUDERDALE

BUILDING A LIVABLE DOWNTOWN

THE CITY OF FORT LAUDERDALE, FLORIDA
ADOPTED NOVEMBER 18, 2003
INCORPORATES CHANGES FROM 2007 AND 2020 MASTER PLAN UPDATES



FORT LAUDERDALE

BUILDING A LIVABLE DOWNTOWN

CONSOLIDATED DOWNTOWN MASTER PLAN for
THE CITY OF FORT LAUDERDALE, FLORIDA

Adopted: November 18, 2003
Incorporates changes from "May 2007 Master Plan Update"

PREFACE

FORT LAUDERDALE AT THE CROSSROADS

Downtown Fort Lauderdale is undergoing a dramatic transformation. New development is reshaping the skyline and redefining neighborhoods. The continuing investment in Downtown places Fort Lauderdale at a key point in its evolution, and raises important questions about the future. What kind of city will emerge from this process? How will it look and feel? What will it be like to live, work, and play in this new environment? Will it benefit all members of the community equally?

A strong vision for Downtown is needed in order to respond to these complex issues. Fort Lauderdale is poised to channel the current momentum into the creation of an active, livable, and beautiful Downtown area. In response to this challenge, the City has developed a Master Plan for Downtown. Many voices have been heard in the process of defining a positive vision and a framework for the future, which follows in these pages.

All cities are works in progress. The Vision for Downtown Fort Lauderdale builds upon the area's history and strengths, layers of past investments, and earlier visions.

The Vision incorporates past efforts and defines the next step, as Downtown transitions from an emerging urban core into a mature, vibrant city center.

The next period of growth can transform Downtown into a truly livable urban center, with diverse, healthy residential neighborhoods. It can knit together the urban fabric into a seamless pattern of walkable, beautiful streets, public spaces, and buildings of the highest quality. It can combine the energy and optimism of a rapidly growing city with a balanced approach that tackles the serious challenges of traffic, parking, transit, schools, and infrastructure. The City must focus on all of these issues to create a truly livable Downtown, and to achieve the long-term economic sustainability that would accompany it.

The next step is clear. The City's leadership and its citizens have chosen a positive path towards urban success. As the Vision is implemented, the details of the Master Plan will change and adapt to unforeseen circumstances, but its core planning principles should be maintained. The next natural step of Fort Lauderdale's evolution is *Building a Livable Downtown*.





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INTRODUCTION

THE ROLE OF THE MASTER PLAN

The Fort Lauderdale City Commission has placed a high priority on the preparation of a Downtown Urban Design Master Plan. In January 2002, the Commission appointed members of the Urban Design Core Steering Committee, with a mandate to provide oversight, consultant selection and formulation of the plan. In February, the Downtown Development Authority voted to support the concept of a Consolidated Downtown Master Plan. In June, the City selected the team of Keith & Schnars, P.A. with Greenberg Consultants, Inc. and Beyer Blinder Belle Architects & Planners LLP.

The Master Plan addresses key issues for the future of Downtown. Primary among these is the need to plan for the next wave of public initiatives, while creating opportunities to leverage these with private investment. The plan promotes economic sustainability, to protect and enhance the extensive investments that have been made in Downtown.

The public sector has invested heavily in planning, in such areas as urban design, land use, zoning, trans-

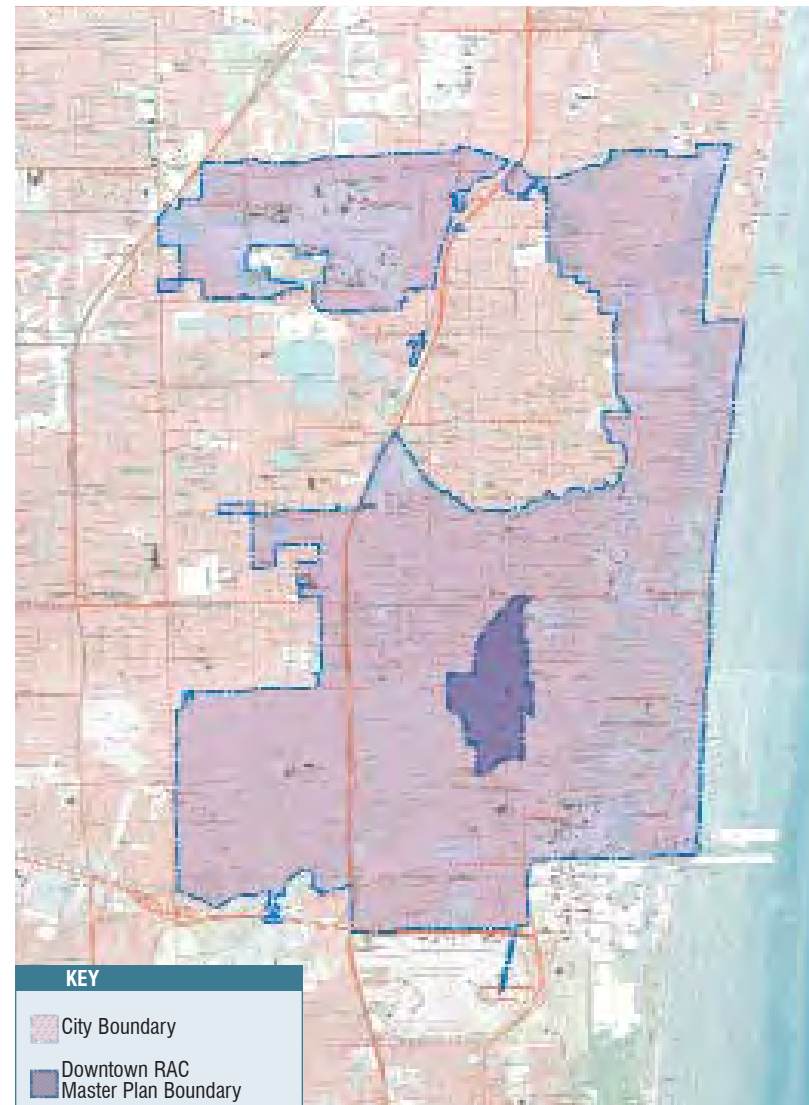
portation, affordable housing, community facilities and infrastructure. These ongoing efforts have occurred independently, however. Although a large body of work has developed, there has been no "big picture" study which integrates these efforts in a comprehensive vision for Downtown. The Consolidated Downtown Master Plan is a response to the need for such a study.

The Master Plan has been conceived and supported by a wide variety of institutions and individuals, establishing a broad and diverse constituency critical to the Plan's success. Recognizing that good design is created in a dialogue, the planning process has been structured around a series of public workshops, with an extensive public and stakeholder outreach program. Continued public involvement is key to the success of the Plan.

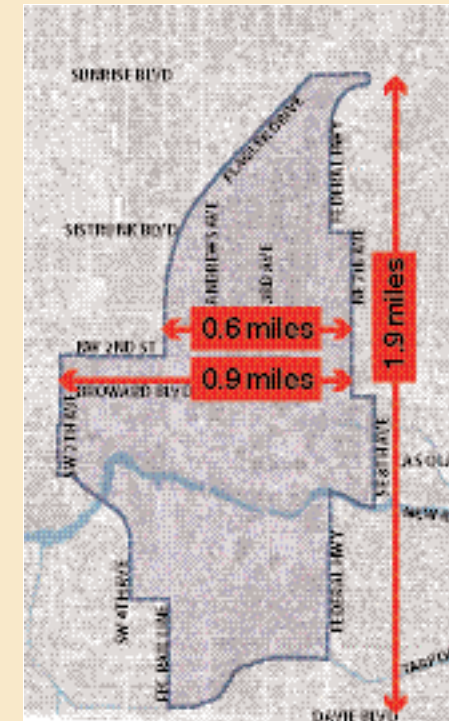
INTRODUCTION

How Will the Downtown Master Plan be Used?

- The Master Plan is a flexible and usable document, providing a widely supported framework for decision-making. It allows for the evolution of physical design details over time to accommodate changing circumstances and market conditions.
- The Plan is to be used as a framework, or "road-map", to be put into practice by a variety of means, including changes to the regulatory structure & process, procedures for development review and approval, incentives for development, public investment programs, and other implementation techniques.
- In addition to various public realm recommendations for the Private sector, the Plan identifies a range of Public capital investments for redevelopment projects and neighborhood revitalization. Inter-governmental funding may be required to support pollution clean-up, public transit, housing, and major infrastructure costs.
- The Plan does not in itself constitute a revision to existing policy, process or regulations; it provides a basis for future dynamics and policy discussions. Public agencies will be responsible for crafting an approach for implementing Master Plan recommendations.
- A variety of approaches or actions may be used to implement the vision & principles of the Master Plan. The implementation approach is distinct from the Master Plan, and can change and evolve over time without affecting the consensus principles of the Plan.



[Figure 0.1] Study area boundary in relation to the City of Fort Lauderdale boundary.



[Figure 0.2] Study area boundary corresponds to the boundary of the Downtown "Regional Activity Center" (RAC).

DOWNTOWN RAC

Established by 1989 Comprehensive Plan
 Regional Activity Center (Broward County Plan)
 Mixed-Use Designation
 5,100 residential unit allocation
 1997 additional Zoning designations adopted

1.1 Square Miles
750 Acres
135 City Blocks



chapter **1**
THE VISION

FORT LAUDERDALE Building a Livable Downtown



VISION

The Vision for Downtown builds on existing strengths. One of the most familiar examples of a successful urban area in Downtown is Las Olas Boulevard. Many residents and visitors to Fort Lauderdale are familiar with this famous street. The architectural character, lush green setting, pedestrian scale, and activity and vitality of Las Olas Boulevard has been an enduring success story.

Such qualities are not found throughout Downtown, however. While some streets and districts have become active and successful, they are often limited in their extent, and poorly connected to one-another. Downtown is not achieving the potential of integrating and linking its strengths; many of the parts are not adding up to a greater whole. At the same time, vast stretches of Downtown are devoid of urban activity, inhospitable to pedestrians, and greatly lacking in the character of architecture and public space.

The Vision seeks to overcome these challenges by utilizing Fort Lauderdale's economic momentum. Downtown Fort Lauderdale can become a vibrant, active, and beautiful urban center. Individual projects and initiatives, once planned in isolation, can be linked and combined to form strong districts and tie the Downtown together. The Vision is about the relationships that create a strong physical environment and distinctive character, providing new opportunities for development and creating a desirable place to live, work, and play for all members of the community.



VISION

The Vision is of a vibrant mixed-use Downtown, combining new homes with office space, shops and restaurants, and places for art, culture and civic life...

The Vision is of a Downtown with destinations, activities and places that appeal to both residents and to visitors...



The Vision is of a Downtown which is a great place to walk - with appealing and open architecture, lots of activity, and the comfortable shade of Florida's uniquely lush tree canopy...

The Vision is for Downtown neighborhoods with parks, local shopping, and housing for many types of families and people of different incomes...

VISION

The Vision is of a Downtown Riverwalk that is an active and dynamic destination, easy to find and with many reasons to stay, and which truly connects the north and south sides of town...

The Vision is for a Downtown with many ways to get around, including transit such as buses, circulators, or trolleys, and also bicycles, so more people can leave their cars...



The Vision is for a green Downtown, lushly landscaped, and promoting the health of the natural environment, especially the New River...

Putting it all together in great urban places...



Delray Beach, Florida



Las Ramblas, Barcelona, Spain



Riverwalk, San Antonio, Texas



Rockefeller Center, New York, New York

PLANNING PRINCIPLES

The Planning Principles represent a set of shared ideals and goals that drive the Master Plan recommendations. They result from broad consensus reached between various groups, including the public, stakeholders, and City leaders and staff. These principles are used to provide criteria for measuring the success or appropriateness of urban design and planning proposals, both within the Master Plan, and for future planning efforts Downtown.

PRINCIPLE 1

Capture a greater share of regional redevelopment

Located in one of the nation's fastest-growing regions, Fort Lauderdale has lagged dramatically behind neighboring civic centers in population growth. As national trends indicate a rebirth of city living, Downtown Fort Lauderdale is poised to support a significant increase in its residential population which, in turn, will support and sustain future economic development and urban vitality. Increased Downtown redevelopment can be managed in a responsible, sustainable way that can create a vibrant, mixed-use city center.

PRINCIPLE 2

Increase residential opportunities Downtown, with supporting amenities

A variety of residential options are essential for the long-term growth of the Downtown. Housing opportunities should exist for a variety of income levels and family types. Workforce housing, live-work units, family-oriented housing, and luxury condominiums are just a few of the residential types that should co-exist to encourage a diverse Downtown population. Along with increased number and variety of units, supporting amenities and infrastructure must be provided. Schools, parks, and transit, to name a few, must keep pace with a growing residential population.

PRINCIPLE 3

Strengthen areas of varied neighborhood character and distinct identity

Downtown Fort Lauderdale is a large enough area that distinct identities have begun to emerge among its various neighborhoods. Building on the unique characteristics of each area, these distinct identities should be strengthened and encouraged, avoiding approaches that are either too homogeneous or too sporadic to create a sense of place. A variety of building scales, mixtures of uses, and architectural expressions will break down the large area of the Downtown RAC into smaller memorable neighborhoods that establish a clear 'mental map' of the city for residents and visitors.



PLANNING PRINCIPLES

PRINCIPLE 4

Focus most intense development in a compact core

Consolidation of intense, incremental development will create a more unified, active Downtown with areas of distinct character and more continuous, active streetscapes. The skyline would peak in a compact core, and gradually scale down into surrounding neighborhoods. High densities can be sustained throughout the RAC, but the most intensive, commercially-oriented, 'central business district'-type developments would be concentrated, with some exceptions, in the core.



PRINCIPLE 5

Surround the core with strong, walkable, mixed-income neighborhoods

Healthy neighborhoods in close proximity to the Downtown core are vital. Neighborhoods should be pedestrian-friendly, connected by transit, and served by parks and other amenities. Fort Lauderdale can take advantage of the current proximity of neighborhoods within walking-distance to the center of Downtown and the fortunate lack of barriers, such as freeways, common in other cities. Vibrant mixed-income neighborhoods nearby will increase pedestrian activity Downtown and create a continuous network of walkable streets. Walkable streets along with residential proximity to Downtown employment will reduce car trips and foster transit, walking and cycling.



PRINCIPLE 6

Create extroverted, pedestrian friendly buildings

A successful, pedestrian-friendly street network relies on active, interesting ground floor uses. 'Extroverted' buildings have active retail, commercial, or other uses which relate to the street. Multiple openings, such as storefront or residential entrances are encouraged to provide activity and visual interest. A variety of shading devices, including awnings and arcades, add to the visual richness of streets and provide a comfortable environment for pedestrian activity. Long blank walls, landscaped setbacks, and inactive uses, such as ground floor parking, are discouraged.



PLANNING PRINCIPLES



PRINCIPLE 7

Get greater value from past investments and existing resources

The recent history of Fort Lauderdale reflects several waves of public and private investment that have given Fort Lauderdale a strong foundation for the growth anticipated in this Master Plan. Areas of previous investment, such as the Riverwalk, should be leveraged to achieve even greater future success; underutilized resources should be valued. Future growth and development should build upon these past successes and good examples; Downtown should not be seen as a 'clean slate'.



PRINCIPLE 8

Make the Las Olas - Riverwalk Corridor a top priority

Las Olas Boulevard and the Riverwalk are among the most memorable and successful places in Downtown. However, each is incomplete, and, though nearby, are not well-connected to each other. The next phase of growth can complete the vision of a unified Las Olas - Riverwalk Corridor as Fort Lauderdale's central public space. Strongly linking these two areas is the key to leveraging public investment and visitor spending for a greater economic benefit to the City and an increase in property values. It should be a unique, urban centerpiece for the new Fort Lauderdale, celebrating the rich juxtaposition of the linear, urban street and the winding, natural river.



PRINCIPLE 9

Return the river to its central role and better connect the two sides

Transform the New River from a barrier into a seam, by improving connections between the north and south sides, and improving public access and activity along its edges. Accessible and friendly pedestrian crossings, completion of the Riverwalk 'loop', and transit connections across the River are a few of the strategies that can contribute to this goal.

PLANNING PRINCIPLES

PRINCIPLE 10

Green the Downtown with a connected system of parks, trails and streets

Downtown should take advantage of Fort Lauderdale's remarkable South Florida climate and the ability to quickly grow lush landscapes. A general 'greening' of the Downtown could simultaneously transform the city's image and increase pedestrian comfort levels. The 'greening' should include the improvement of existing parks, the creation of new parks to sustain the anticipated population growth, the creation of trails and greenways that connect with regional park and trail systems, and the comprehensive planting of street-trees throughout Downtown.



PRINCIPLE 11

Provide alternatives to the car: walking, transit and cycling

As the residential population Downtown increases, alternatives to the car become increasingly important. In addition to widespread pedestrian-oriented improvements, improved mass transit and bicycle-friendly improvements are critical. An increased population of Downtown residents can sustain an improved transit system that runs on frequent intervals and utilizes environmentally-sensitive, or 'green', technologies. An integrated system of bike lanes and trails can connect into a regional trail system. The shift from car-only transportation to a multi-modal system will simultaneously provide more transportation options for more types of people (the elderly, the young, those without cars, etc.), and create a more environmentally responsible transportation network, while reducing the impacts of increased traffic.



PRINCIPLE 12

Connect to the surrounding neighborhoods, the beach, and regional destinations

Downtown will benefit from better transportation connections to and from the surrounding neighborhoods and the beach. As the area's most distinctive open space feature, Fort Lauderdale Beach should be easily accessible to Downtown residents; likewise, Downtown as an urban destination should be easily accessible to Beach residents and tourists. A fully-integrated transit system would also connect Downtown with the airport, Tri-Rail, Port Everglades, and nearby neighborhoods and Districts, such as the Hospital District just south of The Downtown study area.





chapter 2

CONTEXTS

FORT LAUDERDALE Building a Livable Downtown



CONTEXTS

AN OVERVIEW

It is impossible to make recommendations for the 750 acres of the Downtown RAC in isolation. A comprehensive view must include an understanding of regional, economic, demographic, geo-political, and physical contexts. The Master Plan recommendations have been developed in consideration of these larger trends and have the potential to shape them in return.

This chapter has been broken down into the analysis of the following subjects:

- **Region**
- **Real Estate Market**
- **Demographics**



[Figure 2.1] Coastal 'linear city' growth pattern, approximately 10 to 20 miles wide. (Image from NASA)

REGION

THE LINEAR CITY

The urbanization of South Florida has developed in the form of a "Linear City" stretching from Palm Beach to Homestead. This incredible urban pattern is unique in the country, resulting from the geographic constraints of the Atlantic Ocean and the Everglades.

The Kissimmee-Okeechobee-Everglades Watershed is the defining geographic feature of the region. Water Management Programs, Wildlife Refuges, and Environmental Protection policies have established an urban growth boundary parallel to the Atlantic coastline. Fort Lauderdale is located at the midpoint of South Florida's urban development corridor.

Water management and environmental reclamation initiatives seek to restore healthy water flow patterns that have been disrupted by historic agricultural and urban development. Clearly defined areas for urban development, agricultural uses, and environmental protection provide a framework for future growth.

Broward County forms an east-west "slice" of the South Florida linear city pattern. The Everglades create a hard boundary for urban growth, limiting the new land available in the county. The "sprawl" pattern of automobile-oriented development consumes land at a rapid pace, using up this limited resource inefficiently. Westward growth is thus quickly reaching its natural limits.

With nowhere else to go, new development must move back into older suburbs and urban centers. Infill and "Smart Growth" strategies can allow these areas to benefit from this trend by promoting revitalization of existing urban areas, economic development, and use of mass transit.

Downtowns are logical locations for increased density, given their historic role as regional hubs. Downtown Fort Lauderdale has played a key role in the history of South Florida and Broward County. The goals and principles of the Master Plan are synchronized with those of the Regional Activity Center (RAC): they support the continued relevance of Downtown Fort Lauderdale as the civic, cultural, and economic hub of the county.

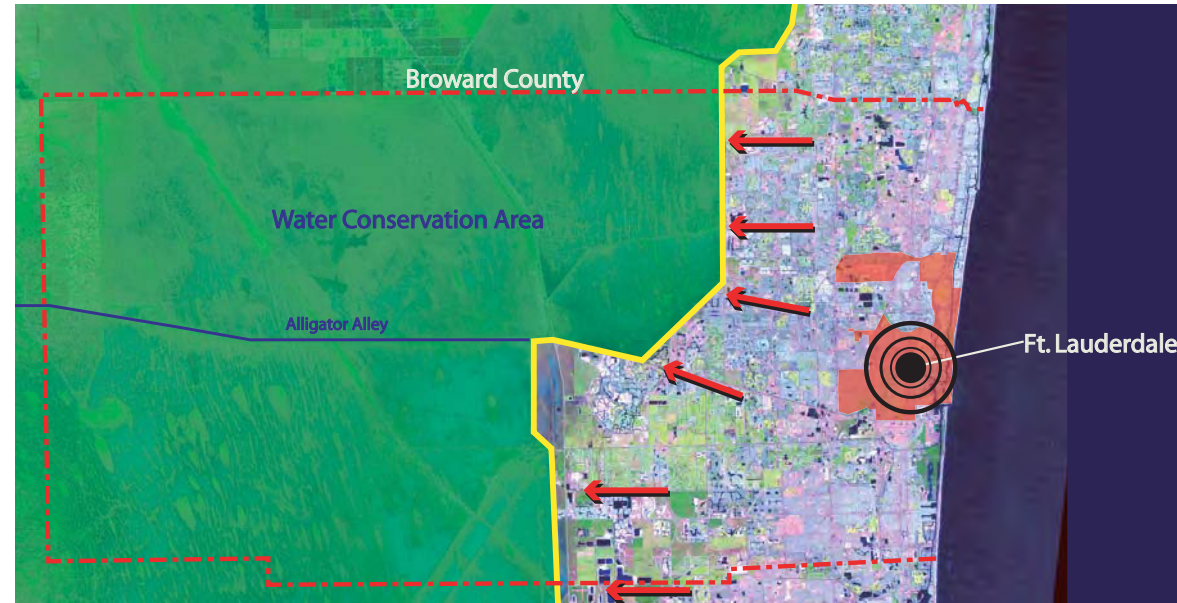


[Figure 2.2] National Wildlife Refuges & Water Conservation Areas define a regional 'Urban Growth Boundary'. (Image from South Florida Water Management Dist.)

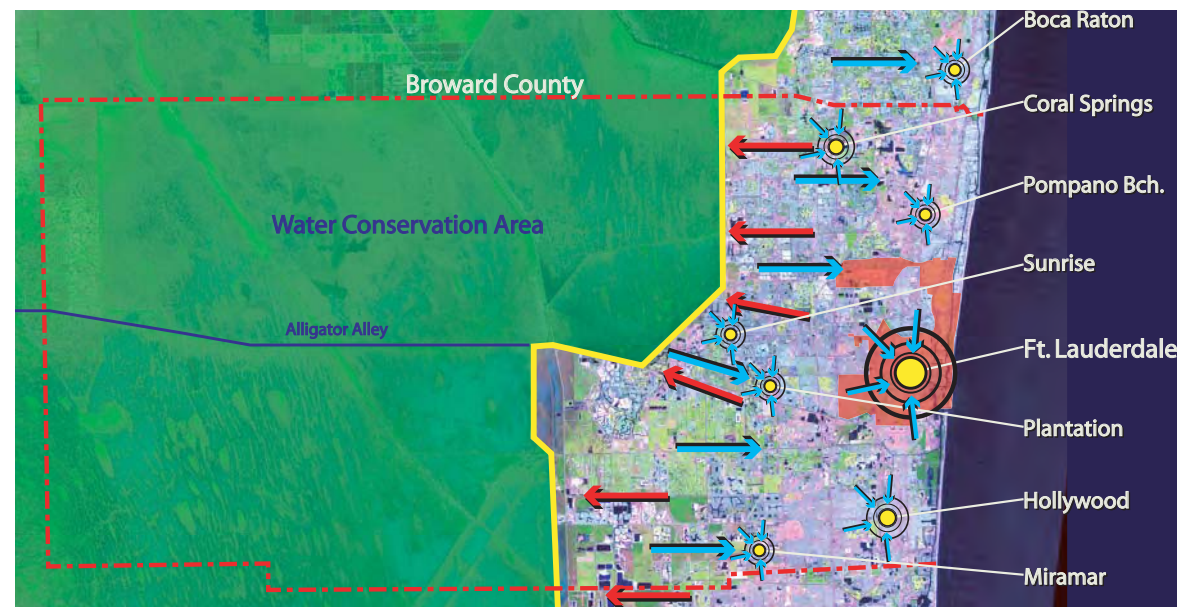


[Figure 2.3] Sprawl growth reaches the Everglades

REGION

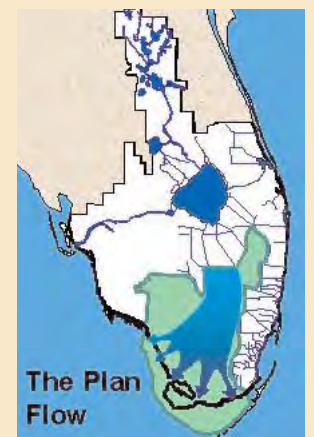
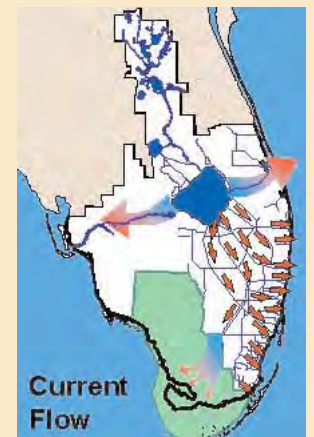
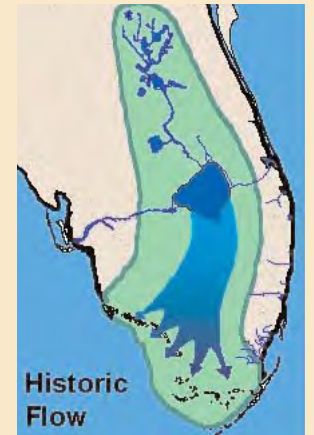


[Figure 2.4] Conservation & environmental policies protect the Everglades and natural areas. Only limited land is available for development within the area defined by the 'urban growth boundary', and is rapidly being consumed by sprawl development.



[Figure 2.5] New growth will inevitably be re-directed back to historic urban centers and older suburbs.

[Figure 2.6] right: The Comprehensive Everglades Restoration Plan (CERP) attempts to recreate the historic southwesterly water flow and define urbanized, agricultural, and conservation zones. (Images from South Florida Water Management District)



REGION



[Figure 2.7] Historic Flagler Railway.



[Figure 2.8] Florida Turnpike under construction.



[Figure 2.9] Fort Lauderdale Hollywood International Airport.

TRANSPORTATION

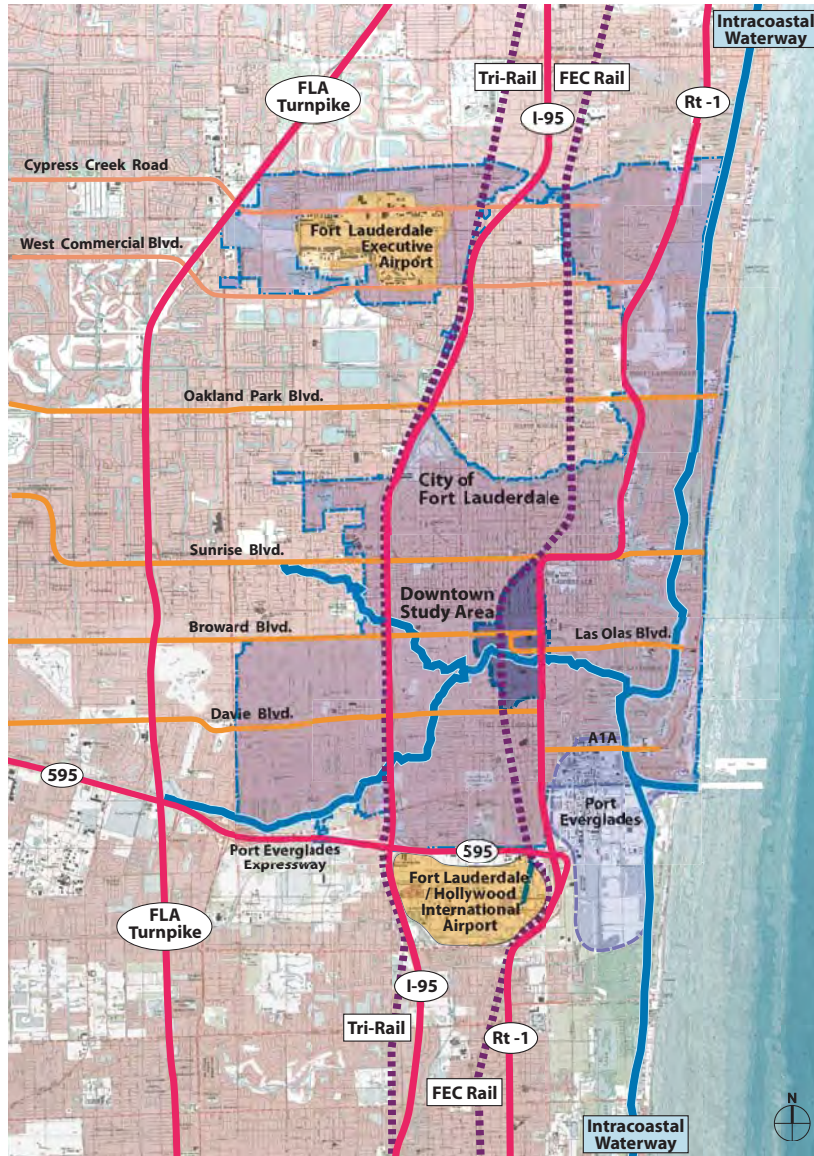
Fort Lauderdale was founded along the banks of the New River, providing direct connections between the coast and western inland areas. The emergence of Florida's Intracoastal Waterway to the east, and the gridded canal/ irrigation system to the west, established the Downtown area within a network of regional water-based transportation and infrastructure elements.

The Flagler East Coast (FEC) railroad (Henry Flagler's historic route along Florida's entire east coast) connected Downtown Fort Lauderdale to the rest of the South Florida coast. Eventually, commuter railroad service followed development patterns and shifted westward, resulting in the loss of the historic transportation link to Downtown. (The FEC line is currently used as a cargo line.)

Similar patterns have occurred with the north-south automobile highway system. Federal Highway has been sequentially replaced with bigger and faster highways, each located further west, and further away from Downtown. Most regional interaction with Downtown occurs along east-west "boulevards", bringing vehicles eastward from I-95 and the Florida Turnpike.

In addition to these systems of ground transportation, Downtown Fort Lauderdale continues to benefit from its important relationship to nearby airports and the Port Everglades seaport.

REGION



[Figure 2.10] The Downtown Study Area, shown in dark purple, City of Fort Lauderdale bound-ary, shown in light purple, and regional transportation connections. (Base map image from US Geologic survey)



[Figure 2.11] The Downtown Study Area, shown in dark purple, with connections to important nearby destinations.

REGION

OPPORTUNITIES

Fulfill Downtown's potential in larger patterns of regional growth and urban form.

Planning for Downtown should acknowledge Fort Lauderdale's role as the largest 'hub' of growth in Broward County, the governmental seat of Broward County, an historic urban center, and one of the most important cities and destinations in South Florida. Unprecedented historic and projected growth in the region, coupled with geographic limits to westward expansion, creates a unique opportunity for a new wave of well-planned 'infill' development and re-development. Downtown Fort Lauderdale has the potential to redefine itself as a livable, mature, vibrant city center, while serving as a positive example of 'smart growth' within the region.

Reinforce regional and national goals for reducing sprawl.

Throughout the United States 'smart growth' strategies such as mixed-use, compact, transit-oriented development are increasingly becoming an alternative model to the inefficiencies and shortcomings of sprawl. As an urban center with underutilized land and existing infrastructure, Fort Lauderdale is an ideal candidate for joining the ranks of numerous American cities which have placed increasing importance on infill development downtown, especially to promote residential revitalization and economic development.

Capitalize on Downtown's natural advantages.

Downtown Fort Lauderdale should build upon its inherent, natural advantages to improve its role as a livable urban core and civic hub for the region. These include: geographic location, with proximity to sea-ports, airport, major north-south highways, intracoastal waterway, and oceanfront; significant geographic features, such as the New River, Tarpon River, and other waterways; natural foliage,

with its large variety of fast-growing and distinctive trees and plants; and climate, which allows year-round outdoor activity and landscaping possibilities. Several of these natural advantages are unique to Downtown Fort Lauderdale, such as the New River's meandering path through Downtown, and have the potential to distinguish the Downtown and create a true sense of place.

Improve Downtown connections to regional and statewide mass transit infrastructure.

One of the most important needs identified by the Downtown Master Plan, a coordinated multi-modal transit plan for Broward County and the entire South Florida region is essential to the future success of Downtown Fort Lauderdale and other urban centers.

Passenger rail service should be encouraged and planned on the existing FEC line that runs through Downtown. Conversion has been discussed by various parties for a number of years; although there are numerous obstacles, it is potentially the single most important catalyst for the revitalization of city centers up and down Florida's east coast, including Downtown Fort Lauderdale. The return of passenger rail service to Downtown would decrease commuter automobile traffic, activate streets with pedestrians, provide Downtown residents with convenient transit connections along the Florida coast, and catalyze rapid economic development.

While current regional commuter rail service remains west of Downtown along the current Tri-Rail line, better transit connections should connect to and from Downtown westward to the Fort Lauderdale Tri-Rail station. Links should be frequent, Downtown stops should be well-located and well-designed, and clean-air



[Figure 2.12] Downtown's existing infrastructure and underutilized sites.



[Figure 2.13] South Florida's lush landscaping possibilities.



[Figure 2.14] The New River

REGION

technologies should be utilized; the system should be highly-visible, well-publicized, and user-friendly. Additional transit links should be provided south to Port Everglades and the Fort Lauderdale-Hollywood International Airport. Downtown could benefit greatly from the potential mobility of huge numbers of tourists, business travelers, and nearby residents who pass through these major transportation centers.

Connect the Downtown to important nearby destinations.

Future Downtown transit should connect not only to regional transit and major tourist destinations, but also to surrounding neighborhoods. Nearby residents should be able to enjoy the benefits of Downtown's emerging amenities and opportunities without relying on automobiles; in addition to reducing traffic demand for short, potentially frequent car-trips, increased neighborhood transit allows freedom of movement for more residents (especially teenagers, the elderly, and the disabled.)

Provide improved transit links east to the Beach. As the area's most distinctive and popular open space, Fort Lauderdale Beach should have clear, direct, frequent transit connections to Downtown. As the Downtown residential population increases, demand for quick and easy transportation to the beach will increase; likewise, tourists and residents from the beach can enjoy the amenities and activities offered Downtown. Improvements to both the current bus and water-bus options should be studied.

Provide transit links south to the Hospital District around Broward General Hospital. The Hospital District just south of the Downtown RAC is an important hub of activity, both as an employment base and as a community resource. Future Downtown transit should incorporate some form of transit link south to this area.

Enhance regional access with a variety of transportation options.

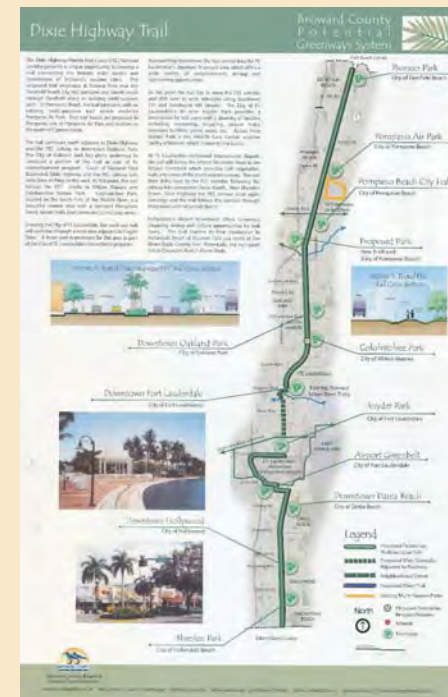
A greater variety of transportation options allows for greater freedom of movement, less reliance on the automobile, and the possibility of recreational transportation options, such as bicycling on a regional trail system.

Provide a network of bicycle trails and lanes that connect with ongoing county-wide bike trail proposals. Fort Lauderdale should take advantage of ongoing County initiatives to create a county-wide, comprehensive bike and trail-way plan by creating an integrated system within the RAC.

Improve water bus service, facilities, and public awareness. The special quality of water-based transit helps to define a memorable, exciting image for Fort Lauderdale. Few cities offer this option, and Fort Lauderdale should continue to take advantage of improved water-bus service. Routes should be clear, service should be frequent, and public awareness should be greatly improved. Current maps and signage are often inadequate, especially for tourists.

Plan for a multi-modal transportation hub Downtown to serve the entire region.

As the civic and urban center of Broward County, Downtown Fort Lauderdale could sustain a central multi-modal transportation hub for the entire region. Ideally, this would include a connection to the potential FEC passenger rail service described above. The transportation hub would generate increased pedestrian traffic and economic vitality to the heart of the Downtown.



[Figure 2.15] Dixie Highway Trail map.



[Figure 2.16] Water taxi service.

REAL ESTATE MARKET

WAVES OF PUBLIC & PRIVATE INVESTMENT

Refer to Appendix A for more detailed Market Analysis summary.

Beginning in the late 1970's, several waves of public and private investment transformed Downtown Fort Lauderdale. This began at a time when Downtown was struggling, and most development was occurring outside of the center. Public investment during this period reflected an optimism and faith that Downtown Fort Lauderdale would regain its role as the civic hub of the region. A strategic mix of public projects included housing, cultural projects, parking, transportation, and, perhaps most importantly, a focus on the riverfront as an exceptional, continuous public open space to anchor the "new" Downtown.

These commitments eventually paid off with an extensive wave of private investment. Initially this development consisted primarily of office and commercial uses. More recent private investment is transforming Downtown at a rapid pace, and is beginning to spread out from the historic center. The emerging pattern of development reflects a strong shift to residential development. A majority of current or pending projects reflect a great demand and interest in housing for downtown.

Snapshot of Real Estate Market Conditions:

Office Sector:

- Fort Lauderdale Central Business District (CBD) has represented approximately 15 to 20 percent of the Broward County office inventory for the past 20 years.
- The long term health of office employment growth is reasonably strong .
- Construction Since 1980: approximately 190,000 square feet per year.

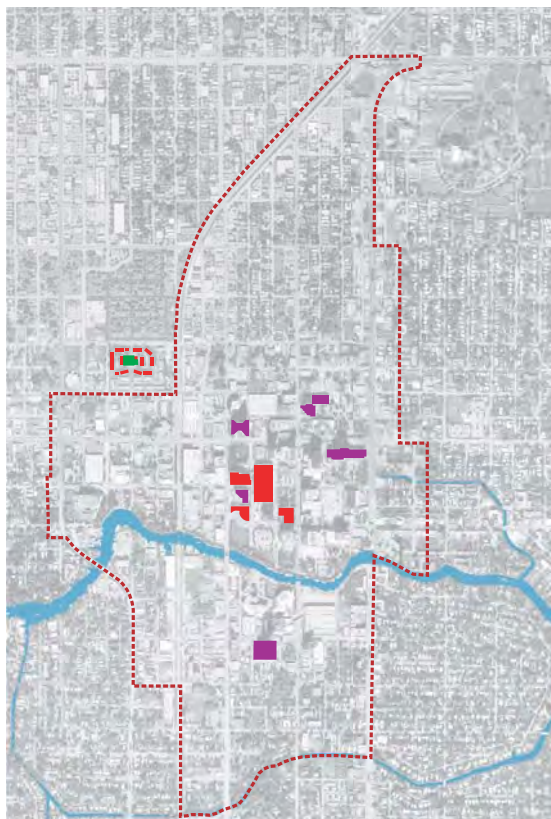
Retail Sector:

- 70 percent of projected retail demand comes from new residents and workers.
- The need exists for a broader merchandise mix than in the past including supermarkets, pharmacies, and large general merchandisers.

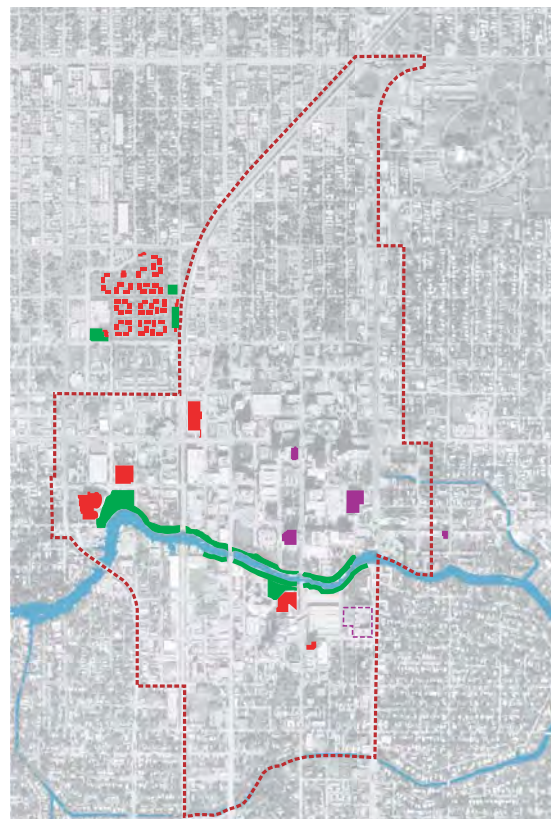
Residential Sector:

- The luxury rental market is heavily driven by Downtown and nearby employment trends.
- The for-sale market relies on a combination of downtown employees, lifestyle purchasers, and second home purchasers.
- There is a strong, largely untapped market for housing beyond the luxury market for housing at various of price points.
- There is a critical need to provide "workforce" housing in the Downtown area to ensure housing options for the whole community.

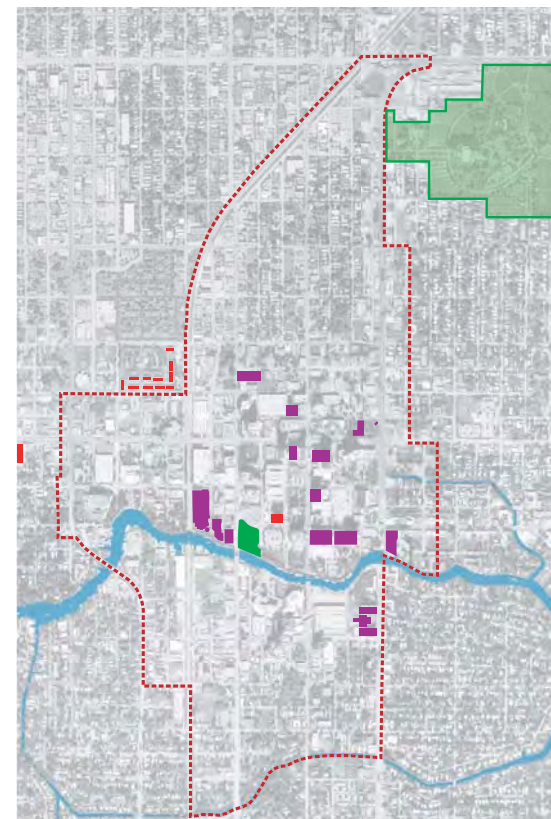
REAL ESTATE MARKET



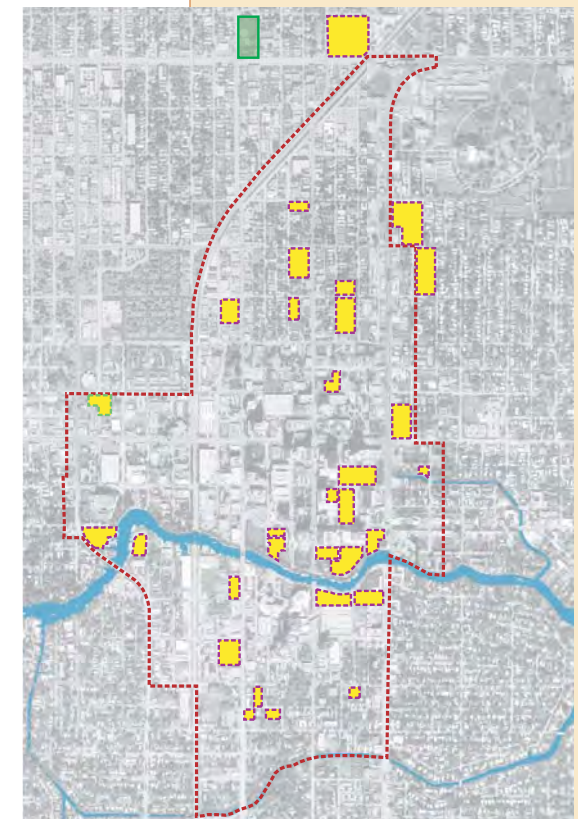
[Figure 2.17]
1979-1988: Public and Private Developments: Civic Core



1989-1992: Arts & Entertainment, Riverwalk



1993-2002: Large-scale private investment in Downtown



Today: Continued rapid pace of change and spread to outlying districts

KEY	
■	Public Projects
■	Private Developments
■	Current or Pending Public Projects
■	Current or Pending Private Developments

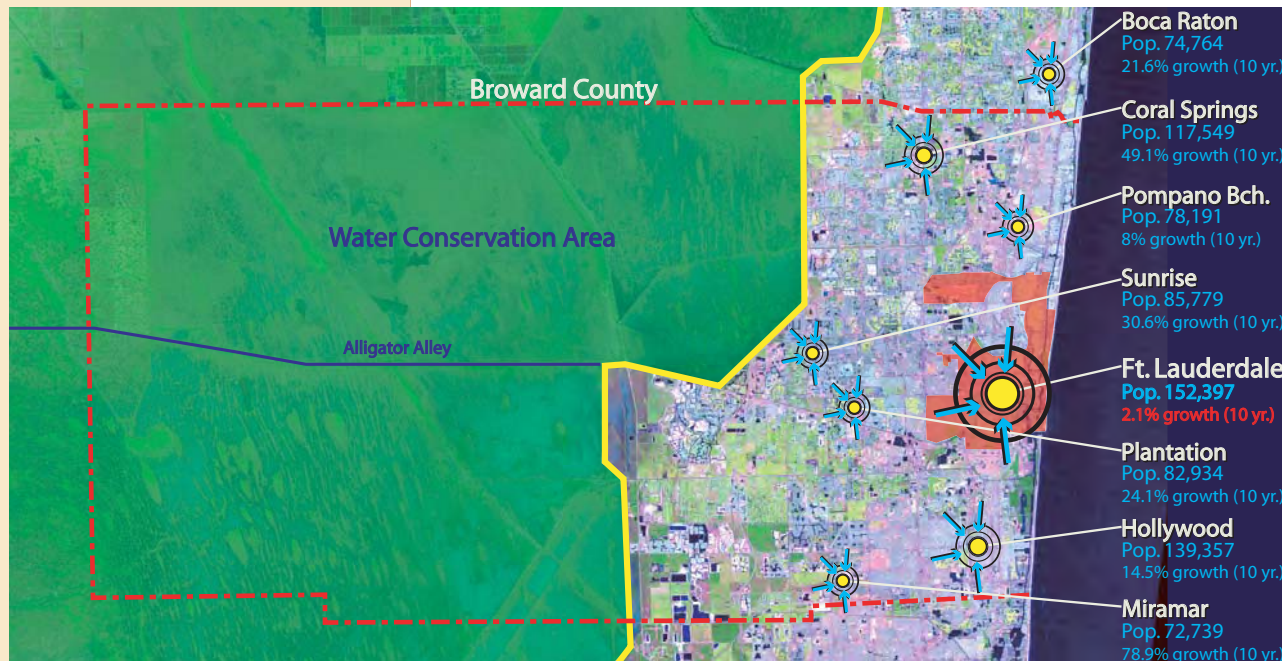
DEMOGRAPHICS

PATTERNS & PROJECTIONS

POPULATION

Although patterns of suburban "sprawl" have diverted growth away from cities, this trend is reversing as development reaches the natural boundary of the protected Everglades. Older, eastern suburbs and urban cores are becoming the new frontier for future growth. Despite this trend, Fort Lauderdale has captured an extremely small share of regional population growth in the past decade when compared to other urban centers in Broward County.

With a population growth of approximately 29.2% (approximately 370,000 people) between 1990 and 2000 county-wide, Fort Lauderdale grew by only 2.1%. Fort Lauderdale has lagged dramatically behind neighboring civic centers in population growth. An increased residential population is necessary to support and sustain economic development and urban vitality.



[Figure 2.18] 10-year population growth (from 1990-2000) for Fort Lauderdale & neighboring urban centers.

DENSITY

The 750-acre Downtown RAC has an unusually small residential population when compared to successful urban areas of similar sizes. Examples such as Savannah, Coral Gables, South Beach and Charleston demonstrate the kinds of livable urban environments that include commercial development, dense mixed-income housing and strong networks of parks and public spaces. Both Savannah and South Beach have pedestrian-friendly, walkable urban districts and residential densities in the range of 20,000 dwelling units in areas similar to that of the Downtown Fort Lauderdale RAC.

DEMOGRAPHICS



[Figure 2.19] Historic Savannah, Georgia with the RAC boundary overlaid at the same scale.



[Figure 2.20] South Beach in Miami, Florida with the RAC boundary overlaid at the same scale.



[Figure 2.21] Downtown Coral Gables, Florida with the RAC boundary overlaid at the same scale.



[Figure 2.22] Historic Charleston, South Carolina with the RAC boundary overlaid at the same scale.

Refer to Appendix B for a more detailed Capacity Study.

Current Density (Gross) of housing units Downtown:
approximately. 5 dwelling units/acre

Current Population Downtown:
approximately. 7,340

Population of RAC if potential development sites are developed at densities similar to other comparable, livable Downtown areas:
approximately. 28,000 - 37,000 residents

DEMOGRAPHICS



[Figure 2.23] The publicly-owned South Side School provides an excellent opportunity for restoration and re-use as a school or other community facility as downtown population increases.



[Figure 2.24] Tent City in Boston combines workforce and market-rate housing into an integrated development.

OPPORTUNITIES

Continue residential growth Downtown to achieve the critical mass of population necessary to create a vibrant 24/7 community.

Plan for a reasonable target for Downtown residential growth and density that coordinates transportation, infrastructure, capacity loads, and public amenities with the urban design goals of the Framework plan.

Concurrent with residential development, plan for new community facilities including schools, parks, shopping, upgraded utilities, and other public services.

Develop a system for determining the long-term financial implications of exceeding current development capacity, and determine the percentages to be borne by the City and the project developer.

Strive to attract a diverse population, along with diverse housing types and affordability levels.

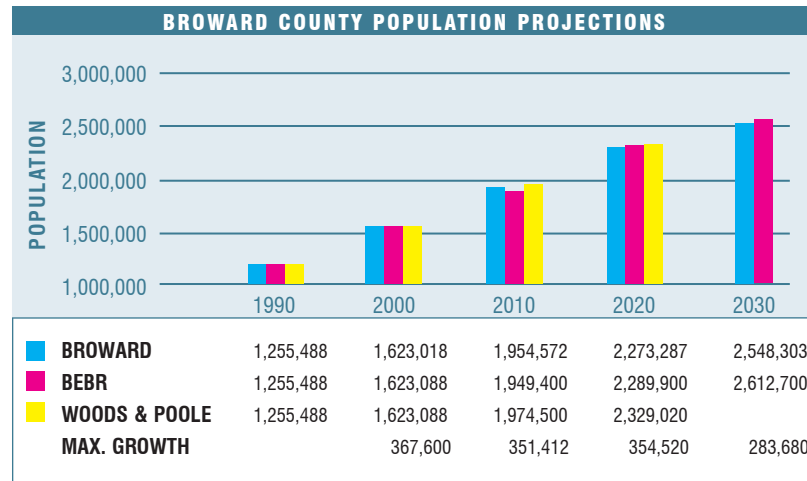
Embrace the demand for Downtown housing to encourage the development of workforce housing.

Create minimum standards for the provision of integrated workforce housing in new residential development. Integrate workforce housing units with market rate housing throughout the entire RAC.

Consider inclusionary and incentive-based zoning regulations to provide workforce housing. Also utilize CRA tools, partnerships, grants, etc. to provide and integrate the units.

Support the preparation of a Housing Study for the Downtown RAC.

Implement the Framework Plan that allows for a variety of building types that will accommodate a range of housing and family types, including townhomes, walk-up apartments, live-work units, student housing, high-rise condos, and others.



chapter **3**
FRAMEWORK

FORT LAUDERDALE Building a Livable Downtown



FRAMEWORK

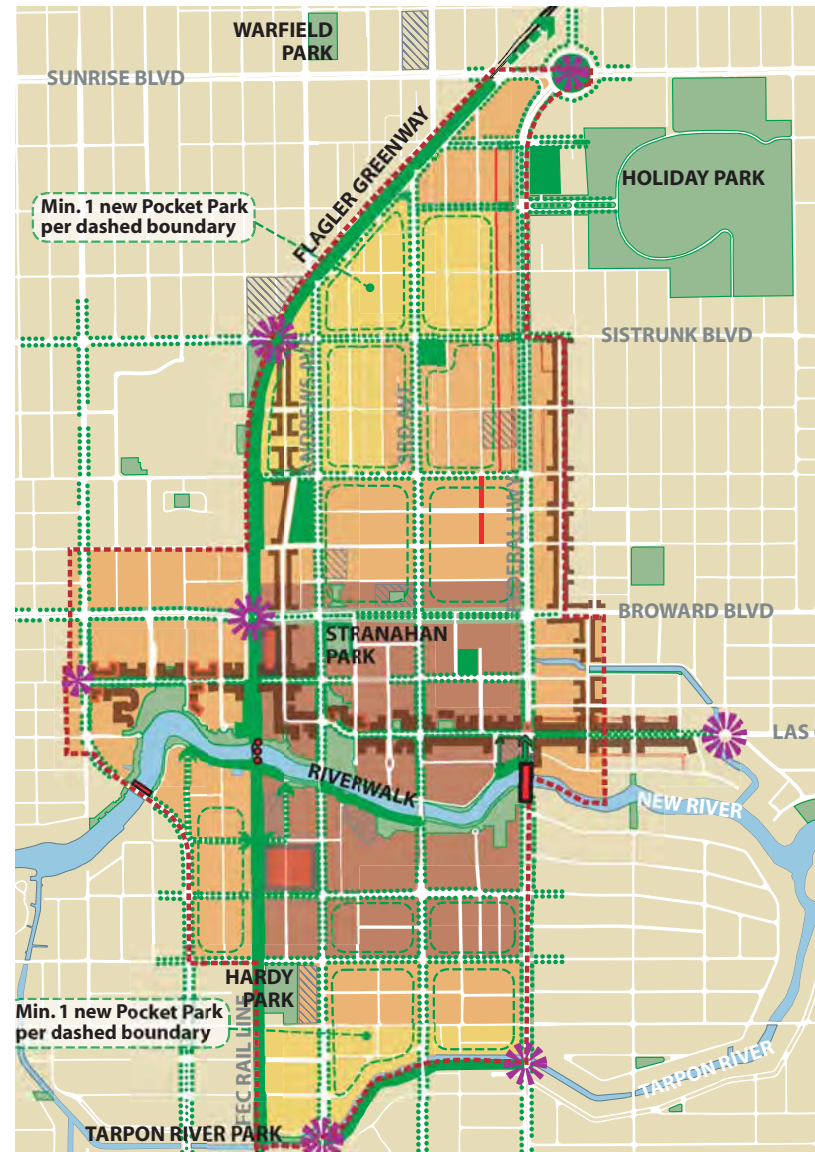
AN OVERVIEW

The Master Plan urban design Framework for Downtown Fort Lauderdale is based on the concurrent examination of a number of themes. Findings from each of these are overlaid to reveal opportunities and relationships between various systems, projects, and policies in the area.

Based on the planning principles and context, the Framework is broken down into six key themes:

- **Las Olas & Riverwalk Corridor**
- **Heritage & Legacy**
- **Environment**
- **Open Space Framework**
- **Movement & Access**
- **Land Use & Building Types**

Each theme is described by an initial analysis, followed by a list of 'Goals'. The 'Goals' illustrate the key recommendations of the Master Plan, with more specific 'Actions' suggested for each 'Goal'.



[Figure 3.1] Framework Plan diagram showing several proposed urban design themes overlaid.

THE LAS OLAS & RIVERWALK CORRIDOR

MAKING CONNECTIONS



[Figure 3.2] Las Olas Boulevard provides a vibrant, active urban experience.



[Figure 3.3] The River and Riverwalk provide a quiet, natural retreat from the bustling urban environment.

Though opportunities abound for improving Downtown Fort Lauderdale, the greatest impacts can be effectively achieved by building upon existing strengths. Two great strengths, Las Olas Boulevard and the Riverwalk, are the results of years of significant public and private investment and commitment. Fort Lauderdale can do much more to benefit from and leverage these great assets.

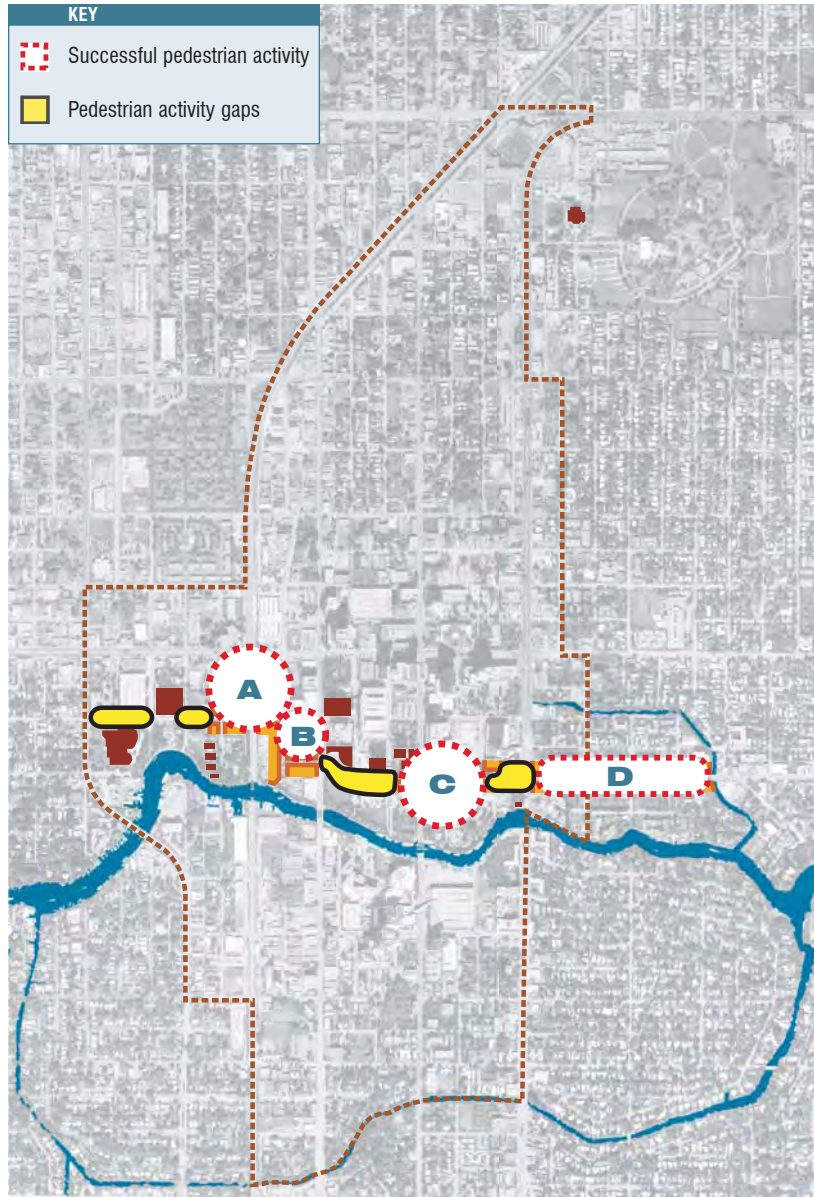
The Las Olas Boulevard Corridor (which includes portions of SW 2nd Street) currently consists of a series of ‘activity-centers’ and key institutions. Some pockets of activity are more successful than others; some areas are active only at certain times and others are more versatile. However, none are well-connected to each other, and it is clear that the sum of the parts could become much greater than any of the individual elements. There is an opportunity to create a continuous stretch of pedestrian activity by filling in critical gaps between these existing pockets of active street life.

The Riverwalk, just south of Las Olas, meanders along both sides of the New River. It, too, has areas of varying success and contains incomplete areas on both sides, preventing continuous public waterfront access. Although well designed and landscaped, several portions are quite narrow, consisting of little more than

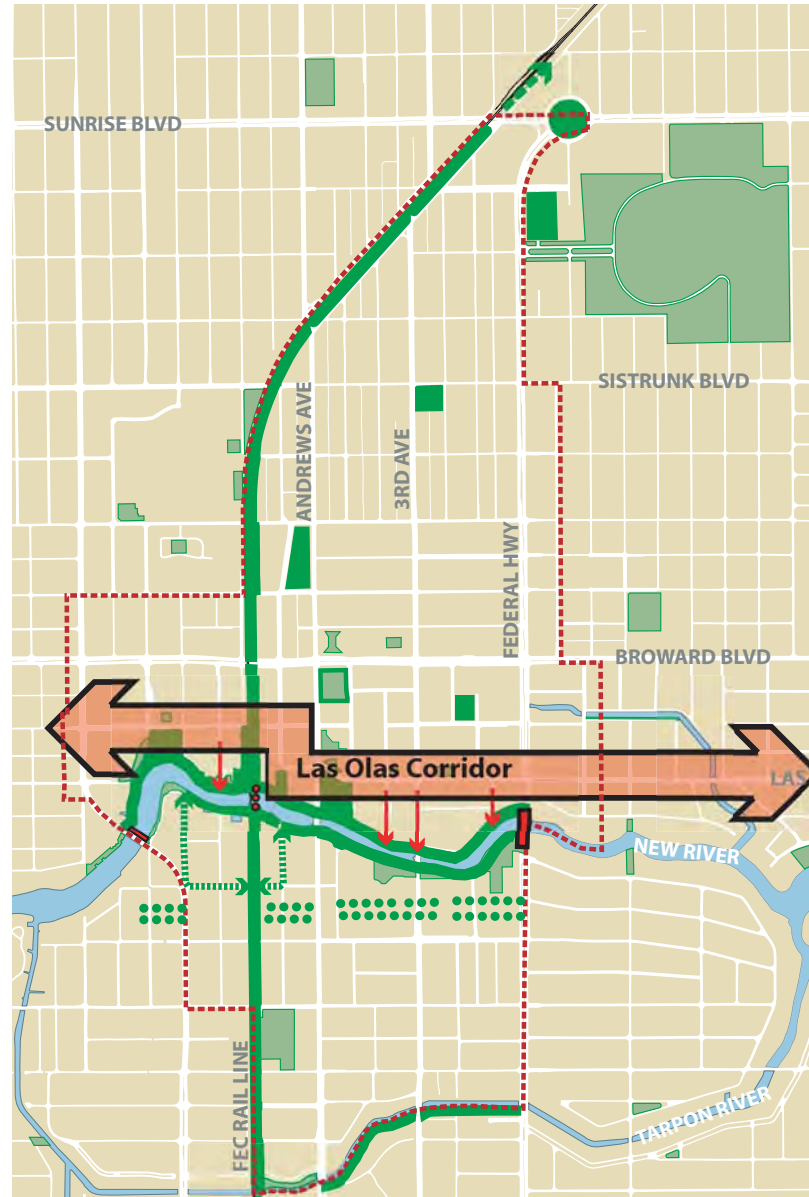
a sidewalk along the water. With the influx of large-scale condo high-rises fronting the river, fewer and fewer sites remain for more generous Riverwalk dimensions. Most critically, recent development has left the Riverwalk devoid of daily activity except for occasional large organized events. As a result, the Riverwalk’s potential to be a focus of public life has been compromised. Riverwalk completion along both sides of the river, along with strategically-placed river crossings, would allow for a continuous recreational loop. Remaining opportunities to create retail, cultural and other activity along the river should not be lost.

Unfortunately, the Las Olas and Riverwalk Corridors are also poorly connected to one another, leaving a missed opportunity for creating a synergy between them. Completion of both corridors, with better links between them, could create a compelling, memorable urban centerpiece and the focus of Downtown. This would require improved north-south connections, including one or more distinctive pedestrian river-crossings. A ferry or ‘signature’ pedestrian bridge could provide a spectacular new ‘postcard view’ for Fort Lauderdale and create a much-needed, easy pedestrian connection across the New River. Strengthening and connecting these two key corridors can create a strong pedestrian focus for Downtown with a linked set of destinations.

THE LAS OLAS & RIVERWALK CORRIDOR



[Figure 3.4] Successful pedestrian areas (photos at right) along the Las Olas corridor are separated by gaps (shown in yellow).



[Figure 3.5] Just south of the Las Olas Corridor, the Riverwalk is the most successful public park in the Downtown area, creating a distinct sense of place based on Fort Lauderdale's strongest identifying feature, the New River. Though it links several neighborhoods along its length, it is less successful at connecting the River's two sides.



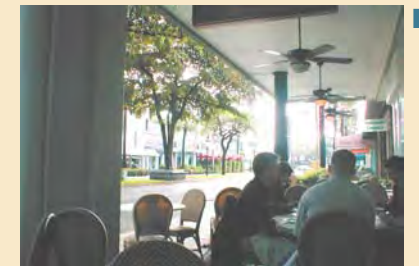
[Figure 3.6] SW 2nd Street pedestrian activity.



[Figure 3.7] Las Olas 'Riverfront' destination retail.



[Figure 3.8] 'Downtown' Las Olas Boulevard.



[Figure 3.9] Las Olas Boulevard dining & retail, Downtown's most successful example.

THE LAS OLAS & RIVERWALK CORRIDOR



[Figure 3.10] Examples of gaps in the Las Olas Corridor. Future development can help create a continuous, pedestrian-friendly boulevard.



[Figure 3.11] Portions of the South Riverwalk consist only of a narrow sidewalk. Future development can expand public access and activate the waterfront.

GOAL 1

Strengthen the Las Olas corridor.

Make the Las Olas Corridor a continuous, walkable, urban promenade by filling in critical gaps between existing pockets of active street life.

:: ACTION

Along Las Olas between SE 5th Avenue and the area above the Federal Highway tunnel: provide continuous ground floor retail or other active uses (including possible park or recreation uses along the south side). Explore the possibility of a narrow building site on the north side of Las Olas at the tunnel, blocking the views and noise of Federal Highway below.

:: ACTION

Along Las Olas between Andrews Avenue and SE 3rd Avenue: Provide continuous ground floor retail or other active uses in the few remaining locations (and future redevelopment), specifically at the empty FAU/BCC corner site at 1st Avenue. Explore possible solutions for activating the Art Museum 'plaza', such as new transparent entry or possible gift shop/café opening onto plaza.

:: ACTION

Along SW 2nd Street between SW 3rd and SW 4th Avenues: Provide continuous ground floor retail or other active uses in remaining development sites to encourage the expansion of the current restaurant and entertainment area to the east.

:: ACTION

Along SW 2nd Street between SW 7th Avenue and SW 5th Avenue: Activate intersection of SW 7th Avenue and SW 2nd Street with ground floor retail or other active use. Explore the possibility of retrofitting the ground floor of the parking garage with active uses.

GOAL 2

Complete the Riverwalk Corridor.

Fill in the missing 'pieces' along the North and South sides of the New River, providing continuous public access on both sides stretching from the Federal Highway tunnel westward to the 4th/7th Avenue bridge.

:: ACTION

Require all future riverfront development stretching from the 7th/4th Avenue bridge to Federal Highway to provide public riverfront access in accordance with an updated Riverwalk Master Plan. The City should actively pursue riverfront access between SW 1st and SW 4th Avenue, the key remaining 'missing link' in the Riverwalk park.

:: ACTION

Require remaining riverfront development to provide ground floor restaurant, retail, cultural, or other active uses to activate the Riverwalk edges. A variety of experiences along the Riverwalk, occurring at various times of the day, is crucial to its success.

:: ACTION

Update the existing Riverwalk Master Plan and create Riverwalk-specific Design Guidelines.

THE LAS OLAS & RIVERWALK CORRIDOR

GOAL 3

Connect the North and South sides of the Riverwalk.

Through the placement of pedestrian crossing(s), create a continuous, walkable park loop around the New River, returning the New River to its central role in Downtown.

:: ACTION

Create a 'signature' pedestrian crossing bridge or ferry at the Federal Highway tunnel location. Take advantage of public land adjacent to the Stranahan House property and Smoker Park for bridge landings. Distinctive views of the structure from the surrounding area, including from Federal Highway traveling north and south, should be considered in the design.

:: ACTION

Provide ferry or water crossing adjacent to the exiting FEC rail line bridge. This will allow for continuity along the proposed Flagler Greenway system, and will provide improved access between the two sides of the river.

:: ACTION

Improve the pedestrian crossing at the 7th/4th Avenue bridge. Create an accessible, exciting design along the eastern edge of the bridge, highly visible from the water's edge as the western terminus of the Riverwalk loop.

GOAL 4

Better connect the Riverwalk and the Las Olas Corridor.

Combine these two parallel pedestrian spaces into an integrated urban experience and a defining element of Downtown. Increase the perception of close proximity of each space, and bring some of the vitality of 'old' Las Olas & Himmarshee Village to the Riverwalk.

:: ACTION

Encourage strong north-south pedestrian connections between the Las Olas and Riverwalk Corridors at every possible location, in particular at public rights-of-way.

:: ACTION

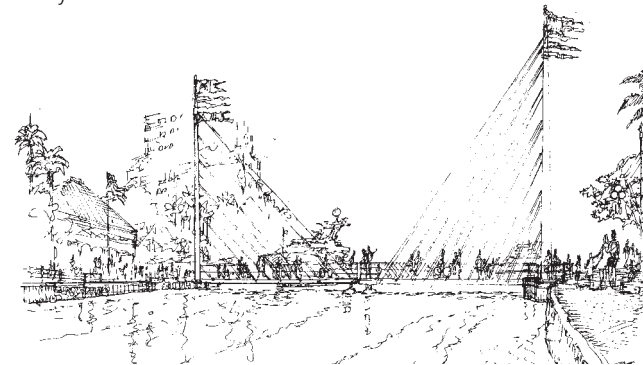
Introduce new ground floor retail, active uses, streetscape improvements, plazas and other 'green connections' to encourage street activity.

:: ACTION

Introduce an integrated signage and wayfinding system to assist connections for residents and visitors.

:: ACTION

New development shall not block any existing street, alley, or other right-of-way to the Riverwalk. Provide mid-block connections where possible.



[Figure 3.12] Potential pedestrian bridge design produced by Alan Gleichmann at a Community Public Workshop.

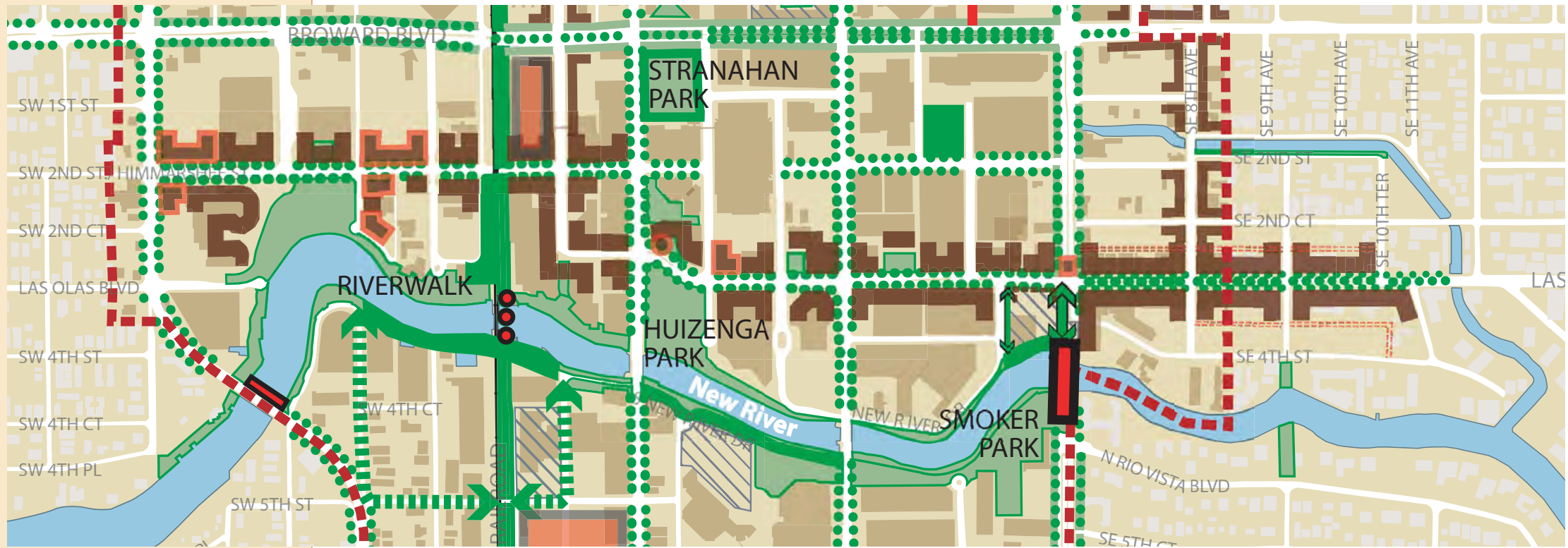


[Figure 3.13] Monumental pedestrian bridge in Spain by Calatrava.



[Figure 3.14] Suspended movable pedestrian cab in Bilbao, Spain.

THE LAS OLAS & RIVERWALK CORRIDOR



[Figure 3.15] Riverwalk and Las Olas Corridors.

THE LAS OLAS & RIVERWALK CORRIDOR



[Figure 3.16] Proposed Riverwalk.



[Figure 3.17] Existing Riverwalk.



[Figure 3.18] Key map.

HERITAGE & LEGACY

BUILDING ON HISTORY & PAST STRENGTHS

URBAN HERITAGE

Fort Lauderdale's development began along the banks of the New River. Tequesta, and later, Seminole native populations were drawn to the river. White planters and settlers followed, along with the construction of forts along the river, and, hence, the name Fort Lauderdale. A small village emerged, anchored by Stranahan's trading post and ferry crossing and was then transformed by the arrival of Flagler's East Coast Railway in 1896. Incorporated as a city in 1911 and established as the county seat of Broward County in 1915, Fort Lauderdale's population continued to increase. Fort Lauderdale's historic connection to the water was intensified, first, by the dredging of marshland to create a system of canals and reclaimed land for building, spawning the nickname "Venice of America"; and, later, by the wave of beachfront development and tourism.

Downtown Fort Lauderdale survived long periods of disinvestment, and eventually rebounded with waves of public and private reinvestment. A resurgence of residential demand is currently transforming both the skyline and urban character of the area.

Despite the ever-changing urban landscape, vestiges of Downtown's urban history are evident to the careful observer: the Stranahan House; the original street grid centered around the railroad and the river; Stranahan Park, preserving a portion of the old Cypress Swamps; the historic Flagler Rail Line; and remnants of a once-expansive commercial canal system. Other important historical traces have been lost, such as the once-vibrant 'main street' along the old Andrews Avenue.



1926-1936: Early development focused around railway and station; Stranahan Park as 'town square'.



1937-1945: Shows clear Las Olas Blvd. shift as it stretches from beach to its "dead-end" downtown near the river.



1940-1945: Shows higher density development shifting eastward.



1945-1950: Shows the importance of the 'working' river's edge to the life of the city



1984-present: Transformation of urban form with high-rise buildings, bulkier massing and parking garages

[Figure 3.19]

HERITAGE & LEGACY



[Figure 3.20] The original street grid of Fort Lauderdale (inset), and on the modern street grid (below).



[Figure 3.21] Expanded city grid showing the importance of Andrews Avenue as 'Downtown's Main Street' and the appearance of Stranahan Park as the historic 'Town Square.'



[Figure 3.22] Historic and contemporary views of Andrews Avenue show a striking transformation.

ARCHITECTURAL HERITAGE

Many Downtown buildings of significant architectural and historical importance have already been lost. For a city the size of Fort Lauderdale, the number of remaining historical buildings is quite small. Efforts should be directed towards preservation and maintenance of historic structures, such as the decaying Southside School on Andrews Avenue. In addition to designated landmark structures, there are several non-designated structures of relative importance that should be valued in any future redevelopment plans. These include: several warehouse structures in the F.A.T. Village area; a variety of anonymous Art Deco structures in the Flagler Heights area; and significant examples of modern architecture, such as the Public Library (whose architect, Robert Gatje, was a longtime partner of Marcel Breuer, a pivotal figure in the history of modern architecture) and the current Federal Courthouse.

LANDSCAPE HERITAGE

In addition to buildings, landscapes of significant importance, though not officially designated, should be valued and preserved where possible. A few examples include: the immense banyan trees adjacent to the 'One Stop Shop' city building off of Andrews Avenue; the Smoker Park cluster of shade trees; and the street trees planted along 'old' Las Olas between Federal Highway and the Himmarshee Canal.

CULTURAL LEGACY

Downtown's cultural legacy remains one of its greatest strengths. A cluster of significant cultural institutions includes: the Performing Arts Center, Museum of Science, Old Fort Lauderdale Village & Museum, the Historical Society, the Museum of Art, and Florida Atlantic University and Broward Community College. With the Public Library just to the north, this ensemble of diverse cultural destinations will anchor the Downtown far into the future and should be recognized and enhanced with future development.

HERITAGE & LEGACY



[Figure 3.23] Designated Landmark structures and Non-Designated buildings of architectural significance.



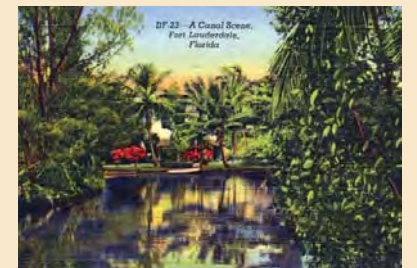
[Figure 3.24] Heritage landscapes and cultural institutions or sites.



[Figure 3.25] Progresso Plaza.



[Figure 3.26] Federal Courthouse.



[Figure 3.27] Canal Photo.



[Figure 3.28] Las Olas streetscape.

HERITAGE & LEGACY



[Figure 3.29] Historic Fort Lauderdale buildings, Southside School (above) and old Himmarshee Court Apartments.



[Figure 3.30] Examples of recent projects that exhibit contemporary architectural styles that are appropriate to South Florida traditions.

GOAL 1

Encourage preservation of historic features related to Fort Lauderdale's urban form.

Traces of a city's urban history add layers of richness and historical awareness. Features may include geographic elements, infra-structural elements and the street grid.

:: ACTION

Respect the integrity of various street grid patterns within the RAC, including the alleyways. Discourage the practice of vacating city streets and alleys, except for strategic planning purposes.

:: ACTION

Encourage the restoration of the vibrant street life and 'main street' quality that once existed in the Andrews Avenue area.

GOAL 2

Encourage preservation of existing designated historic structures and interiors.

:: ACTION

Continue funding and support for ongoing city-wide historic and archaeological documentation.

:: ACTION

Encourage the restoration and possible re-use of the Southside School for a public use (possibly its historic function as a school).

:: ACTION

Encourage the restoration of the few remaining historic structures Downtown.

:: ACTION

Encourage design excellence for new structures and discourage new developments from imitating historic styles.

HERITAGE & LEGACY

GOAL 3

Encourage preservation of existing, non-designated structures and interiors of architectural or cultural significance.

:: ACTION

Encourage the restoration and re-use of the Progresso Plaza building, incorporating a public use or activity appropriate to its historic importance and 'gateway' location.

:: ACTION

Explore the potential for adaptive re-use of the existing Federal Courthouse building (Broward & 3rd) into some sort of public or institutional use.

:: ACTION

Encourage the ongoing maintenance and architectural preservation of the Downtown Public Library and avoid inappropriate alterations to the structure.

:: ACTION

Encourage the restoration and re-use of interesting or significant warehouse structures in the F.A.T. Village area, with particular attention to interior roof structures that are innovative or aesthetically pleasing.

:: ACTION

Encourage the restoration of existing structures, especially in the Flagler Heights area, that are well-executed, representative examples of the Art Deco architectural style. Though often they are modest structures by unknown architects, Art Deco architecture remains an important defining characteristic of South Florida's legacy.

GOAL 4

Encourage preservation of historic and significant landscapes.

:: ACTION

Maintain the publicly owned landscape at the corner of NW 2nd Street and Andrews Avenue (currently the One Stop Shop) and preserve the mature trees behind the existing building. Redevelop the entire block into a neighborhood park as illustrated in the Open Space subsection of the Framework.

:: ACTION

Encourage preservation and enhancement of the historic landscape at Stranahan Park, on land that was part of the original Cypress swamp and canal system, reinforcing its legacy as one of the few remaining natural features Downtown.

:: ACTION

Work to keep the Tarpon River clean, encourage the preservation of the landscapes along its edges where possible, and encourage increased public access along its edges where possible.

:: ACTION

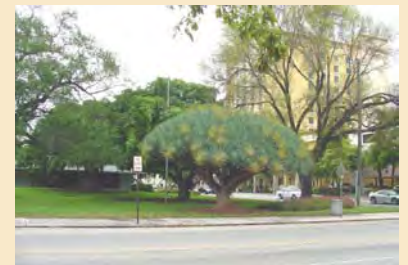
Treat the Las Olas streetscape (between Federal Highway and the Tarpon River) as a significant historic landscape whose features should be maintained and preserved.



[Figure 3.31] Downtown Public Library.



[Figure 3.32] FAT Village Warehouse.



[Figure 3.33] One Stop Shop landscape.



[Figure 3.34] Stranahan Park.

ENVIRONMENT

TOWARDS A GREENER DOWNTOWN

In the broadest sense, the Framework Plan and Design Guidelines promote an environmentally sustainable approach to city-building that includes: mixed-use, vibrant, walkable communities; areas of higher density linked to transit; and abundantly landscaped open space, to name a few. Specifically, the Framework attempts to reinforce Downtown's relationship to the natural environment. Taking advantage of Downtown's unique natural features (the river and canals) and native vegetation can strengthen Fort Lauderdale's identity while also achieving a number of environmental goals.

NEW RIVER WATER QUALITY

Current storm water management techniques in the Downtown can be greatly improved. Large portions of Downtown Fort Lauderdale's street system drain into a four block-long stretch of the New River. The two filtration stations are located on the north side of the river, providing minimal filtration, without utilizing advanced technologies. Much of the storm water drainage basin drains directly into the River with no filtration. This poses a substantial challenge, given the success of the Riverwalk and the increasing importance of public river-front access. New technologies at storm water outlets and techniques that minimize impervious surfaces (paving and rooftops) in Downtown, can go a long way towards decreasing the pollution of the New River.

AIR QUALITY

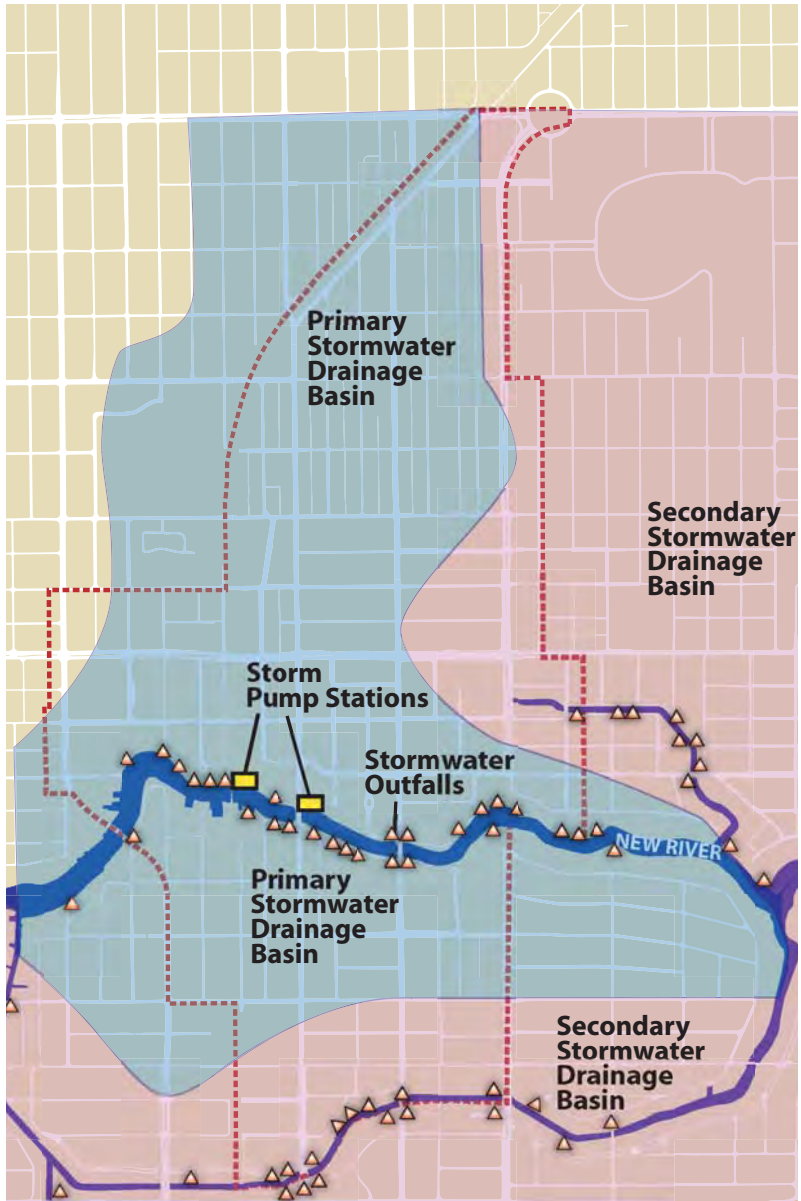
Air quality in most of South Florida rarely reaches unhealthy levels due to the coastal location and wind patterns. However, increasing dependence on the automobile and sprawl patterns of development inevitably lead to higher levels of vehicle-produced pollution. Likewise, high density development Downtown could also create increased congestion and pollution if automobile-oriented development is the predominant growth model. Multi-modal transportation options must be explored, with an increased focus on pedestrian and bicycle mobility, and various forms of public transit.

SUSTAINABLE BUILDING DESIGN

Most Downtown buildings do not respond to specific climactic issues in terms of materials, shading devices, and energy-efficient design. Given the local climactic conditions, requiring high-energy consumption for air-conditioned space, an increased awareness of green building technologies could greatly benefit Downtown from an economic as well as an environmental point of view. While creating better quality environments for human health, the LEED (Leadership in Energy and Environmental Design) guidelines have emerged in recent years as a model for advocating sustainable building design and should be encouraged in future design and construction Downtown.

VEGETATION & MICRO-CLIMATE

Some neighborhoods surrounding the Downtown area have been successful in maintaining consistent tree coverage. However, most of the Downtown RAC has taken little advantage of the region's dramatic landscaping possibilities. This general lack of tree coverage creates an "Urban Desert" in contrast to the "Urban Forest" of some surrounding neighborhoods. The increased paved ground-coverage in the Downtown area along with the lack of a consistent tree canopy, results in increased localized temperatures. Heat build-up, especially in areas adjacent to surface parking and wide roadways, negatively impacts pedestrian comfort levels, and discourages walking. A 'greening' of the Downtown through increased landscaping, parks, and street trees could significantly increase pedestrian comfort.



[Figure 3.35] Diagram showing the extent of the storm water shed areas that drain into a small stretch of the New River.



[Figure 3.36] Existing Downtown Storm Pump Station along the New River.

ENVIRONMENT



[Figure 3.37] Decreasing the paved road-surface area with landscaped, pervious surfaces helps mitigate stormwater drainage issues at the source, while also creating a more pleasing streetscape.



[Figure 3.38] The Santa Monica Urban Runoff Recycling Facility, Santa Monica, CA. It treats stormwater runoff for use irrigating City parks, streetscapes, and greywater for City-owned buildings, reducing pollution of the Santa Monica Bay.

GOAL 1

Reduce pollution of the New River.

:: ACTION

Maximize the use of natural storm-water management solutions and minimize runoff at the source. This includes: reducing the amount of pavement in Downtown to reduce polluted stormwater runoff into the New River (See Design Guidelines for various techniques for reducing roadway widths and minimizing surface parking lots); 'greening' rooftops, and increased frequency of street sweeping.

:: ACTION

Encourage the introduction of more technically advanced solutions for dealing with storm-water at the outlets. Techniques include advanced filtration and baffle technologies for all discharge points along the river.

:: ACTION

Encourage the use of minimal-polluting water-based transit.

GOAL 2

Decrease air pollution Downtown.

:: ACTION

Encourage mass transit strategies that incorporate clean-air technologies.

:: ACTION

Encourage the type of compact, mixed-use growth which decreases the number of necessary automobile trips.

:: ACTION

Encourage pedestrian and bicycle-friendly options for Downtown.

:: ACTION

Increase landscaping and tree canopy to decrease airborne pollutants.

GOAL 3

Encourage environmentally-friendly, fuel/energy efficient, 'green' building design.

:: ACTION

Encourage the widespread use of LEED (Leadership in Energy and Environmental Design) design standards through a strategy of "government leading by example" in forthcoming public projects. (See Figure 3.41)

:: ACTION

Encourage the use of LEED design standards through policy initiatives and incentives to the private sector.

GOAL 4

Increase pedestrian comfort Downtown.

Reduce heat build-up and shade-free areas to create a comfortable walking environment.

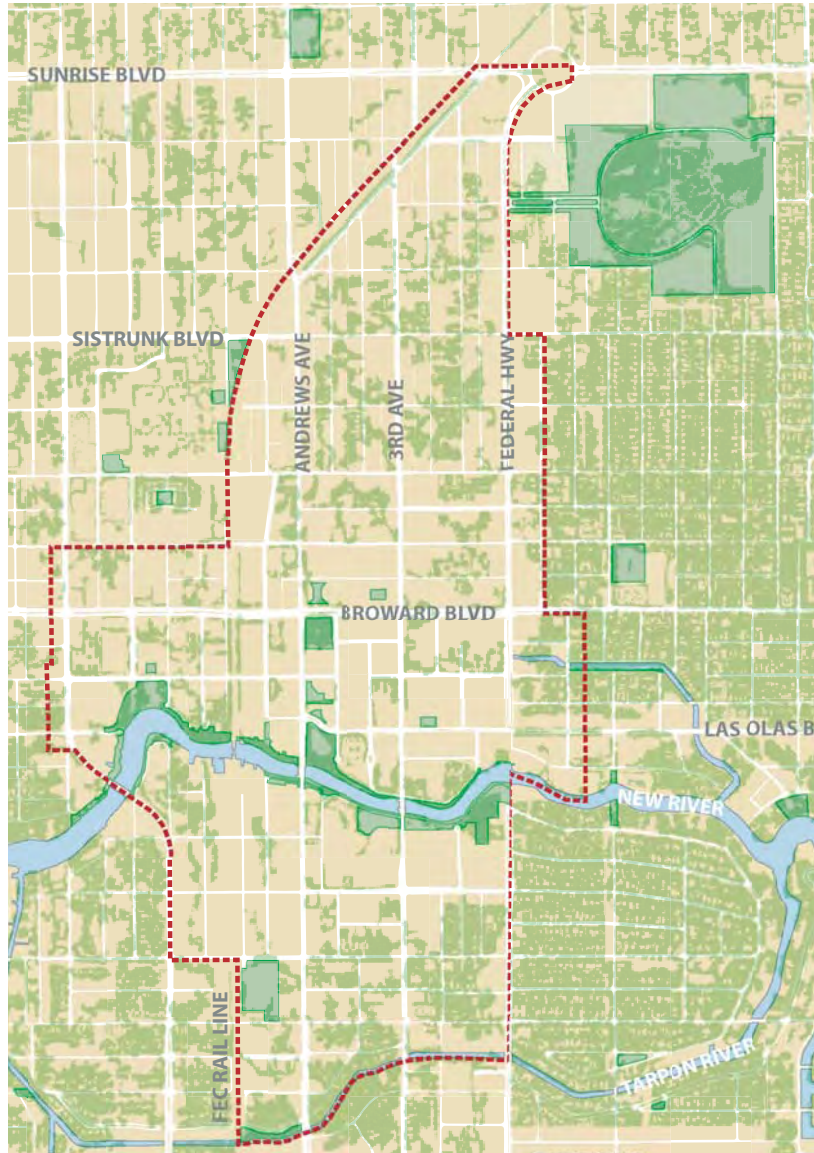
:: ACTION

Maximize the tree canopy downtown through increases in both street and park trees.

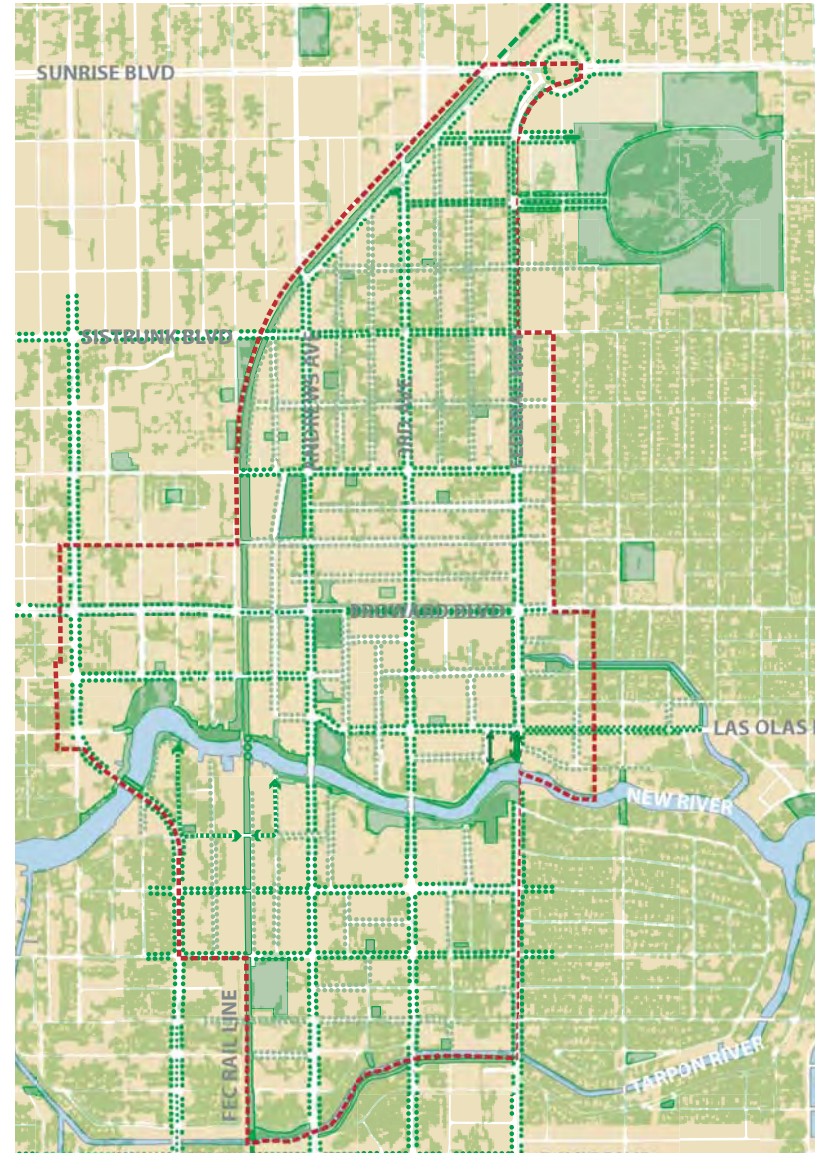
:: ACTION

Maximize the use of ground-floor shading devices on buildings, which creates a more comfortable, shaded environment for pedestrians on the sidewalk as well as a reduction in heat gain for interior building uses.

ENVIRONMENT



[Figure 3.39] Existing Downtown conditions showing The 'Urban Forest' and the 'Urban Desert': Large areas within the RAC boundary are devoid of street trees and other landscape elements



[Figure 3.40] Proposed Downtown conditions showing a combination of new parks, street trees, and improved existing parks can help return downtown to a greener, healthier environment.

What is LEED?

The LEED (Leadership in Energy and Environmental Design) Green Building Rating System™ is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. LEED was created to:

- define "green building" by establishing a common standard of measurement
- promote integrated, whole-building design practices
- recognize environmental leadership in the building industry
- stimulate green competition
- raise consumer awareness of green building benefits
- transform the building market

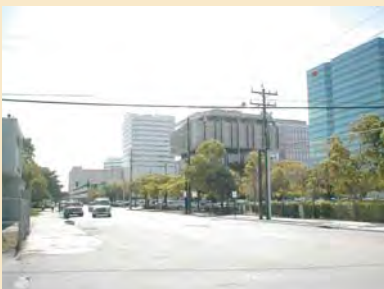
LEED provides a complete framework for assessing building performance and meeting sustainability goals. LEED recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training and practical resources.



[Figure 3.41] Example of building designed using the principles of Sustainable Building Design

OPEN SPACE

A NEW FOCUS ON THE PUBLIC REALM



[Figure 3.42] These two photographs represent conditions typical throughout the RAC: a general weakness of the public realm.

A coherent, connected and generous open space network is critical to the success and livability of Downtown. A new emphasis on the quality of open space can transform existing assets into a sum that is greater than the individual parts. Streets, as well as parks, should be treated as important public spaces.

PARKS

There is both an actual shortage of usable green spaces in the Downtown and a poor distribution of those that exist. (There are approximately 20 acres of public parkland within the study area, or approximately 3% of land area). For its size and activity, Downtown Fort Lauderdale has a very small amount of public parkland, a critical amenity needed to support residential neighborhoods. Strong neighborhoods require a variety of open space types, from small pocket parks to recreational playing fields. Accessibility to parks is also a key factor. Large areas of Downtown are beyond a 5-minute walk of a public park.

Existing Downtown parkland and public open spaces vary in quality and often lack strong connections. The Riverwalk has transformed Downtown as its most successful open space; still, it has the potential for improvement and even greater success.

STREETS

Despite small areas of notable exception (such as Las Olas Boulevard), there are few attractive walkable streets and pedestrian spaces in Downtown. The lack of landscaping and tree cover, width of streets, and design of sidewalks and building facades contribute to this shortcoming (Fig. 3.42). Though walking distances are often short, the urban environment makes walking an undesirable option for moving around Downtown.

Pockets of active street life include Las Olas Boulevard, Las Olas Downtown, Las Olas Riverfront, Himmarshee Village, and Stranahan Park. Some of these pockets of street life operate successfully through much of the day, while others are much more specialized in their use and appeal. While close to each other, they tend to work as separate and distinct places.

Las Olas Boulevard is the most successful street in Fort Lauderdale, both for its retail/restaurant activity and for its pedestrian friendly streetscape. It is active at different times of the day and night, creating a 24/7 environment not achieved in other parts of Downtown. The desirable blending of human scale, landscape and active street life should serve as a model for other Downtown streets.

OPEN SPACE



[Figure 3.43] Parks, recreation spaces, and plazas in and around the RAC.



[Figure 3.44] Shaded circles indicate areas within a 5 minute walking distance of the parks.

OPEN SPACE



[Figure 3.45] Stranahan Park.



[Figure 3.46] Bryant Park, New York City.

GOAL 1

Improve the quality of existing parks and public spaces.

:: ACTION

Improve Stranahan Park and Huizenga Park through a combination of landscaping and physical design, and programming.

:: ACTION

Study the possibility of creating increased access and activity along the southern edge of Stranahan Park just north of the library, such as the re-opening of a public street.

:: ACTION

Work with the Riverwalk Trust to create an updated set of design guidelines for future development along the Riverwalk. Include recommendations for building setbacks, ground floor uses, and amount of space accessible to the public.

:: ACTION

Encourage the continued use of Hardy Park as a successful neighborhood park, and study the possibility of re-using the abandoned Southside School for supporting functions. (The potential loss of this park would have a serious impact on the livability of this part of the city. Hardy Park provides for the recreational and open space needs of residents in a large surrounding area, especially those within walking distance. Its central location is critical to its success.)

:: ACTION

Consider the creation of a city-based “Art in Public Places” program to expand opportunities for the display and appreciation of art. This program could replicate and build on the success of Broward County’s Public Art and Design program.

GOAL 2

Encourage the creation of new parks and public spaces Downtown.

Plan for any location within the study area to be within a 5-minute walk of a quality public space.

:: ACTION

Encourage the creation of 6 new major parks and public spaces:

- 1) Flagler Heights Community Park/ Plaza at the intersection of Sistrunk and 3rd Avenue
- 2) 'City Center' Community Park/ Plaza at SE 2nd Street.
- 3) An expansion of the South Riverwalk between Andrews and 3rd Avenue.
- 4) 'Gateway' landscape or public open space at the re-designed intersection of Federal highway and Sunrise Boulevard
- 5) Require any future redevelopment of the south riverfront properties between SW 4th Avenue and SW 1st Avenue to provide an expansion of the South Riverwalk.
- 6) Community Park located on the block currently occupied by the city's 'One Stop Shop' building

:: ACTION

Encourage the introduction of a series of new, neighborhood, small-scale pocket parks, with a minimum distribution based on the Framework Diagram 3.48. Ideal sites would take advantage of pre-existing landscapes.

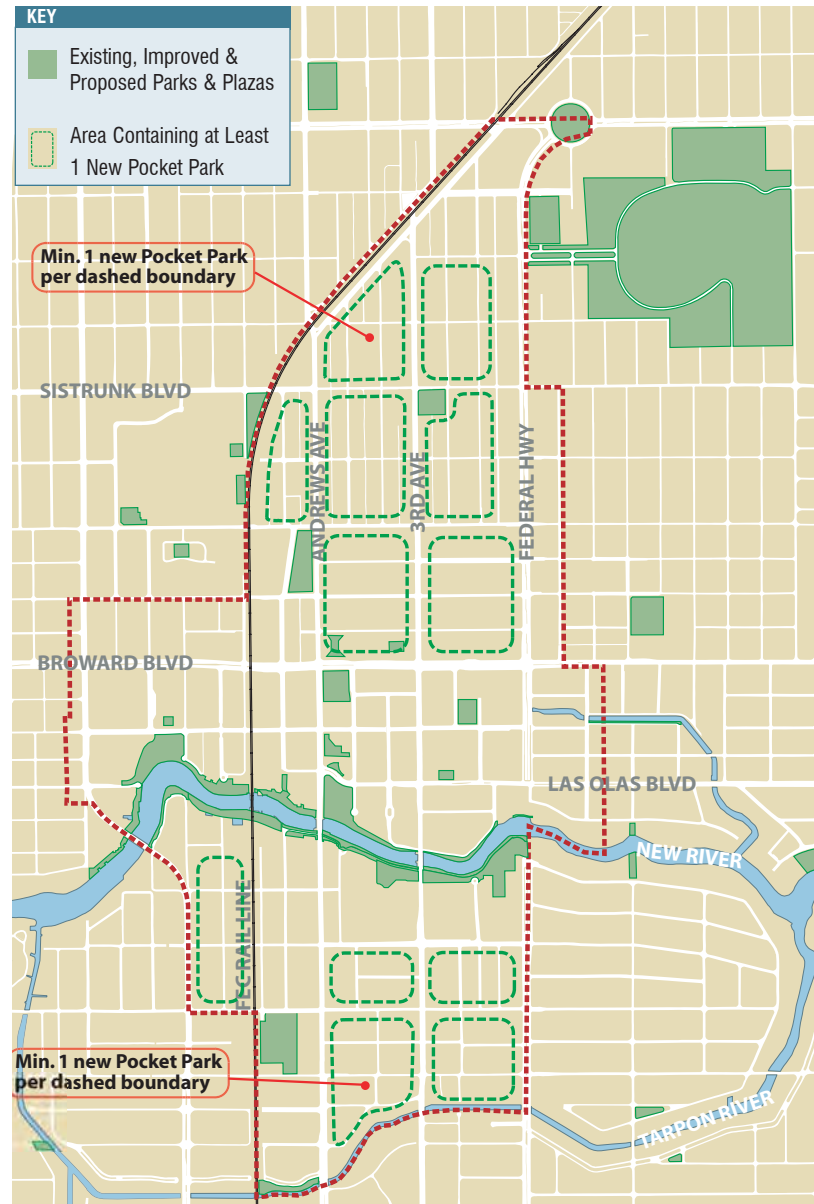
:: ACTION

Encourage the preparation of a Parks Master Plan for Downtown that includes recommendations for the location, design, and improvements for new and existing public parks and other spaces. Special focus should be placed on urban park programming and standards, as well as impact fee restructuring.

OPEN SPACE



[Figure 3.47] New Major parks and public spaces.



[Figure 3.48] New neighborhood Pocket Parks.



[Figure 3.49] 'One-Stop Shop' landscape.



[Figure 3.50] A pocket park in Palm Beach.

OPEN SPACE



[Figure 3.51] Existing FEC Rail line.



[Figure 3.52] Tarpon River Park.

GOAL 3

Link parks and open spaces into an interconnected recreational and pedestrian network of trails and linear parks.

::ACTION

Encourage the creation of the Flagler Greenway, stretching generally alongside the FEC rail line on the north and south sides of the river. Building upon past proposals, this landscaped park would contain bicycle and pedestrian trails connecting to the more extensive Broward County Trail system.

::ACTION

Where possible, encourage future re-development and the enhancement of the existing linear park along the south side of the Tarpon River.

::ACTION

Encourage the creation of a significant public link between the eastern terminus of the North Riverwalk and Las Olas Boulevard. This link occurs on the disputed 'Hyde Park Market' site; whatever the final outcome of litigation, it should accommodate this key connection in some form.

GOAL 4

Encourage a network of 'Green Streets' throughout Downtown
Encourage every Downtown street to be a 'Green Street', but place extra emphasis on creating a primary network along the major street connectors linking most of the significant public spaces.

::ACTION

Encourage the creation of a network of tree-lined streets, allowing greater walkability and contributing to the overall "greening" of downtown. Smaller streets could be transformed with shade for pedestrians and bicycles, while larger streets could be transformed from barriers into urban boulevards.

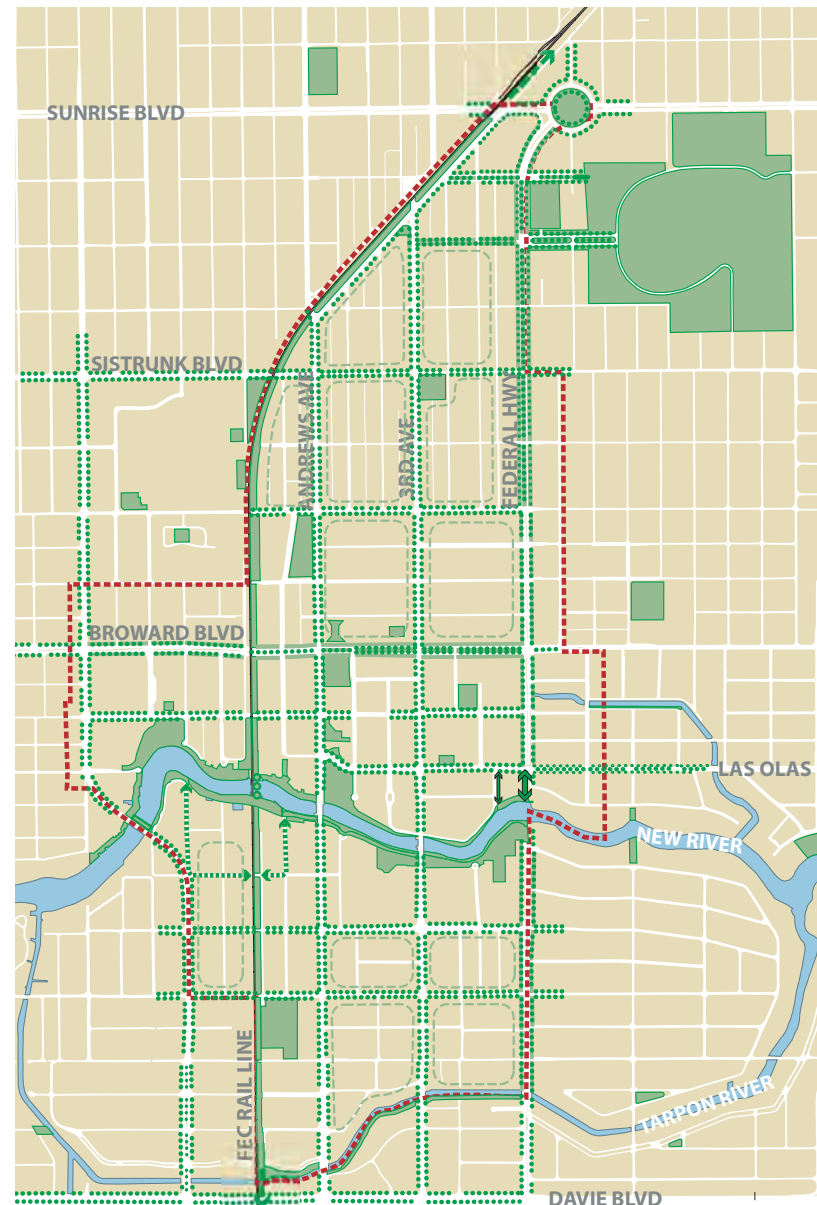
::ACTION

Implement urban design street guidelines set forth in Chapter 4.

OPEN SPACE



[Figure 3.53] New Greenways and trails.



[Figure 3.54] New major 'Green Streets' network.



[Figure 3.55] The Las Olas streetscape.



[Figure 3.56] A Coral Gables streetscape.

MOVEMENT & ACCESS

FROM CAR DOMINATION TO MULTI-MODAL OPTIONS

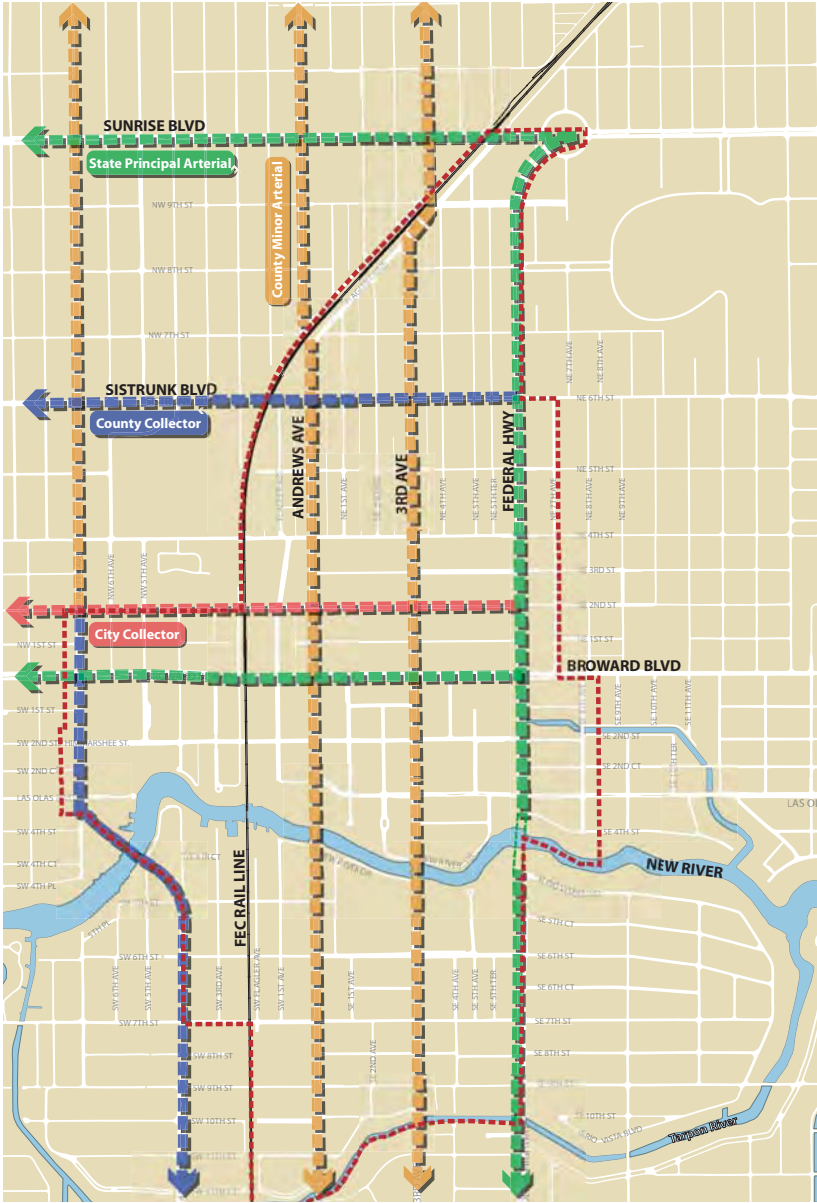
Movement and easy access to multiple destinations throughout Downtown are key components for a functioning urban center. The elements that allow for movement and access must be considered simultaneously with a wide range of factors. Roadway design and transit distribution, and their relationship to the city's overall street layout, impact the city at several scales, from neighborhoods to individual buildings.

ROADWAYS

Roadways are classified based upon their jurisdiction and function, which is used to help determine roadway design speed, capacity, and the appropriation of funds. The roadways that traverse the RAC are governed by three primary entities: the State of Florida, Broward County and the City of Fort Lauderdale. There are four functional classes of roadways within the RAC, Major (or Principal) Arterials, Minor Arterials, Collectors and Local Access; each is designed to achieve specific performance standards. Major and Minor Arterials typically support high volumes of commuter traffic, while Collector and Local roadways are designed to help the roadway network transition into residential streets and lower traffic areas. Further, each roadway classification is geometrically designed to allow or limit traffic flow based on the desired outcome.

Within and near the RAC, key roadways such as Sunrise Boulevard, Broward Boulevard and US-1 are classified as State Principal Arterials and are designed to carry higher volumes of traffic. Andrews Avenue, 3rd Avenue and Sistrunk Boulevard/NE 6th Street are classified as County Minor Arterials and are designed to carry less traffic volume than Principal Arterials, but are still oriented toward moving traffic and less towards facilitating pedestrian activity. SW/SE 2nd Street, SW 6th Street, E Las Olas Boulevard (portions of) are all examples of City Local Access streets that are designed to limit traffic flow and allow more pedestrian activity.

In general, roadway standards Downtown have evolved to accommodate faster moving traffic at the expense of a pedestrian-oriented streetscape. Lane width, curb radius, road design speed, and turning lane stacking length requirements in an urban core area should have less stringent requirements, and policy movement in this direction is evident in the Florida Department of Transportation's 'Plans Preparation Manual' (in the chapter titled 'Transportation Design for Livable Communities'). This shift in design approach should be embraced and promoted to allow Downtown to become less dominated by traffic at the expense of livability and attractiveness.



[Figure 3.57] Jurisdictional and functional classification of major RAC streets.

MOVEMENT & ACCESS

TRANSIT

The RAC contains several key transit modes and nodes that connect and distribute riders throughout South Florida. This includes Broward County Transit (BCT) bus service, Fort Lauderdale's Transit Management Association (TMA) City Cruiser, the Tri-Rail's Shuttle Service, the Water Taxi Inc's Water Bus Service and Broward County's Central Downtown Transit Terminal, located at Broward Boulevard and NW 1st Avenue. Each of the transit-based services has routes designed to interface with the RAC and connect the different services.

Though transit service exists for many key destinations within the RAC and Broward County, there are significant weaknesses. Headway times are lengthy; shuttle service is unpredictable, with discontinuous service; multiple agencies lead to overlapping jurisdictions, unclear transit 'naming', and a general lack of user-friendliness. Public awareness is also minimal. Downtown transit should have a distinct identity, clear routes, shorter headway times, and an efficient simplification of the existing overlapping transit initiatives. All transit initiatives should explore clean-air (and water) technologies, and accommodate site specific conditions such as the ability to cross bridges and railroad tracks.



[Figure 3.58] The Broward County Transit System Bus routes.



[Figure 3.59] Water Bus System.



[Figure 3.60] Tri-Rail Shuttle Bus System.

RAC TRANSIT MODES

Bus
 Currently, there are fifteen BCT bus routes that serve the RAC. These fifteen routes carry approximately 50 percent (14 million per year) of the total BCT system riders and 20 percent of the daily riders either begin or end their trip within the RAC. The frequency of service ranges from 15 to 40 minute headways on weekdays, and 30 to 60 minute headways on weekends.

Water Bus
 Water Taxi Inc. provides a Water Bus service that runs along the New River and intracoastal waterway to various BCT bus routes, Tri-Rail Shuttle routes and to the TMA's City Cruiser.

Shuttle
 The TMA provides a local circulator system, the City Cruiser, which connects the employment core with beach destinations and neighborhoods to the northwest and northeast.

Tri-Rail provides a shuttle service that connects its regional rail facility to the key nodes within RAC, including Broward County's Central Downtown Transit Terminal and Fort Lauderdale's City Cruiser Service. Tri-Rail has one weekday route that services the RAC and the Tri-Rail Station.

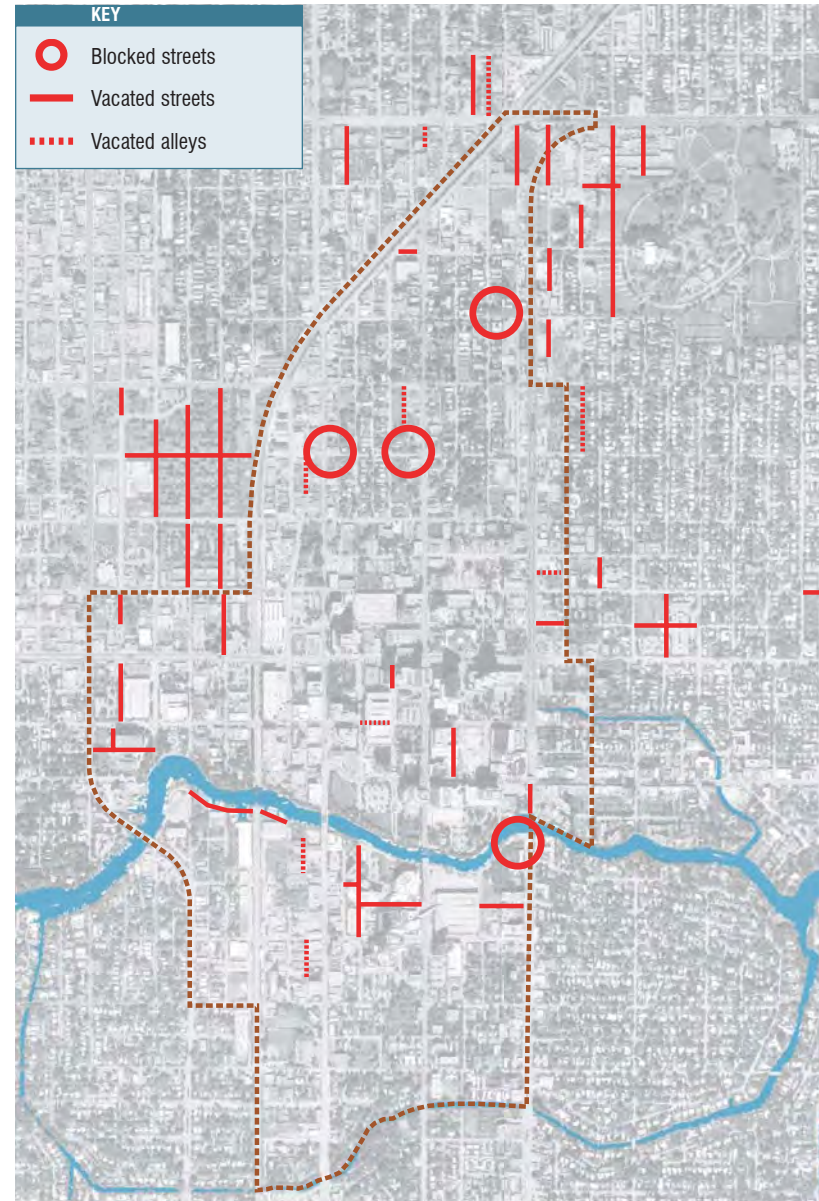


[Figure 3.61] Planters blocking street.

STREET GRID

Successful roadway design and mass transit depends, to some extent, on the quality of the overall street pattern of the city. Most successful urban centers rely on a fine-grained block structure with reasonably-sized blocks. Properly-scaled street grids provide abundant street frontage opportunities for developments of varying scales, as well as abundant options for pedestrian activity and streetlife. Most importantly, an uninterrupted street grid provides public access to the greatest number of destinations and areas.

In Downtown Fort Lauderdale, a gradual pattern of vacating or blocking streets and alleys has occurred over time. While often intended to reduce traffic in neighborhoods, the loss of ‘redundancy’ in the grid generally tends to increase traffic congestion on surrounding streets. The loss of a fine grain of walkable streets in exchange for large development parcels also weakens the public realm and creates a less pedestrian-friendly environment.



[Figure 3.62] Diagram showing existing instances of vacated streets and alleys, and blocked streets. The trend should be discouraged in the future.

MOVEMENT & ACCESS

GOAL 1

Respect the publicly owned street grid and alley system.

As the steward of Downtown public space, the City should weigh the overall public good (for traffic circulation, transit, pedestrians, bicycles, view corridors, light and air) against initiatives to decrease publically owned land. Land removed from public ownership, often in incremental, seemingly insubstantial steps, can add up to a long-term weakening of the public realm with significant implications (such as increased traffic congestion concentrated on fewer streets).

:: ACTION

Discourage the practice of vacating city streets and alleys (except in the strategic locations mentioned later in “Goal 2”). Maintain all remaining alleys where possible and encourage building types which take advantage of the alleys.

:: ACTION

Encourage the re-opening of street blockages that have been used for traffic reduction or security reasons. Utilize other, more appropriate, traffic calming devices advocated in this framework, such as: mini-roundabouts, decreased lane widths, on-street parallel parking, etc., while maintaining traffic flow. Other, more appropriate security measures include: building and multiple entries fronting streets, neighborhood retail/ corner stores, pedestrian street lighting, vibrant commercial streets, etc.



[Figure 3.63] A traffic calming device used in nearby Delray Beach”: the mini-roundabout.

MOVEMENT & ACCESS

GOAL 2

Make limited number of alterations to the street grid.

:: ACTION

Take advantage of a planned re-design of the Federal Highway/ Sunrise Boulevard intersection to encourage the creation of a significant 'gateway' to downtown and provide new development opportunities. One possible solution, a large traffic roundabout, would allow a constant traffic flow in addition to the creation of a large public space which could be utilized for public art, landscape, or a monument. Other solutions are possible, but the principle of creating a significant, memorable public space or feature should be encouraged.

:: ACTION

Encourage the re-platting of the constrained and under-developed blocks along the west side of Federal Highway between NE 4th Street and NE 9th Street to increase their depth and development potential. This entails relocating the existing alleys ½ block to the west.

:: ACTION

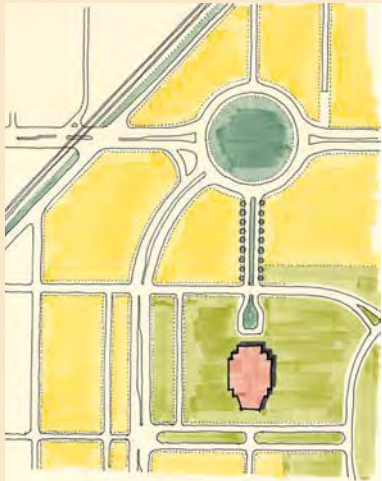
Encourage the re-platting of the constrained and under-developed blocks along the east side of Federal Highway between NE 4th Street and NE 6th Street to increase their depth and development potential. This entails eliminating the existing alleys.

:: ACTION

Allow for the possible elimination of certain alleys in blocks to the north and south of Las Olas Boulevard between Federal Highway and the Tarpon River. This is another case of unusually narrow blocks that constrain the potential for responsibly-scaled development.

:: ACTION

Encourage the creation of new streets between NE 2nd Street and NE 4th Street through a continuation of NE 5th Avenue. This would create more usable street frontage and increase connectivity between Flagler Heights and the Downtown core.



[Figure 3.64] Possible configuration for a re-designed Sunrise/Federal intersection.



[Figure 3.65] New and altered streets and the resulting improved development parcels.

MOVEMENT & ACCESS

GOAL 3**Make Fort Lauderdale bicycle-friendly.**

Given South Florida's year-round climate, an extensive bicycle network would function for both commuters and recreational users. Furthermore, it would connect into larger, ongoing proposals for a county-wide bike and trail system.

:: ACTION

Encourage the creation of an integrated network of off-street trail and dedicated on-street bike lanes throughout the RAC. (See diagram for locations)

:: ACTION

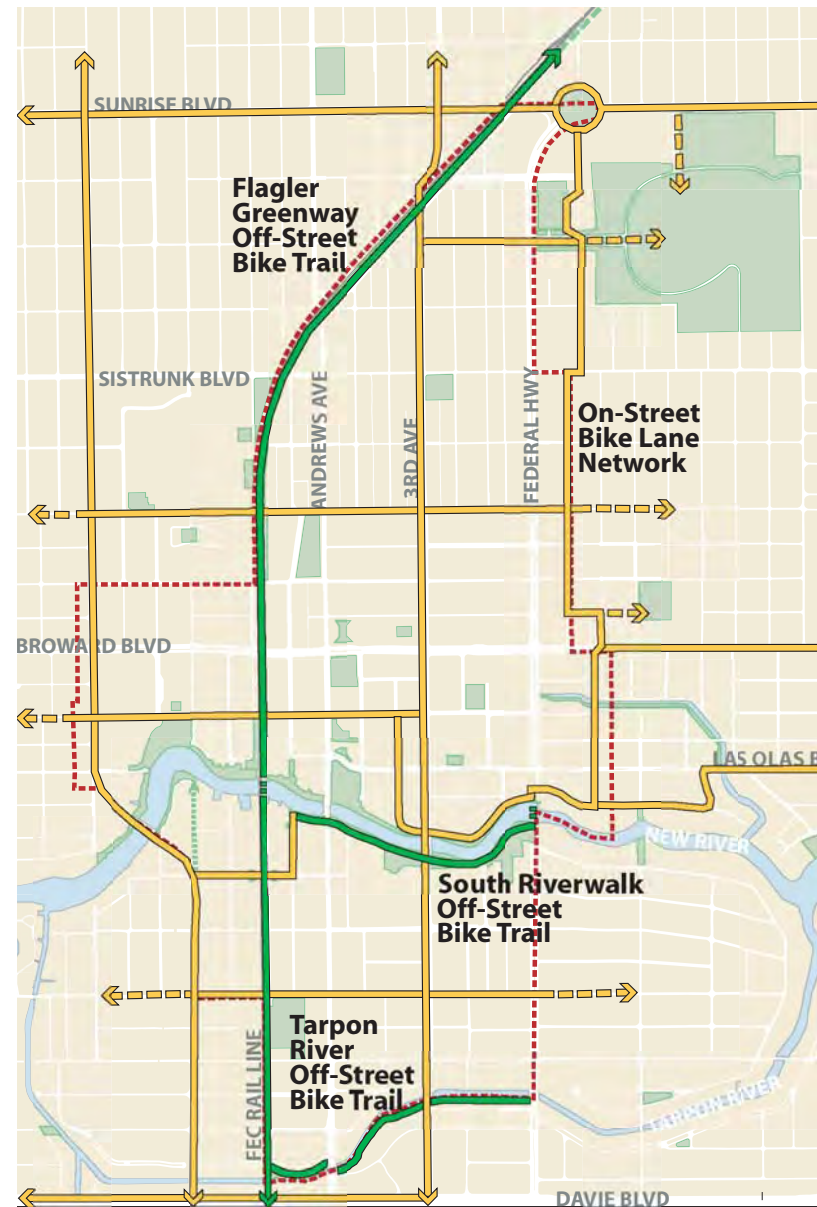
Where possible, locate on-street bike lanes along safe, pedestrian-friendly streets with reasonable design speeds.

:: ACTION

Encourage interspersed bicycle facilities throughout downtown at key transit hubs and destinations.

:: ACTION

Design bike lanes with adequate width and clear signage for both bicyclists and motorists.



[Figure 3.66] Existing and proposed bike trail network.



[Figure 3.67] On and off-street bicycle paths will create a downtown network.

GOAL 4

Design a user-friendly mass transit system.

:: ACTION

Create two primary transit loops:

- 1) Downtown circulator (blue loop), connecting both sides of the river
- 2) North-South neighborhood circulator (red loop), connecting the neighborhoods of the RAC to the core.

:: ACTION

Maximize route flexibility, adapting to changing demands in routing and frequency. For example, the “blue loop” may run back and forth along the Las Olas Corridor at some times, and cross the river for the southern half of the loop at other times. The “red loop” may be extended north towards Sunrise or south towards the Hospital District.

:: ACTION

Encourage exploration of the latest green technologies for transit vehicles, with the understanding that they must be capable of crossing the river (tunnel and bridges) and the FEC railroad tracks.

:: ACTION

Encourage development an integrated 'image' for the new transit system, consisting of appealing vehicle design, clear graphics, transit stop design, and publicity. Transit, including stops, signage, lighting, pavement markings, and related landscaping, should be integrated with overall street design and relate to street design principles in Chapter 4.

:: ACTION

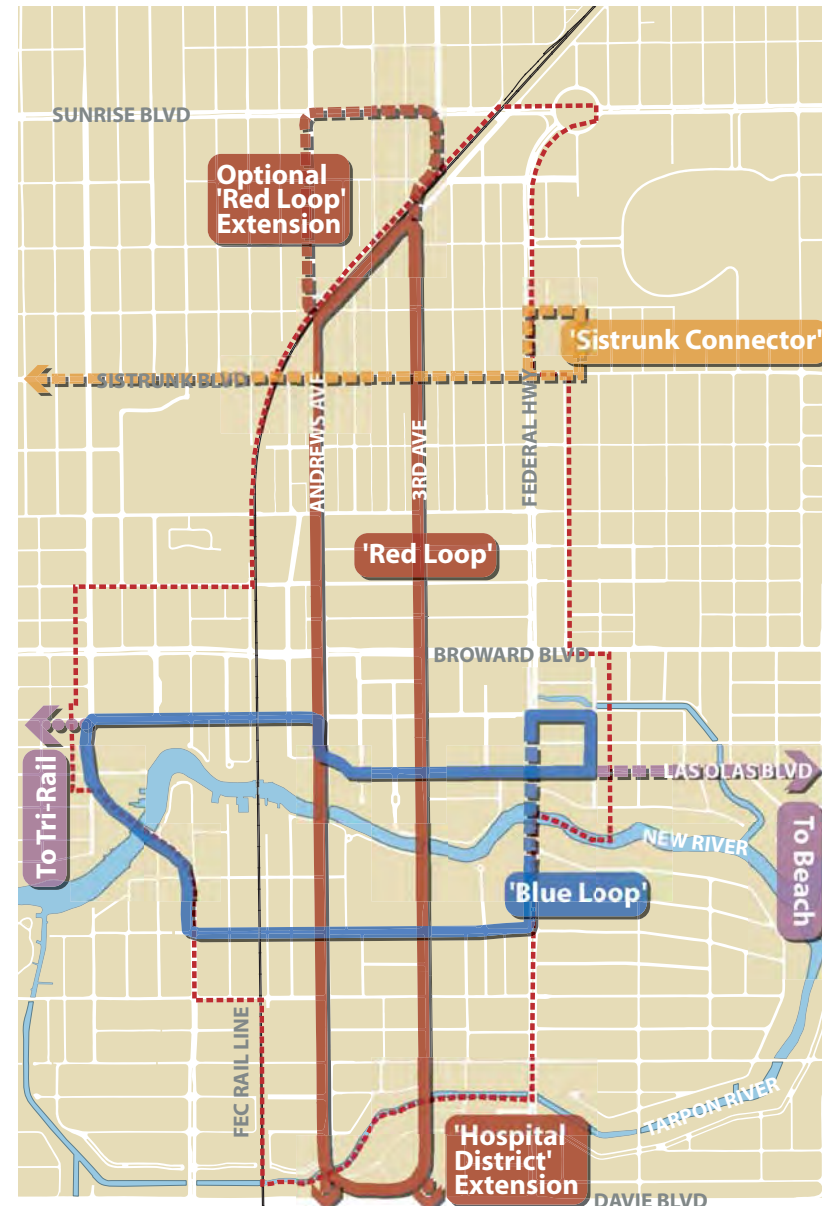
Encourage the ongoing "Transit Demonstration Project" (along the Las Olas Corridor) as a step toward the realization of the transit system described above. If executed in accordance with the broader transit goals, it could function as the first piece of the Downtown Circulator.

:: ACTION

Review the results of the SAC Mobility Study and determine applicable recommendations and actions for implementation that are consistent with the Master Plan.



[Figure 3.68] Transit vehicles should utilize green technologies and a graphic identity that is user-friendly and appropriate to its location



[Figure 3.69] 2 overlapping transit loops, with flexible routing.

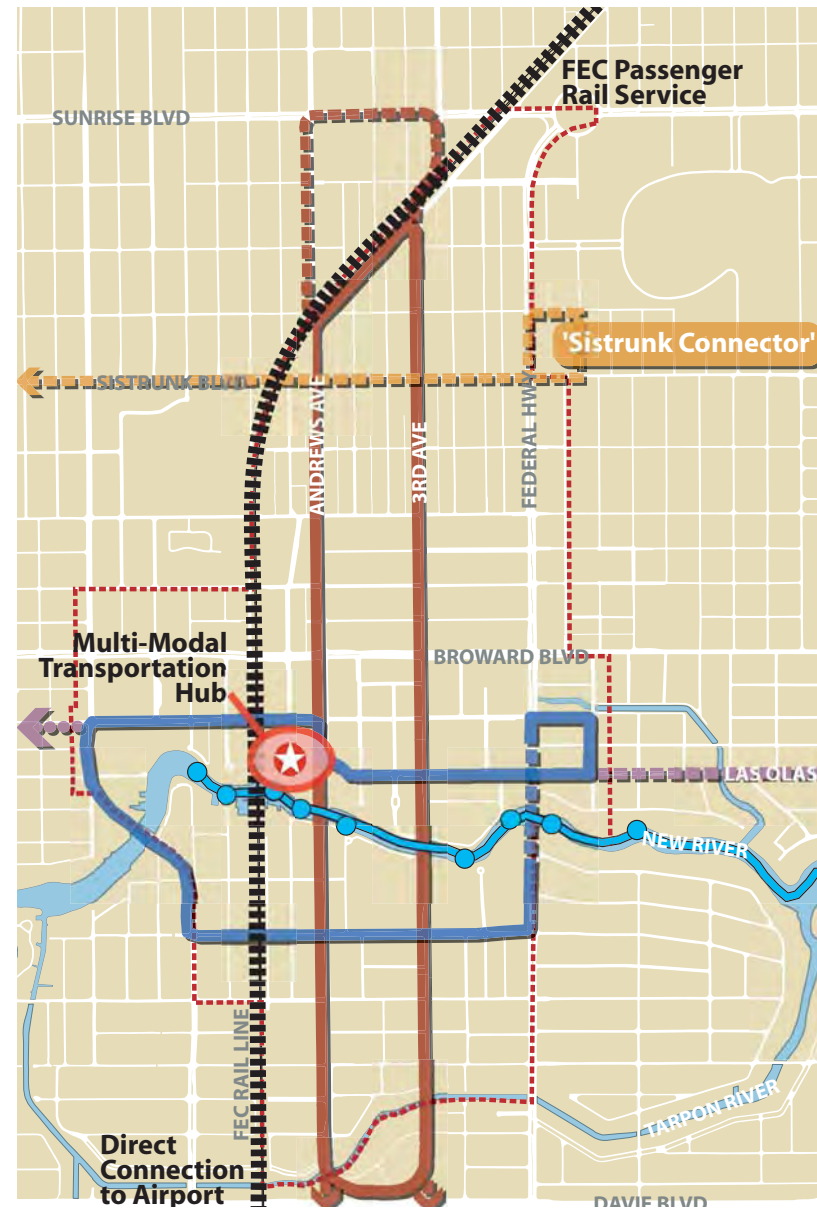
MOVEMENT & ACCESS

GOAL 5**Create a multi-modal transit hub at the historic Flagler Rail Line.**

A modern multi-modal facility could be located at or near the historic location of Fort Lauderdale's original train station. The potential return of passenger service to the FEC rail line would support such a hub and would have an immeasurable positive impact on Downtown.

:: ACTION

Incorporate Downtown mass transit loops, possible future FEC rail passenger service, water taxi access, parking, and bicycle facilities into one, centrally located multi-modal facility.



[Figure 3.70] A multi-modal transportation hub can be located at the intersection of two transit loops and the future FEC passenger rail station; Connections to the water bus system should also be accommodated.

LAND USE & BUILDING TYPES

BUILDING DISTINCTIVE MIXED-USE, PEDESTRIAN-FRIENDLY NEIGHBORHOODS

Refer to Appendix A for a more detailed breakdown of Zoning requirements

The future land-use plan designation for the Downtown RAC study area is generalized as "mixed-use", to encourage diverse development with a specific amount of allowable residential development. However, the true existing conditions include pockets of "single-use" activity. Surrounding the RAC are primarily residential uses at varying densities. The RAC land-use designation allows for mixed-use development of property in the Downtown according to Zoning regulations.

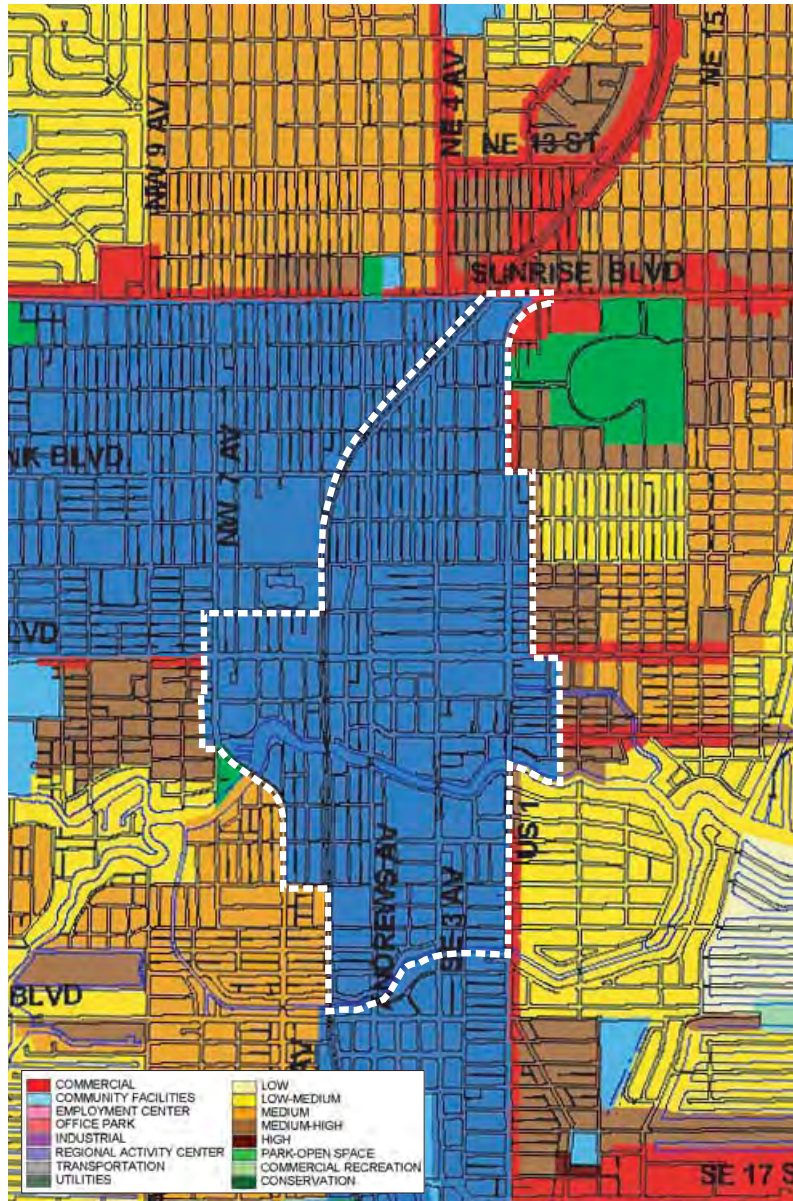
ZONING

Current zoning regulations were established in 1997 to regulate uses and development in the RAC. The "City Center" District allows a great deal of development flexibility compared to most downtown areas in the U.S. and South Florida. A parking exemption allows some flexibility and, as the Downtown becomes more walkable, it will allow for a gradual reduction of parking ratios, reducing the already severe impacts of parking on development sites. (In many cities, the preponderance of unsightly parking garages results from stringent parking requirements for each new project.) The unspecified height limit in the "City Center" District reflects a market driven approach to building form. Surrounding zoning districts (within the RAC) have varying height limits and other zoning controls.

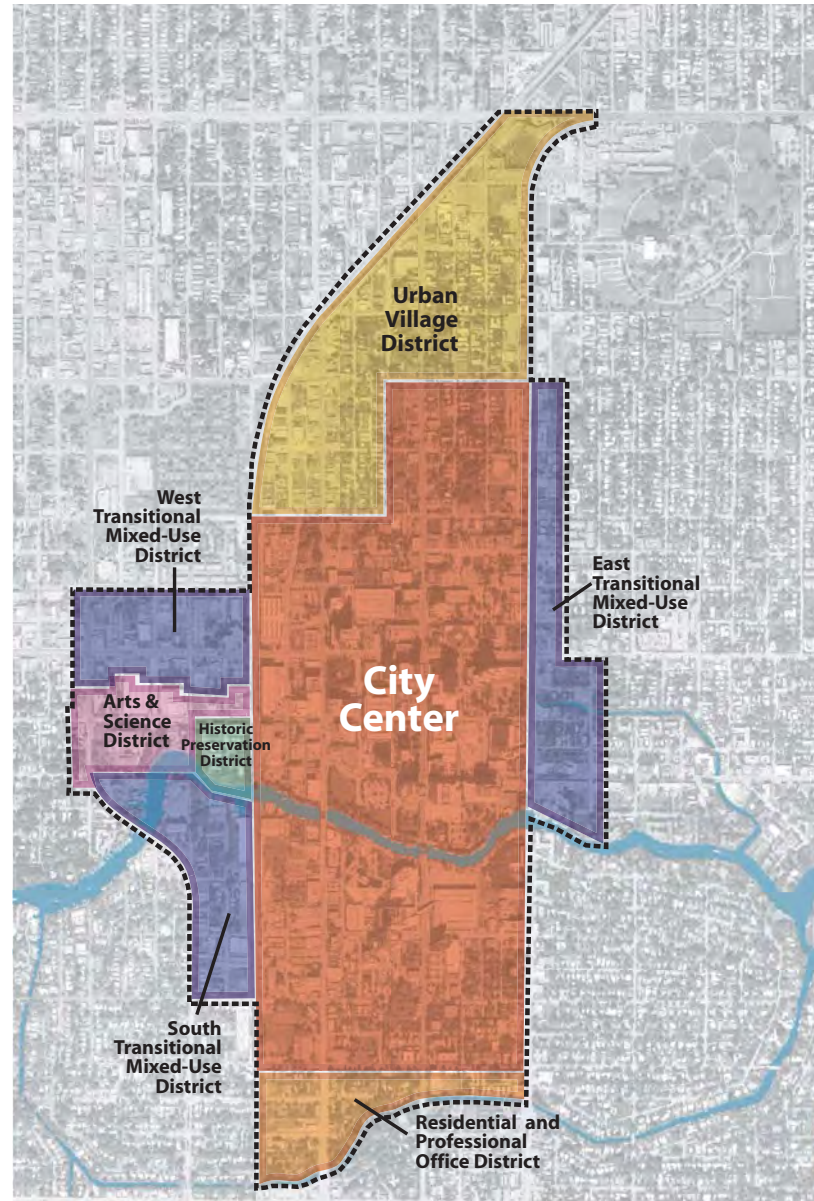
In general, existing zoning regulations exhibit the following characteristics:

- Reactive: avoids conflicts with surrounding neighborhoods
- Affects only individual properties: does not include public realm
- Not design based: offers no guidance for design
- Negative: only says what you can't do

LAND USE & BUILDING TYPES



[Figure 3.71] The entire study area is contained within a generalized mixed-use Regional Activity Center designation.



[Figure 3.72] Zoning designations and boundaries.

RAC ZONING DISTRICTS	
City Center (CC):	Unspecified height Unspecified density Highly flexible zoning
Urban Village (UV):	Max height 55', up to 150' with conditional use permit Unspecified density
Residential Professional Office (RPO):	Max height 55', up to 150' with conditional use permit 50 DU/Acre max.
"Transition" Districts (EMU, WMU, SMU)	"Neighborhood Compatibility" 25 DU/Acre max.
Arts and Sciences District (RAC-AS)	"Neighborhood Compatibility" 35 DU/Acre max.

NEIGHBORHOOD IDENTITY

In addition to the legal designations of official zoning maps, it is also important to have a clear thematic, ‘mental’, map of the Downtown area. This view reveals the real neighborhood/district locations and boundaries as experienced as one moves around the city. Certain areas emerge as having very clear identities, while others seem to have none at all. Transitions between neighborhoods occur at natural edges or boundaries created by natural features, changes in existing land use, or changes in the historic street grid.

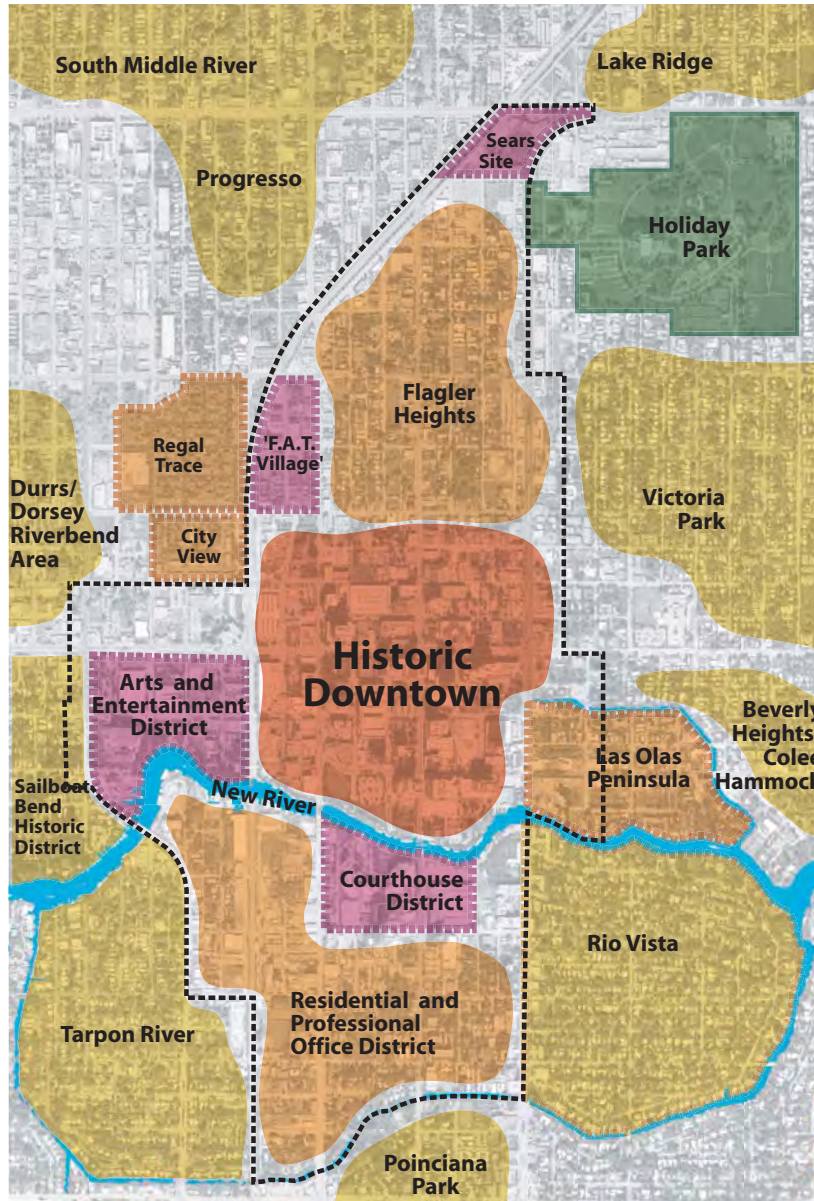
STREET PATTERNS

The pattern of historic street grids has a particularly strong impact on the perception of Downtown’s neighborhoods:

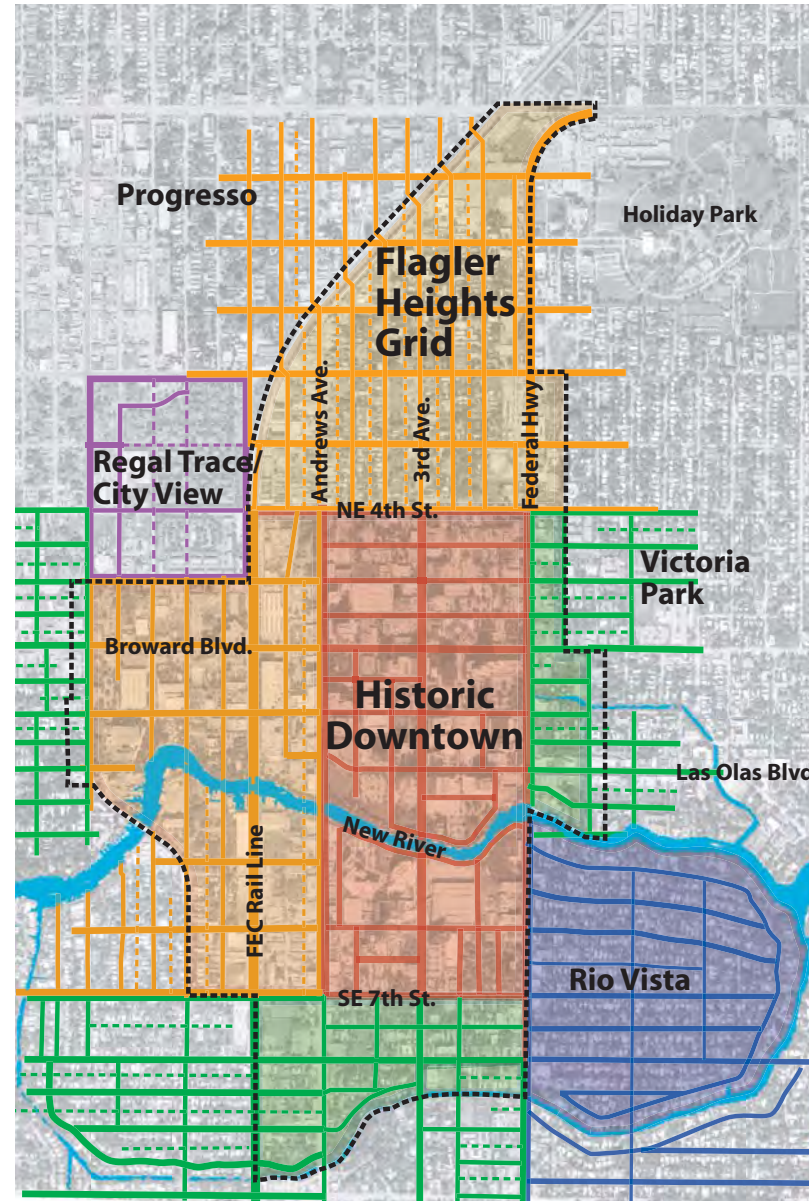
The different block sizes and grid types create special conditions where different grids collide. This often has the effect of creating noticeable transitions from one area to another. For example, there is a clear shift in scale and perception of place when passing across NE 4th Street from the Flagler Heights grid to the historic downtown grid.

Different block types (varying dimensions, lot sizes, alleys, etc.) are better suited for different types of development. For example, the block type in the Flagler Height area (with alleys) are particularly well suited for certain residential building typologies that take advantage of alleys (eg, rear out-buildings/ garage apartments, etc.) and parking solutions (eg, interior block parking).

LAND USE & BUILDING TYPES



[Figure 3.73] Informal neighborhood and district designations based on observation.



[Figure 3.74] The overall block structure divided into its various adjacent street grid systems.

BUILT FORM & BUILDING TYPES

Existing buildings in the RAC range dramatically in scale from high-rise/ high density to single-story/ low density.

- Concentrations of large buildings are located primarily in the core area
- Mid-scale buildings are located primarily along north-south corridors
- Very low density areas are located primarily in pockets between these corridors

Within a few blocks of the City Center, large areas of Downtown are greatly underutilized, with vacant land and one-story buildings. These areas represent a vast resource for the long-term development of housing and new neighborhoods close to the city center.

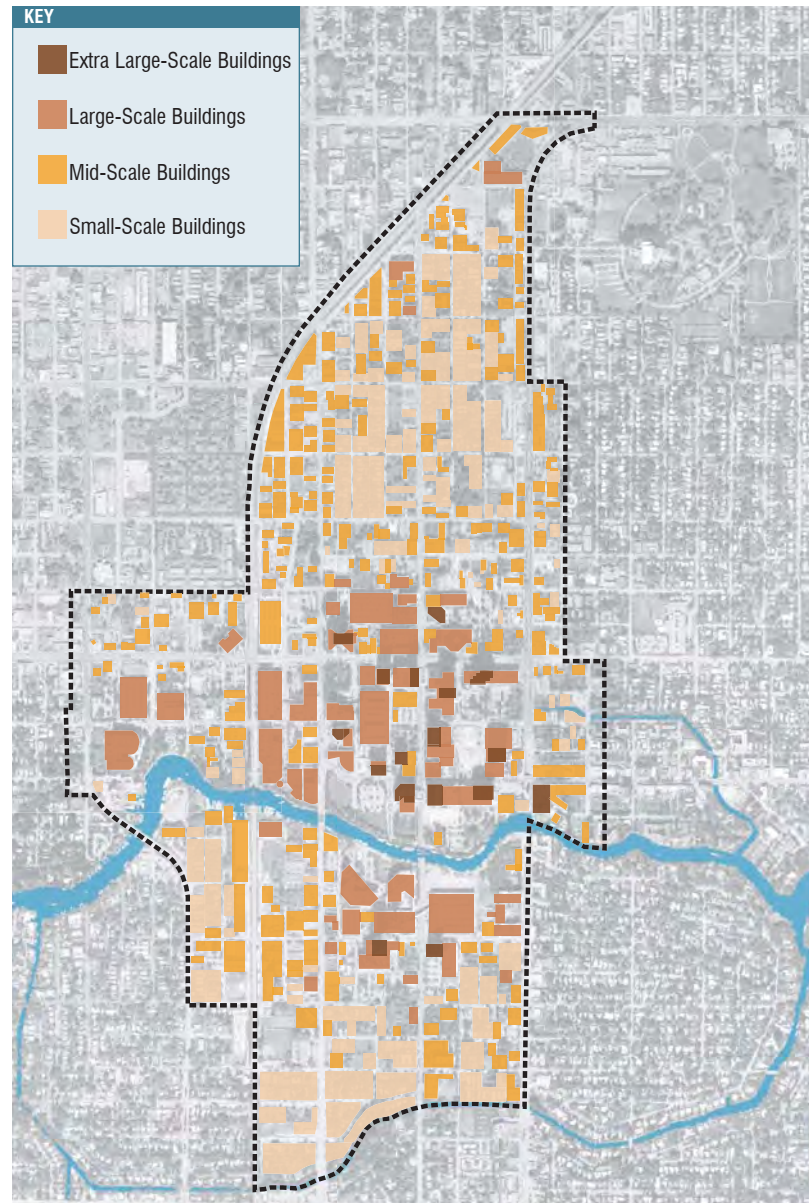
Faced with the lack of a well-defined and attractive streetscape to relate to, some new projects have developed internalized "fortress-like" characteristics. These buildings are accessed primarily by car, and do not have pedestrian scaled facades or active uses facing the street. Private 'green' space is provided on rooftops or within internal courtyards. This self-reinforcing trend is encouraged by an existing environment of inactive

streets, even in the center of town, discouraging pedestrian-friendly developments. As a result, each project acts as an island, rather than contributing to the creation of strong neighborhoods and active, walkable streets.

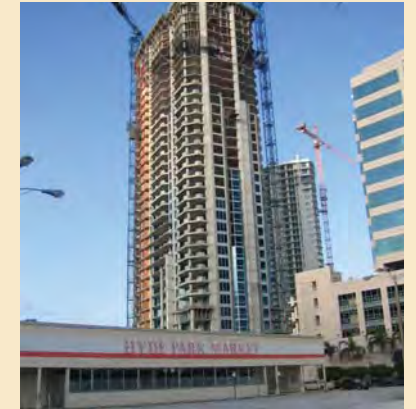
A combination of market factors and a high water table has created a pattern of very large above-ground parking structures in Downtown. When tied to the development of buildings, garages can weaken the relationship to street level pedestrian spaces. These structures dominate many views of Downtown, and can have a negative impact on pedestrian street activity and sense of safety.

In many cases, insufficient attention has been paid to transitions in scale and interface between very large new structures and the legacy of smaller buildings in Downtown. An overall vision for Downtown can create a framework for better relationships among separate development projects. Large buildings can be successfully integrated in historic urban cores, by careful attention to massing and active ground floor uses.

LAND USE & BUILDING TYPES



[Figure 3.75] Diagram showing the distribution of small to extra-large building types in the RAC.



[Figure 3.76] Concentration of large buildings in the core area.



[Figure 3.77] Mid-scale buildings located in north-south corridors.



[Figure 3.78] Very low intensity of development in pockets north and south of the New River.

LAND USE & BUILDING TYPES



[Figure 3.79] Mixed-use buildings should be encouraged.



[Figure 3.80] An example of workforce housing integrated into a market-rate development.

GOAL 1

Encourage mixed-use development, with an emphasis on mixed-use buildings.

Where possible, combine residential, commercial, retail, cultural, and other uses within buildings for active streets and 24/7 community. Mixed-use development should be characterized not only as multiple uses within a single district, block, or development, but also as multiple uses within a single building.

GOAL 2

Encourage variety in Office development.

Respond to the market demand for a variety of office types and sizes. A diversified mixture of office space will attract different types of businesses and increase the likelihood of economic sustainability.

:: ACTION

Encourage a variety of square footage and floorplate offerings for different types of businesses.

:: ACTION

Encourage spaces for small businesses, as foreseen in current market projections.

:: ACTION

Encourage live-work units, an increasingly popular urban housing/office typology.

GOAL 3

Encourage a variety of housing options Downtown.

Encourage a variety of housing types and affordability levels to make Downtown more inclusive. Housing opportunities should exist for multiple family types and multiple incomes, with increased attention given to workforce housing.

:: ACTION

Encourage the preparation of a Downtown Housing Study that will identify housing conditions, needs, and strategies.

:: ACTION

Encourage planning initiatives that define goals for multiple housing opportunities and a strategy for achieving the goals.

:: ACTION

Encourage the inclusion of workforce housing in market-rate developments. Workforce housing should be located within the same buildings as market-rate housing, not in separate buildings of lower quality.

:: ACTION

Encourage concurrent planning and development of schools, parks, utilities and other public amenities necessitated by an increased residential population.

:: ACTION

Encourage a mixture of housing types and scales, ranging from high-rise condos to townhomes.

LAND USE & BUILDING TYPES

GOAL 4**Create a diversity of retail located “where it counts”.**

With an increasing residential population Downtown, respond to the market desire for a mixture of retail types ranging from regional to neighborhood-service, and oriented to both residents and visitors.

:: ACTION

Encourage ground floor retail in the most effective locations, requiring it at key locations, but allowing it to occur wherever demand occurs. Encourage, but do not require, ground floor retail except in those key locations indicated in the Master Plan Framework and by future retail studies.

:: ACTION

A Retail Study should be undertaken to confirm and revise initial recommendations, taking into account population and market growth projections.

:: ACTION

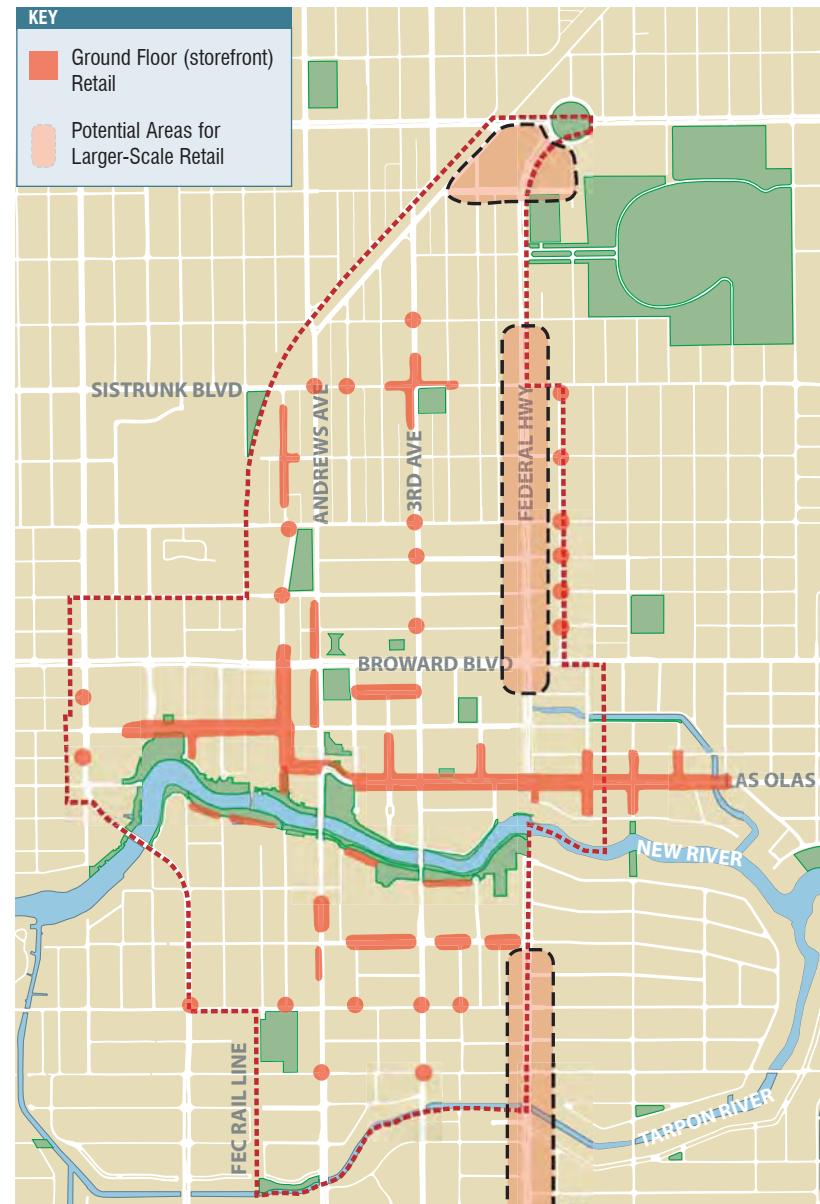
Encourage integration of large-scale retail into the urban fabric through the following: locate pedestrian entrances along primary streets; integrate retail into the base of larger buildings built to the setback line; encourage required parking to be located in lots or structures accessed from the rear of the building, off of secondary streets or alleys.

:: ACTION

Discourage retail frontage that is set back behind surface parking lots.

:: ACTION

Encourage small-scale, neighborhood retail, such as corner stores, especially alongside neighborhood parks and pocket parks.



[Figure 3.81] Focused areas of ground floor retail and retail districts in key Downtown locations.

Character Areas do not replace existing RAC Zoning. Character Areas & Zoning are complementary, serving different purposes. Character Areas apply new and updated 'Urban Design' guidelines. RAC Zoning height and density limits apply in all Character Areas.

GOAL 5

Create 'Character Areas' of distinct quality

Encourage 'character' areas of distinct quality, creating a hierarchy that recognizes the particular quality and character of areas within the RAC. The opportunity for creating a pedestrian 'sense of place' in an area as large as the Downtown RAC depends on the development of several 'districts', each with its own character and special qualities. These 'character areas' are determined based on analysis of existing block structure, development patterns, boundaries, walking distances, etc.; they reinforce and strengthen existing and emerging development patterns. The Framework diagram illustrates three different character areas. Each exhibits unique urban characteristics and public spaces while sharing common themes relating to pedestrian-oriented design. While all three are essentially mixed-use, they are distinguished by varying building types and ratio of residential to commercial uses.

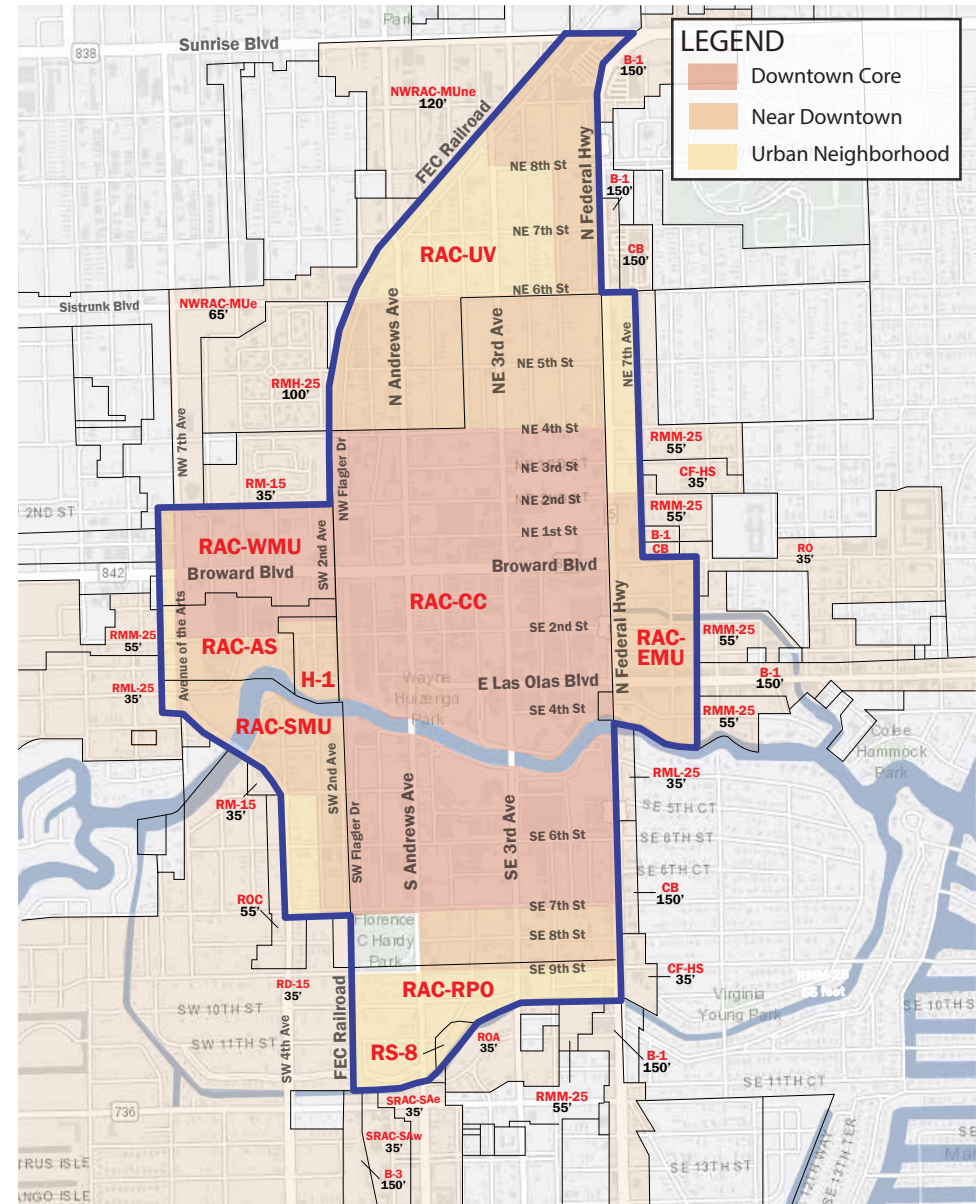
ACTION

Encourage development that supports the following general descriptions of the three Character Areas:

- **'Downtown Core':** A mixed-use "center," including the greatest concentration and diversity of commercial and civic uses, combined with higher-density housing
- **'Near Downtown':** An intermediate-scale mixed residential area, consisting primarily of a variety of housing, with some office and service uses
- **'Urban Neighborhood':** A compact urban form with a strong neighborhood feel, primarily residential, with some service commercial and employment uses.

ACTION

Implement Design Guidelines described in Chapter 4.

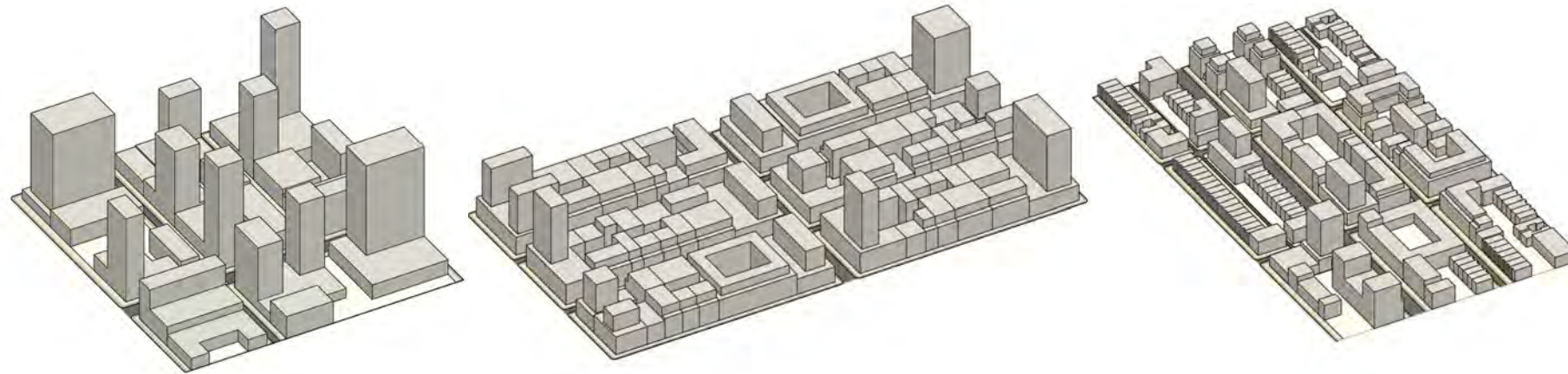


[Figure 3.82] Three different character areas, whose characteristics are defined in the Design Guidelines chapters shown overlaid over existing zoning boundaries.

LAND USE & BUILDING TYPES

DOWNTOWN CORE	NEAR DOWNTOWN	URBAN NEIGHBORHOOD
<p>Mixed use “center” More commercial/civic High density housing</p>	<p>Institutional, retail, and office More housing variety</p>	<p>Primarily residential Community retail & employment</p>

Refer to Chapter 4 for more detailed design guidelines for Character Areas



[Figure 3.83] Symbolic representations of building massing in the three different Character areas (not taking into account actual, site-specific locations or new/ proposed green spaces).

LAND USE & BUILDING TYPES



[Figure 3.84] On-street parking helps fill the ever-increasing parking demand while contributing to a more pedestrian-friendly streetscape.



[Figure 3.85] Examples of well-designed parking structures that do not detract from the streetlife.

GOAL 6

Encourage and strengthen Special Use Districts.

Special-use districts can provide areas of particular interest and intensity of a distinguishing use, while still maintaining a healthy mixture of complementary uses.

:: ACTION

Encourage initiatives to develop F.A.T. Village (Flagler Arts and Technology) into a vibrant, mixed-use special district with a significant 'arts' focus, while maintaining the distinctive architectural character provided by its unique low-rise warehouse architecture. The Design District in Miami is a useful model in terms of scale, use, and re-activated street life.

:: ACTION

Encourage initiatives to strengthen the Arts and Entertainment District currently anchored by the Performing Arts Center and the Museum of Science. A number of underutilized sites currently exist in the area. Current plans for a Museum of Maritime History would complement the District.

:: ACTION

Encourage initiatives and support ongoing efforts to create an Educational District centered around the existing FAU/BCC campus, which already benefits from the proximity of the Museum of Art and Public Library. Unified streetscape elements, improved destination links, improved open space, and innovative ground-floor programming can contribute to an important Downtown institutional base.

:: ACTION

Encourage initiatives to strengthen the Courts District south of the New River. A potential new Federal Courthouse and Family Courthouse building can revitalize underutilized sites and benefit from the proximity of existing related uses.

GOAL 7

Reduce the negative impacts of parking garages.

:: ACTION

Maximize on-street parallel parking throughout the RAC.

:: ACTION

Encourage parking garages that do the following:

- disguise or conceal the parking use
- activate the ground floor with pedestrian friendly uses
- locate the parking internally to buildings with discrete entrances

These can be achieved by implementing the Design Guidelines described in Chapter 4.

LAND USE & BUILDING TYPES

GOAL 8

Create Landmarks for the future.

Undertake a strong public initiative to develop "Landmarks for the Future" by encouraging outstanding architectural quality for the numerous public projects anticipated within the next few years.

:: ACTION

Take advantage of opportunities to create signature architectural landmarks for Fort Lauderdale by sponsoring national and international architectural design competitions to foster design excellence, public excitement, and national recognition.

:: ACTION

Encourage the development of new public buildings that retain and expand Federal, State, and Local offices and agencies to strengthen and continue Downtown's role as a regional governmental center.

:: ACTION

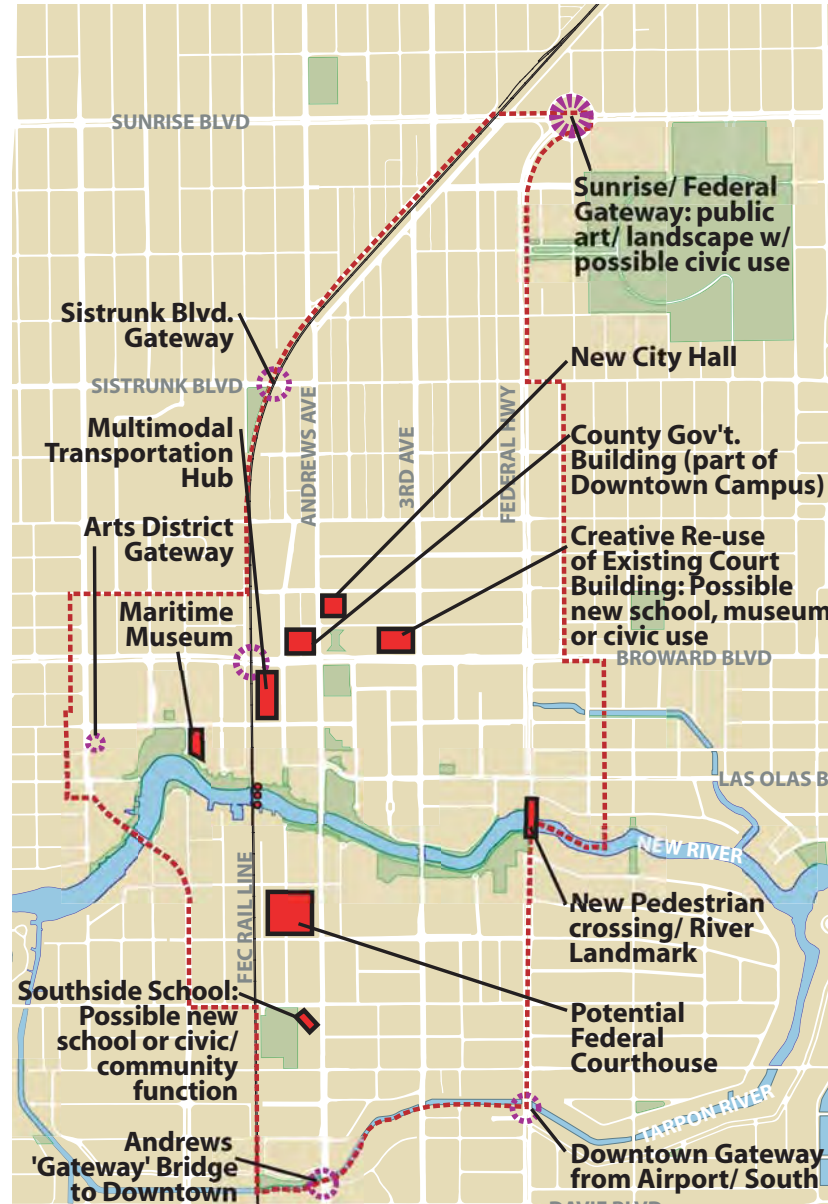
Encourage a site for the proposed new Federal Courthouse which is both convenient to the Courts District and creates the least disruption to public access in streets and public spaces.

:: ACTION

Encourage development of the new County Mixed-Use Campus to serve as a model mixed-use development and gateway to Downtown.

:: ACTION

Encourage development of a series of 'Gateway' features to mark significant entry points into the Downtown area. 'Gateway' is a loosely defined term indicating a variety of potential actions. The arrival Downtown from the east along Las Olas, for example, already provides a 'gateway' experience with the experience of an intimate streetscape, strong tree canopy, active street life, and well-defined building edges. Possibilities for other 'gateways' include signage features, public art, landscape elements, monuments, public buildings and public spaces.



[Figure 3.86] Potential future landmarks have the potential to transform the face of Downtown with a new generation of architectural excellence.



Federal Courthouse in Las Vegas, Nevada



Carré d'Art in Nîmes, France



Museum of Art in Milwaukee, Wisconsin



Pedestrian Bridge in Bilbao, Spain

[Figure 3.87] Recent examples of landmark civic projects that utilize quality design to transform the image of a city.



revised chapter **4**
DESIGN GUIDELINES

FORT LAUDERDALE Building a Livable Downtown

MAY 2007 UPDATE

PREFACE

ADDED MAY 2007

FORT LAUDERDALE 3 YEARS AFTER THE MASTER PLAN



[Figure 4.01]

The 2003 Fort Lauderdale Consolidated Downtown Master Plan "Building a Livable Downtown" was developed in response to the recent rapid growth in the Downtown. The plan intends to transform the downtown into a livable and active urban center with strong and dynamic neighborhoods: an urban fabric of walkable, tree-lined streets; an integrated multi-modal circulation system and distinct public spaces; high quality buildings designed and oriented to provide light and air at the street level creating an exceptional urban environment. The intent includes the goal of maintaining the flexibility to allow for creative design solutions.

Based on the vision, principles and framework identified in the Master Plan, the design guidelines defined in Chapter 4 of the Master Plan, were developed to provide an effective road map to achieve the intent of the Master Plan. Since their implementation in 2003, there have been numerous positive outcomes. City agencies have been advocating the Master Plan's goals proactively, both within the project-approvals process, and through other initiatives, such as the refinement of street designs. The most recent generation of private development proposals embrace the spirit of the Master Plan, with a common desire to create a great

Downtown environment.

Looking closely at the successes and shortcomings of the 2003 Master Plan, we learned that some guidelines were effective in implementing the intent of the Master Plan; that some turned out partially effective and in need of future refinement; and that elements of the Framework Plan required more specific guidelines to be fully implemented. This 2006 Design Guideline Update places a greater focus on: more specific recommendations for achieving high quality architecture and improving building scale and massing; more careful attention to the public realm including building/street relationships and design of the streetscape; and better strategies to resolve parking and other negative impacts. In addition, specific areas of the Downtown, called Thematic Planning Districts have been identified for further analysis in order to enhance and preserve their unique characteristics.

With the evolution of these guidelines, the vision of the Master Plan will become more readily achievable and Downtown Fort Lauderdale will become an even better place to live, work and play.

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DESIGN GUIDELINES

REVISED MAY 2007

AN OVERVIEW

NOTE

These Guidelines are general in nature. Every site-specific condition cannot be anticipated.

While the principles remain valid, they need to be interpreted in light of particular circumstances and conditions.

Design Guidelines can transform the image of a city. Specific, design-based suggestions applied throughout Downtown will help to achieve a number of the Framework Plan's broader goals, especially those related to built form. The guidelines are not meant to be prescriptive, but qualitative and reflective of a design-oriented approach, that will allow flexibility to create the best possible urban environment.

The Design Guidelines within this Update combine the Design Guidelines from Chapter 4 of the original 2003 Master Plan, with a number of new and revised guidelines, which are referenced with a note at each new or revised guideline.

In general, this chapter is meant to illustrate and clarify expectations regarding the treatment of the following key relationships:

- Typical cross sections of streets
- Arrangement of pedestrian, bicycle and vehicular facilities within rights-of-way
- Streetscape and street tree planting
- Relationship of a new building to its neighbors, streets, and public spaces
- Massing and scale of new buildings, both on the street and on the skyline
- Articulation and scale of building facades, with a particular focus on ground floor activity.
- Treatment and position of pedestrian and vehicle entrances, parking, and service.

The guidelines are broken down into ten sections:

1 Principles of Street Design

2 Street Design Examples

3 Principles of Building Design

4 Quality of Architecture

5 Principles of Storefront Design

6 Character Area Guidelines

7 Neighborhood Transition Areas

8 Thematic Planning Districts

9 Principles of Riverfront Design

10 Implementation

PRINCIPLES OF STREET DESIGN

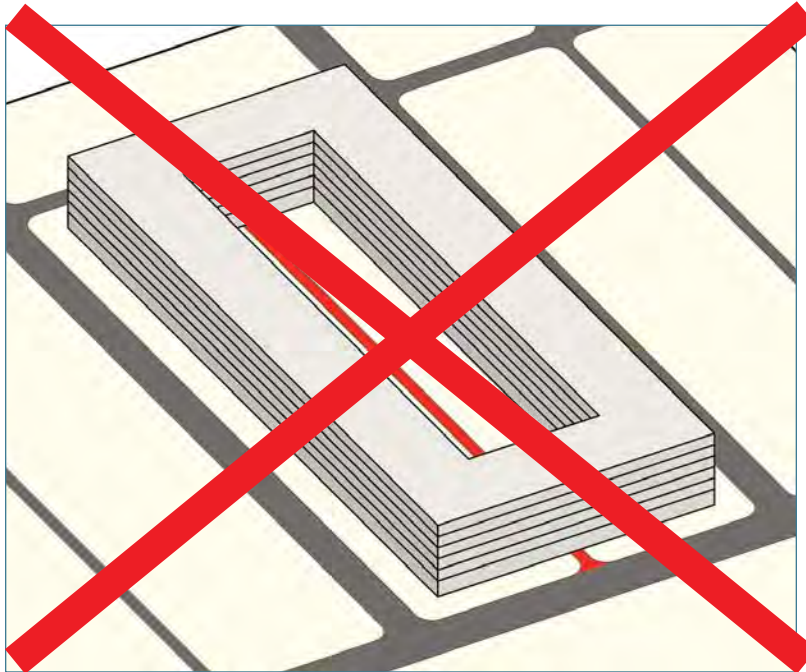
S-1

Maintain a fine-grained street grid: discourage vacated City streets or alleys except for strategic public planning purposes.

With the exception of streets indicated in the Chapter 3 Framework Plan, avoid further street closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. (The Framework Plan indicates blocks along Federal Highway and Las Olas Boulevard, which would benefit from strategic street alterations). In general, maintaining the finest-grained street grid is beneficial for a variety of reasons, including the maximizing of buildable

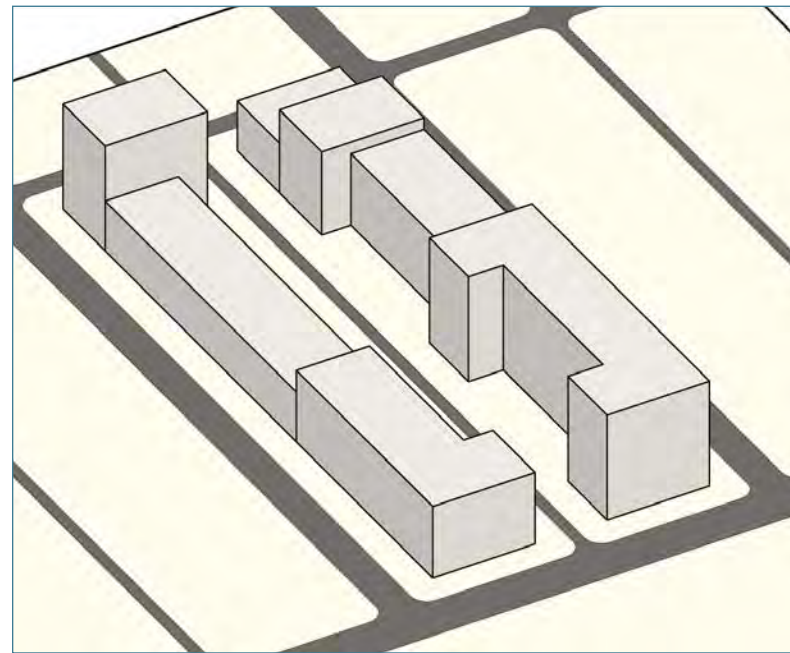
street frontages and public access, and the increased distribution of traffic flows.

Avoid further alley closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. Alleys are beneficial in the creation of a particular block type that is well suited for residential uses. Parking directly off of the alley can serve residential buildings that line the streets. Alleys can also provide access to entrances into parking structures and accommodate service needs.



DISCOURAGED

[Figure 4.02]



ENCOURAGED

[Figure 4.03]



[Figure 4.04] Example of street grid and view corridor blocked by new building over vacated street; a public good sacrificed to private development.



[Figure 4.05] Continuous streets and shorter blocks create pedestrian connectivity.

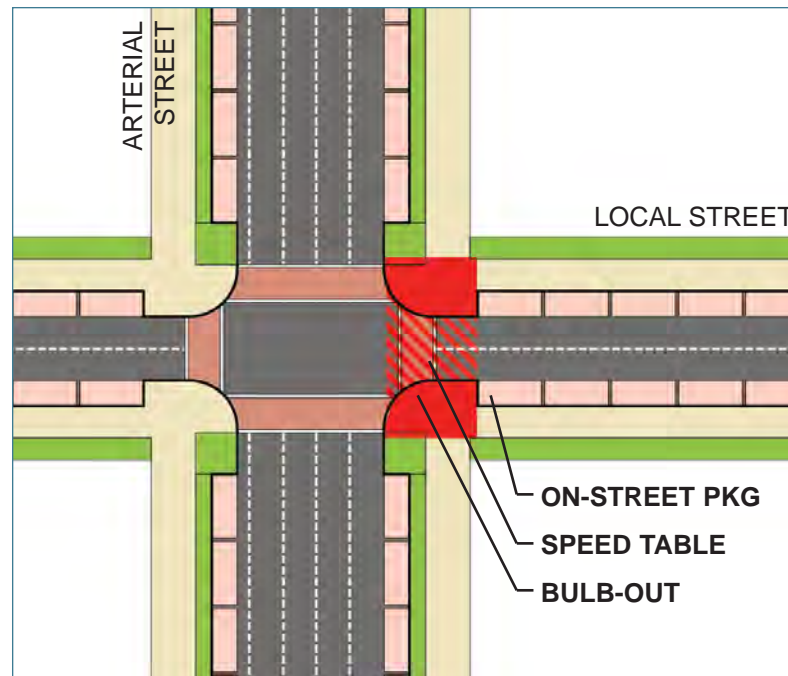
PRINCIPLES OF STREET DESIGN

S-2

Utilize Traffic Calming rather than barricading streets.

Encourage the re-opening of existing street closures; discourage such closures in the future. Instead of street closures, a variety of other 'traffic calming' devices should be utilized to inhibit through-traffic on local streets. Many of these devices are illustrated in this chapter.

A technique well suited for local neighborhood streets in Flagler Heights and other areas is the 'mini-roundabout'. The roundabout

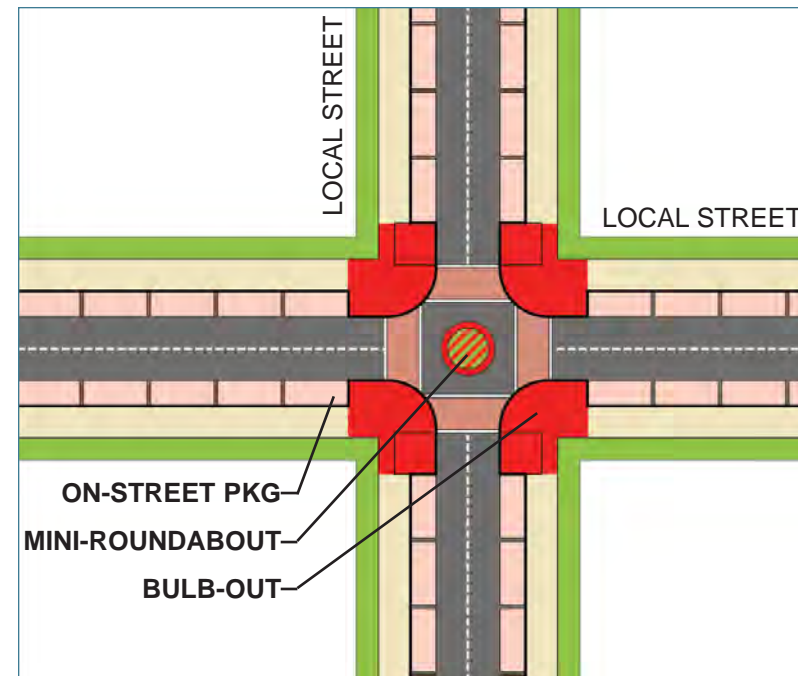


ENCOURAGED [Figure 4.08] Example 1: Bulb-outs and 'speed table'

slows traffic and adds a distinct urban identity with landscape elements at intersections.

Another traffic calming technique is the 'speed table', which is an elevated portion of the roadway that encourages cars to slow down and creates a more seamless pedestrian crossing.

On-street parking, practical for a number of reasons, also serves as an effective traffic-calming device.



ENCOURAGED [Figure 4.09] Example 2: Mini-roundabout



[Figure 4.06] Existing blocked street in Flagler Heights



[Figure 4.07] Local examples of traffic calming techniques: mini-roundabouts (top), narrow lanes, bulb-outs and on-street parking (below).

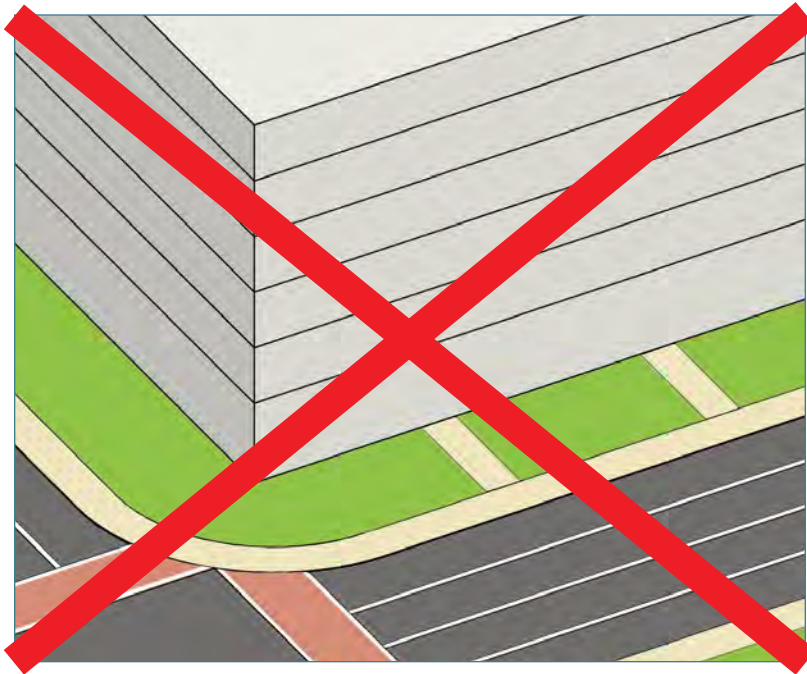
PRINCIPLES OF STREET DESIGN

S-3

Maximize on-street parking on all Downtown streets except major arterials (Federal Hwy & Broward Blvd).

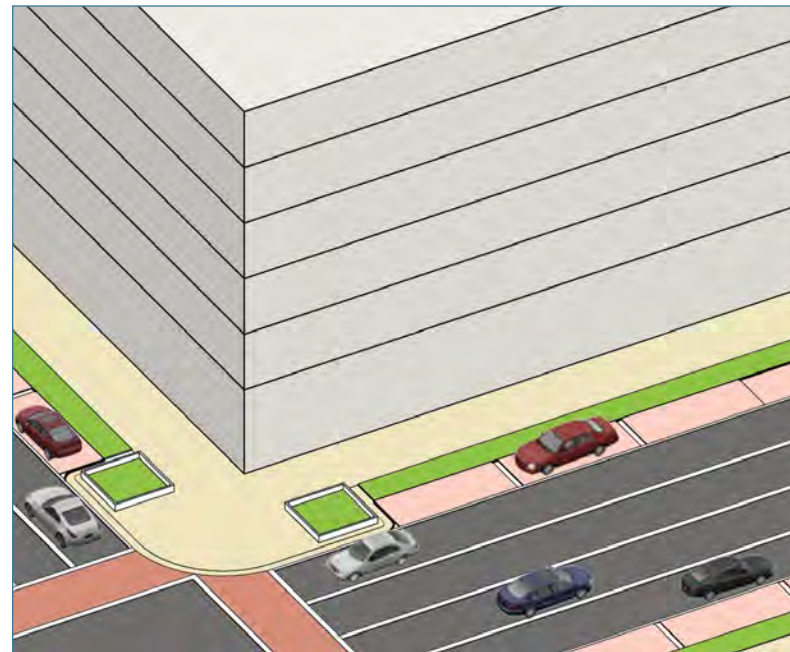
Abundant parallel parking throughout Downtown is important for several reasons: it helps to satisfy the ever-growing need for more parking spaces without incurring the higher costs of structured parking; it contributes to pedestrian-friendly design by providing a buffer between pedestrians and fast-moving traffic; it contributes to an active street-life by depositing passengers/ future pedestrians at

various points along the streets who then walk to nearby destinations. It can provide a significant revenue source for the city that could contribute to the costs of an improved public realm.



DISCOURAGED

[Figure 4.10]



ENCOURAGED

[Figure 4.11]



[Figure 4.12] A lack of on-street parking on major streets Downtown.



[Figure 4.13] On-street parking in San Diego, CA on an arterial street.

PRINCIPLES OF STREET DESIGN

CODE ISSUE

Coordinate with County Bikeways Plan

S-4

Provide adequate bike lanes in a planned network.

A well-connected system of bike lanes is critical to make Downtown bicycle-friendly. Bike lanes need to be properly sized and located to truly create a safe, desirable biking environment, which also can reduce car traffic.

Alongside a travel lane with on-street parking: $a = 5$ feet

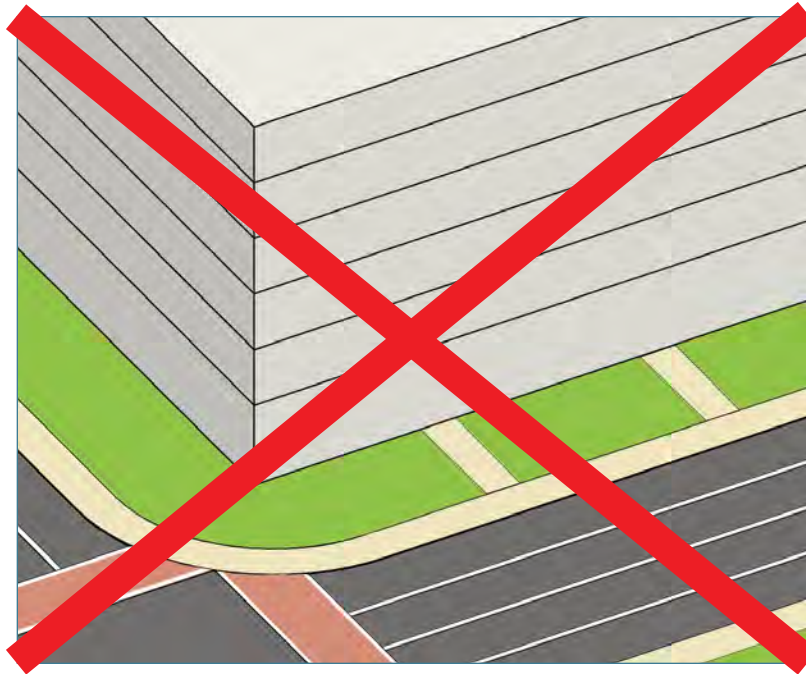
Alongside a travel lane without on-street parking: $a = 4$ feet



[Figure 4.14] Dangerous, non-designated bike lane on high-speed arterial

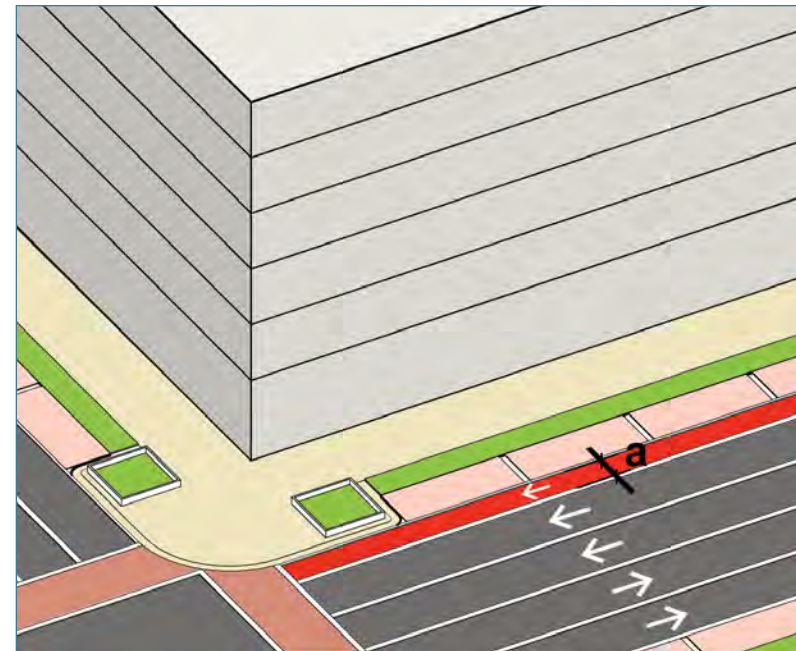


[Figure 4.15] Designated, well-marked bike lane along pedestrian friendly street



BEFORE

[Figure 4.16]



AFTER

[Figure 4.17]

PRINCIPLES OF STREET DESIGN

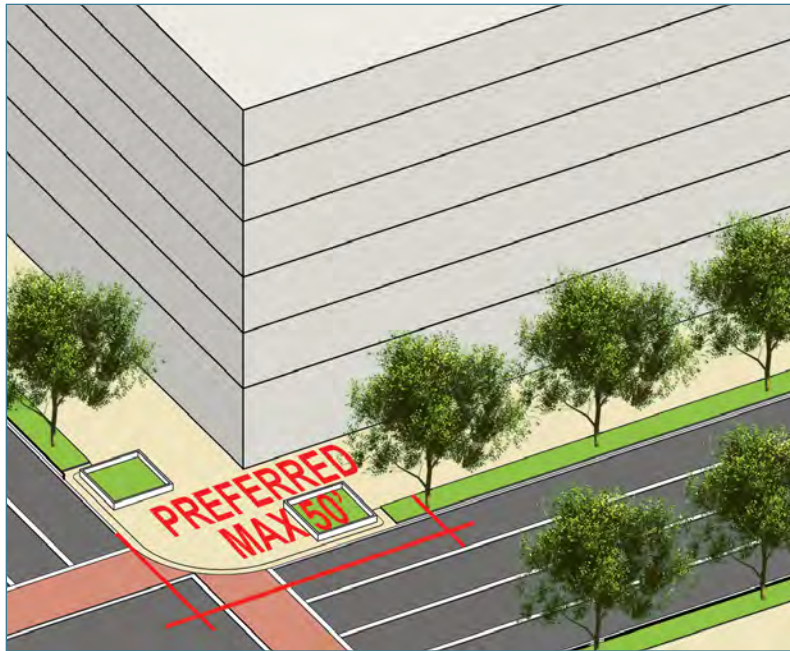
CODE ISSUE

Requires re-evaluation of local corner sight triangle regulations.

S-5

Maximize street trees on all Downtown streets.

a) Coordinate street trees with the greenway and parks network in a Citywide parks Master Plan. The plan should articulate a coordinated vision describing a variety of tree species, including shade, flowering, and palm, and their locations throughout Downtown. Street tree designation could help define neighborhood areas (as in Flagler Heights) or particular streets (as in the Federal Highway corridor). Important factors in tree selection should include: desired shade canopy, sidewalk width, underground utility lines, maintenance, and, most importantly, the creation of a unified street image.

**ENCOURAGED**

[Figure 4.18]

However, these factors should not be used to avoid providing street trees. Coordinated design of tree planting, sidewalks and underground utilities is essential.

b) Street trees should continue as close to intersection corners as possible, which will require reconsideration of driver sightline requirements. These are currently not compatible with Downtown urban design objectives.

PRINCIPLES OF STREET DESIGN



[Figure 4.19] Intermittent street trees set back too far from street, on wrong side of sidewalk



[Figure 4.20] Street trees adjacent to street in Coconut Grove, FL

S-6

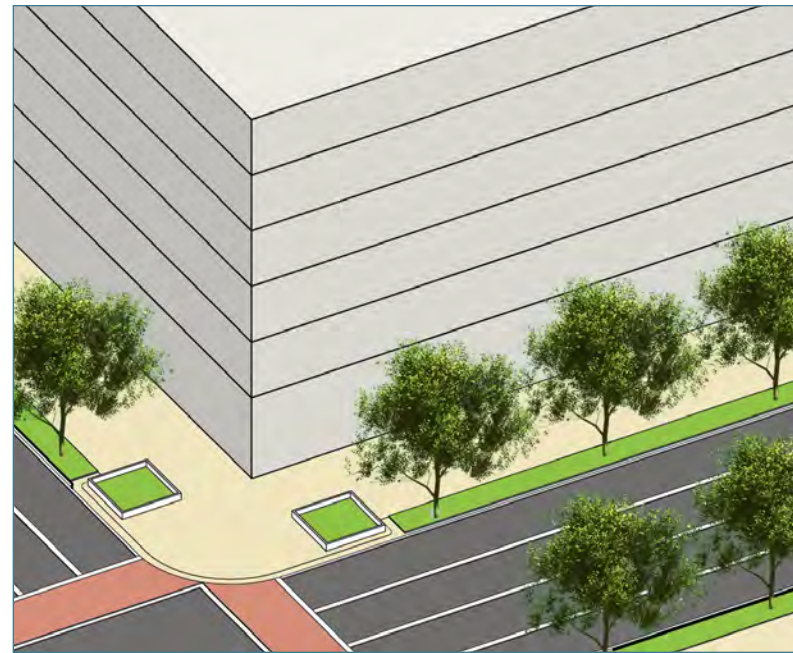
Encourage location of primary row of street trees between sidewalk and street.

Street trees that are located between the sidewalk and automobile traffic provide a physical and psychological buffer that encourages a feeling of pedestrian safety. Framing the sidewalk (with buildings on one side, trees on the other) can provide consistent shade for pedestrians. Shade trees are preferable to palms where pedestrian comfort is desired. Trees also reduce the visual width of the street and frame the roadway. Both shade and palm trees can effectively achieve this effect.



DISCOURAGED

[Figure 4.21]



ENCOURAGED

[Figure 4.22]

CODE ISSUE

- 1) Need new City of FL code requirement
- 2) Requires re-evaluation of FDOT Horizontal Clearance regulations.

Trees located directly adjacent to buildings are discouraged; they provide little shade, have limited size and growth potential, and are mostly limited to palms.

PRINCIPLES OF STREET DESIGN

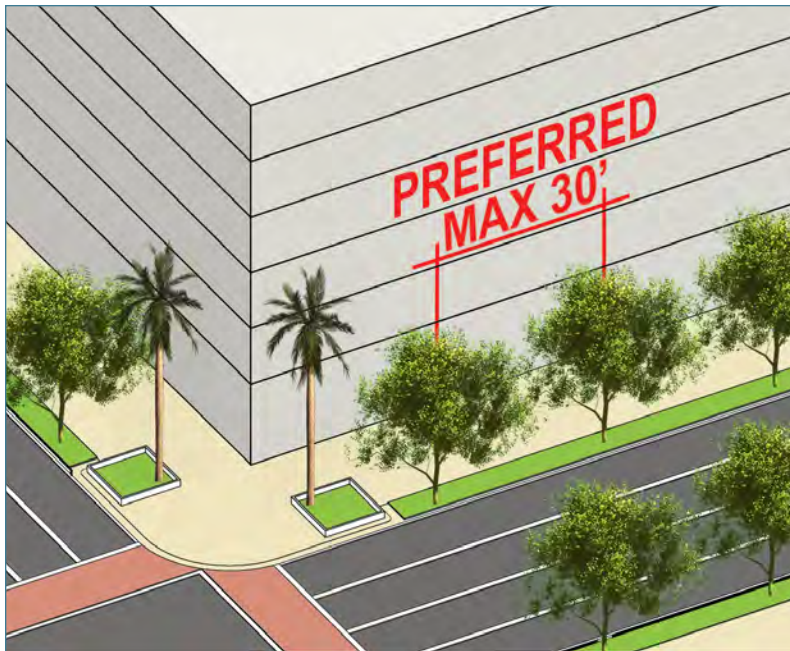
S-7

Reduce preferred maximum spacing for street trees.

Street trees should be spaced at a preferred maximum of 30' apart for shade trees; and 22' for palm trees to create a well-defined edge and consistent shade.

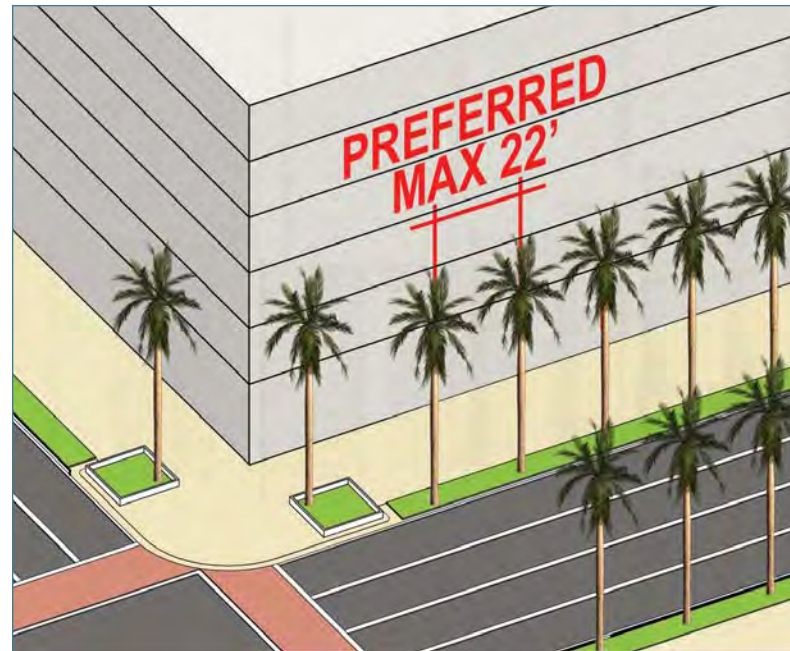
CODE ISSUE

- 1) City of FL, Code of Ordinances & ULDR, Sec 4-7 13.20, Tree Spacing
- 2) Requires re-evaluation of 'Pedestrian Priority Street' guidelines regulating tree spacing.



ENCOURAGED

[Figure 4.23]

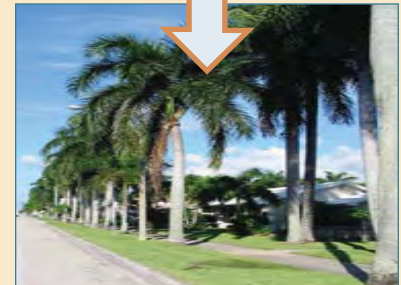


ENCOURAGED

[Figure 4.24]



[Figure 4.25] Palm trees spaced too far apart in Fort Lauderdale



[Figure 4.26] Palm trees effectively spaced in Hollywood



[Figure 4.27] Shade trees spaced too far apart in Fort Lauderdale



[Figure 4.28] Shade trees closely spaced in Fort Lauderdale creating shade and defined street-edge

PRINCIPLES OF STREET DESIGN

CODE ISSUE

FDOT Plans Preparation manual - Design Criteria & Process, Horizontal clearances

S-8

Reduce horizontal clearances for trees.

Street trees should have a minimum canopy clearance (face of building to face of trunk) of 12' for shade trees, and a minimum of 6' for palm trees. This is less than current code requirements, which often have the perverse result of eliminating trees altogether.



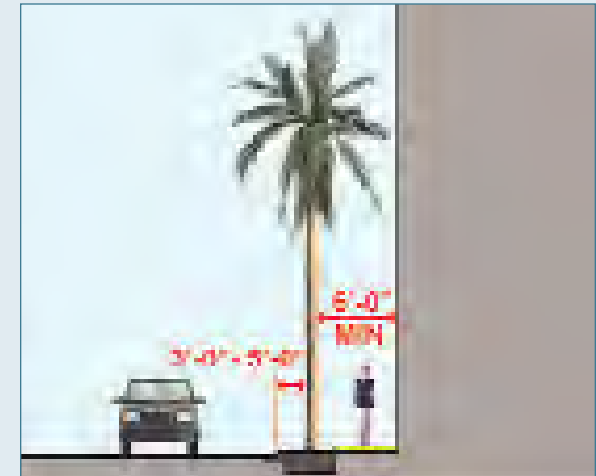
Median condition for shade trees. (Distance shown from gutter edge is consistent with existing code descriptions. See App. D)



Shoulder condition for shade trees. (Distance shown from curb edge is consistent with existing code descriptions. See App. D)



Median condition for palm trees



Shoulder condition for palm trees

[Figure 4.29]

PRINCIPLES OF STREET DESIGN

CODE ISSUE
City of FL, Code of Ordinances & ULDR, Sec 4-7 19.5, sight triangle requirements

S-9

Encourage shade trees along streets and palm trees to mark intersections.

At intersections where streets with shade trees converge, encourage a series of tall palms at the 4 corners to provide a visual marker.

Note: Palm trees along streets are also acceptable in some areas, such as major traffic arterials where a strong “framing” from the perspective of the automobile is desired. Palms may also be added to complement shade trees in a variety of configurations.



ENCOURAGED

[Figure 4.30]



[Figure 4.31] Two Delray Beach examples of palm trees at intersections

CODE ISSUE

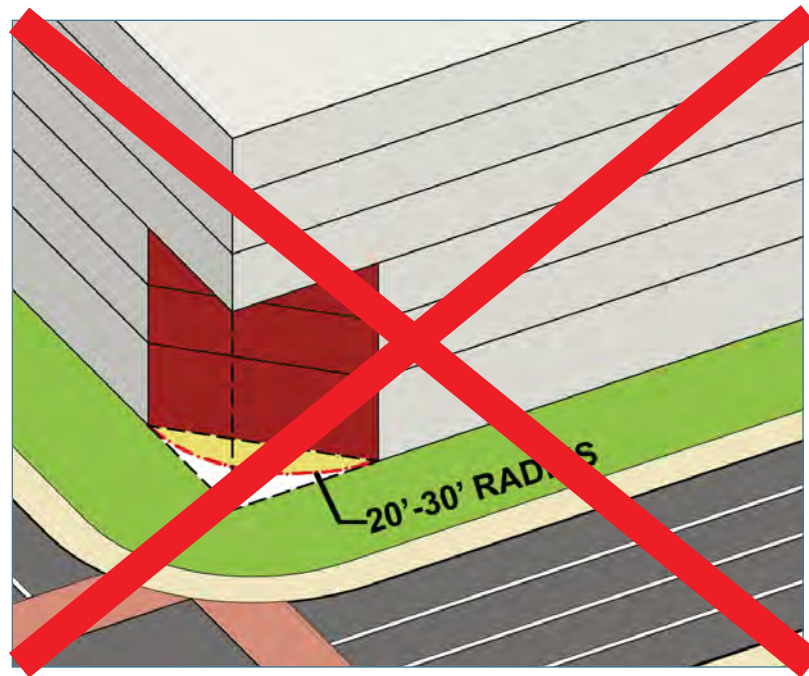
Develop new County Utility Easement requirement for urban areas

S-10

Eliminate County “Corner Chord” requirement.

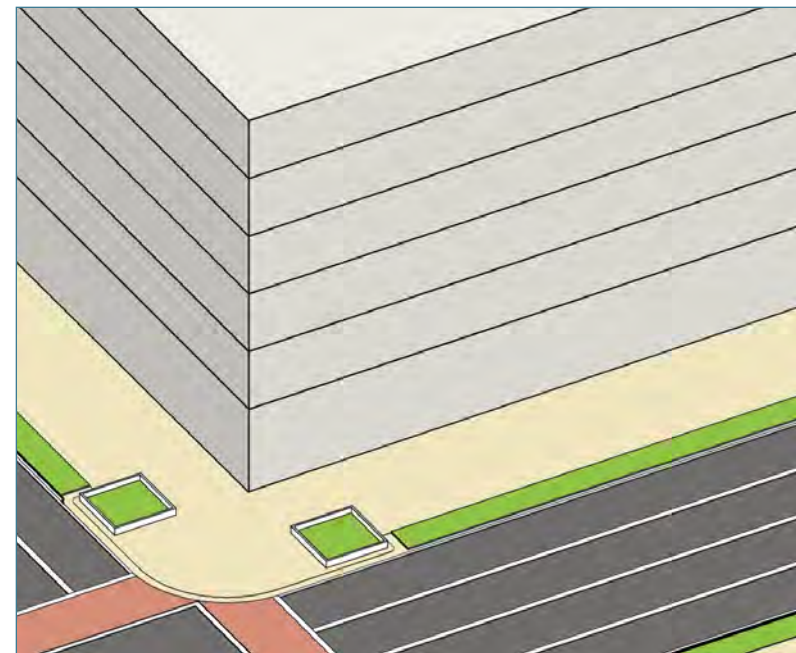
The triangular easement required by current County corner chord regulations creates excessive building setbacks at every Downtown corner. It is designed for suburban conditions and is incompatible with Downtown areas (where the option for corners built-out to the property lines is highly desirable). The Corner Chord creates empty, poorly-defined corners, where ground floor activity is, in fact, most critical.

The necessary utility infrastructure can be located underground, within an adjacent building (with external access), or at the base or top of signal posts. These methods are common in many cities.



BEFORE

[Figure 4.32]



AFTER

[Figure 4.33]

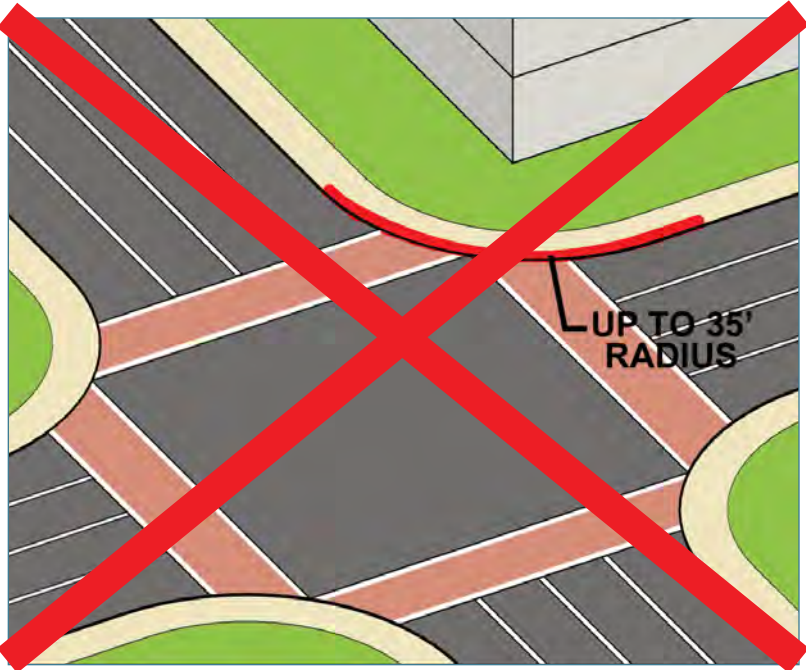
PRINCIPLES OF STREET DESIGN

CODE ISSUE
Alter Florida Building Code requirement for urban conditions

S-11

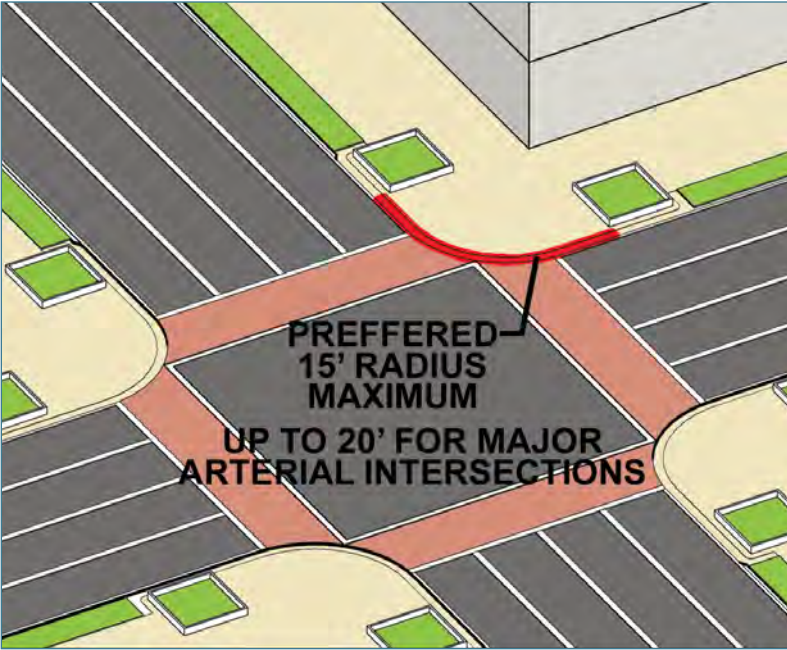
Encourage curb radius reduction at street intersections to a preferred maximum of 15 feet, or a preferred maximum of 20 feet at major arterial roadways.

Decreasing the curb radius standard in urban areas accomplishes two important things: it decreases the crossing distance for pedestrians. It also provides traffic calming by compelling motorists to slow down when turning, providing a safer crossing for pedestrians.



BEFORE

[Figure 4.34]



AFTER

[Figure 4.35]



[Figure 4.36] A large curb radius causes longer, less safe pedestrian crossing distances



[Figure 4.37] A small curb radius in Palm Beach

PRINCIPLES OF STREET DESIGN

DEFINITION

Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.



[Figure 4.38] Excessive curb cuts are disruptive to a pedestrian-friendly streetscape

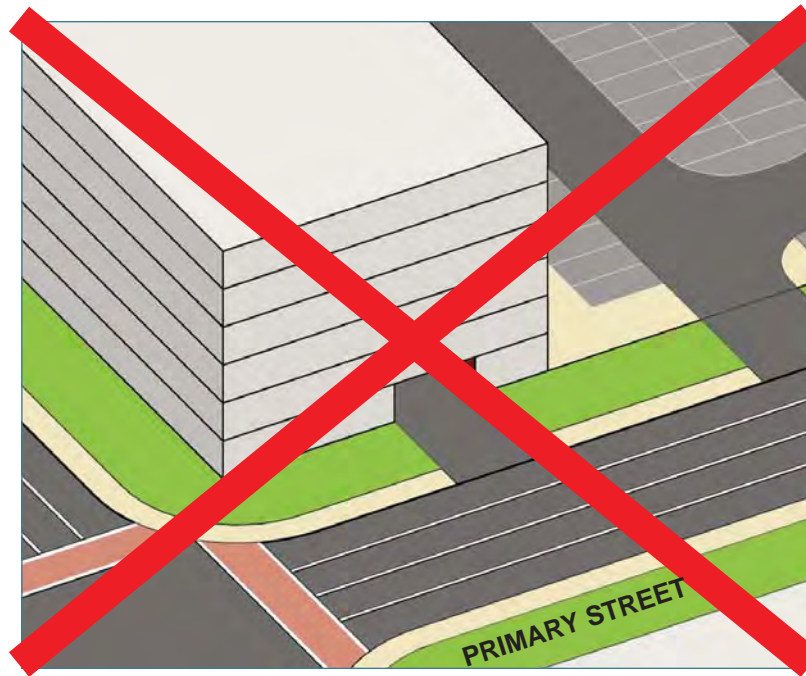


[Figure 4.39] Continuous stretch of sidewalk on SE 3rd Avenue

S-12

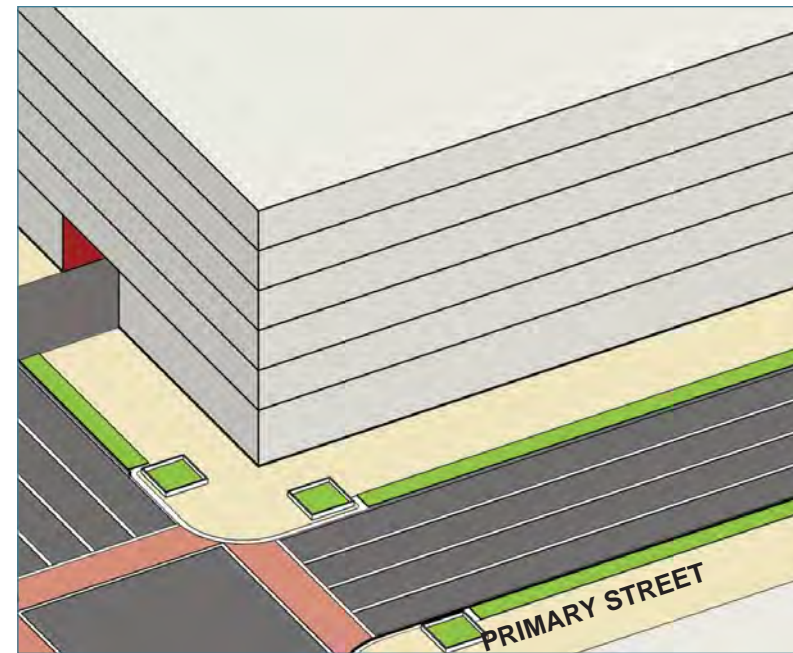
Discourage numerous and wide curb cuts on “Primary” streets.

While curb cuts may be unavoidable, they are generally discouraged on primary streets. Where possible, curb cuts leading to drop-offs, parking garages and drive-through services should be located off of service alleys or secondary streets (streets which are removed from the significant pedestrian-oriented activity).



DISCOURAGED

[Figure 4.40]



ENCOURAGED

[Figure 4.41]

CODE ISSUE

Add Design Code requirement for the location and consolidation of curb cuts.

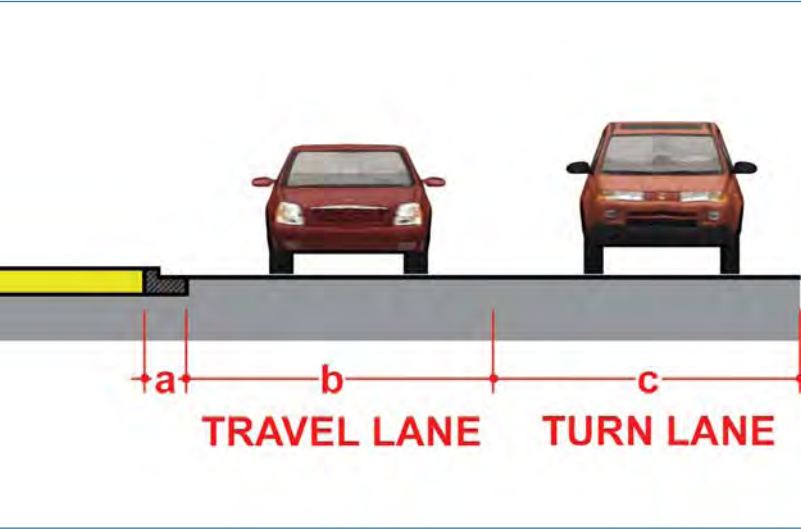
Multiple access points serving the same development should also be consolidated into the fewest number of curb cuts as possible, and the width and number of lanes of curb cuts should be minimized.

PRINCIPLES OF STREET DESIGN

S-13

Encourage reduced lane widths on all streets.

Urban street standards, attempting to balance the needs of cars, people, bicycles, and transit, require narrower travel lanes and “tighter” dimensional standards than typical ‘suburban’ standards for several reasons: the need to fit multi-modal travel lanes within existing rights-of-way; the need to discourage excessive high-speed automobile flow in areas where pedestrians and bicycles share the street; the need to decrease the pedestrian crossing distance; and, the opportunity to provide wider sidewalks within the public right-of-way.



[Figure 4.42]

CODE ISSUE	
1)	FDOT Plans Preparation Manual - Design Criteria & Process, lane widths
2)	FDOT Greenbook, lane widths
3)	TDLC as possible reference

ARTERIALS		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	11' to 12'	11'
C TURN LANE	10' to 12'	10'
COLLECTORS		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	11'	10'-6"
C TURN LANE	10' to 11'	10'
LOCAL		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	10' to 11'	10'
C TURN LANE	10' to 11'	10'

PRINCIPLES OF STREET DESIGN

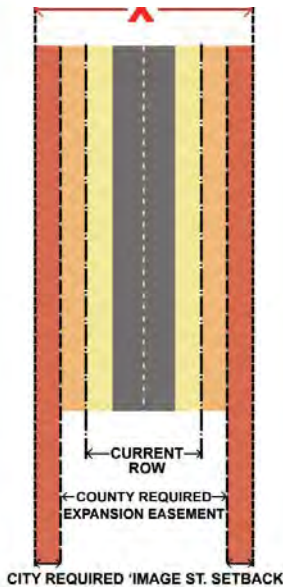
CODE ISSUE

- 1) County Trafficways plan
- 2) Need for institutional coordination of Downtown R.O.W.

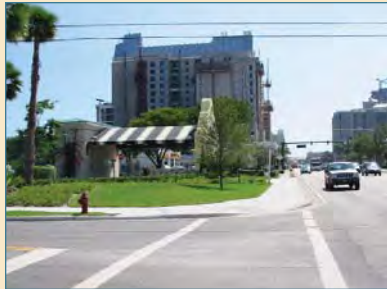
S - 1 4

Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate expansive, uncoordinated and conflicting City setback and County easement requirements).

Streets should be thought of as single urban design elements that create a consistent, predictable public realm. Currently, overlapping and uncoordinated setback requirements initiated by different agencies create an unplanned overall effect which often undermines each jurisdiction's original intentions. Increased jurisdictional cooperation, both in general and in the context of future 'precinct planning' should be undertaken to develop fixed dimensions for Downtown streets and setbacks



[Figure 4.45]



[Figure 4.43] Typical existing condition with conflicting setbacks.



[Figure 4.44] Consistent building setbacks create a coherent streetscape.

S - 1 5

Encourage reduced design speeds on all RAC streets.

Traffic speed plays an essential role in any successful pedestrian-oriented environment. Since people tend to drive at speeds that feel safe on a given road, the actual design of the road plays just as important a role as the posted speed limits in determining the speed of traffic flow. There are very few examples of successful pedestrian streets that accommodate high-speed traffic flow. Slowed or 'calmed' automobile traffic is a key component to a comfortable pedestrian friendly streetscape. While the traffic may move more slowly, overall volumes and travel times can be minimized by maintaining the integrity of the street grid, and through the use of signal timing and other traffic calming devices that do not disrupt flow (such as mini-roundabouts at residential local intersections.)

Decreased design speeds allow the reduction of roadway and intersection dimensions, balancing traffic design with pedestrian needs. Design speed Downtown should range from 15 - 40 mph depending on the street type.

PRINCIPLES OF STREET DESIGN

S-16

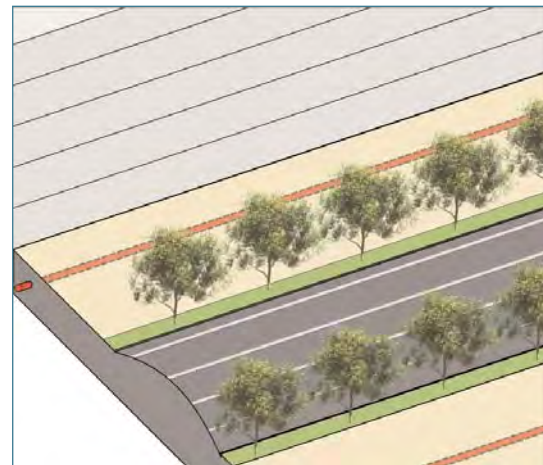
ADDED MAY 2007

Bury all power lines in the Downtown area

(locate to allow for tree planting/ root systems)



[Figure 4.46]



[Figure 4.47]

BROWARD BOULEVARD STREET DESIGN EXAMPLE

VISION FOR A “CIVIC BOULEVARD”

CHALLENGES

Broward Boulevard is one of Downtown’s most challenging physical and psychological barriers. Recent streetscape improvements, though helpful, have not achieved a successful balance between automobile traffic and pedestrian-friendliness. Intersections, burdened by large curb radii and multiple turning lanes, are wide and difficult to cross, and the overall corridor lacks strong visual definition, due to inconsistent landscaping and building form. Broward is one of Downtown’s highest capacity and fastest-moving streets; this context does not support on-street parking, and suggests that continuous ground floor activity is unlikely in the near future. However, emphasis can be focused on: strong and continuous sidewalks buffered with landscaping, improved north-south pedestrian crossings; and, aesthetic improvements of the east-west travel corridor, creating a well-defined, dramatically landscaped, urban boulevard.

RECOMMENDATIONS

- Narrow the street travel-way dimensions by relocating existing bike lanes to other, more appropriate streets, and replacing them with planting strips to buffer pedestrian sidewalk activity. These strips should contain a new, primary row of palm trees that complements the existing, but inconsistent, rows of street trees (mixture of shade and palms) set back further from the street.



BEFORE

[Figure 4.48]

- Create a significant, raised, planting bed along the center median that contains low plantings and palm trees. This creates a visual ‘narrowing’ of the Boulevard, and provides generous and safe mid-point islands for pedestrian crossings. The median should extend to intersections, without the interruption of turn lanes, for pedestrian safety.
- Introduce pedestrian crossings at key mid-block locations, taking advantage of enlarged medians where possible. This addresses the unusual condition of extra-long blocks on Broward, and will require push-button triggered signalization.

BROWARD BOULEVARD STREET DESIGN EXAMPLE



AFTER

[Figure 4.49]

NOTE ON STREET DESIGN EXAMPLES:

The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.



[Figure 4.50] Key map

FEDERAL HIGHWAY STREET DESIGN EXAMPLE

VISION FOR A “GATEWAY BOULEVARD”

CHALLENGES

Federal Highway is another key, high-capacity traffic corridor that currently acts as a barrier. Serving as a primary automobile entry into Downtown from the north and south, it should be an elegant, tree-lined, gateway boulevard. Currently, inconsistent landscaping, lack of street-oriented building uses, and excessively long turn lanes (eliminating potential landscaped medians) contribute to a general lack of aesthetic quality and pedestrian safety, unfitting for the arrival to a major city. Like Broward Boulevard, pedestrian crossings should be enhanced (in the east-west direction), and the automobile travel-way should become a well-defined, landscaped boulevard. Unlike the more vertical quality of Broward Boulevard’s rows of proposed palms, Federal Highway can provide a dramatic contrast with a denser tree canopy of shade and palm trees. It can become a grand, ‘green’ boulevard, anticipating the future redevelopment of numerous under-utilized sites. This can be accomplished without reducing traffic capacity.

RECOMMENDATIONS

- Create a wide center-median with palm trees. Turn lanes should be engineered to their minimum possible lengths, maximizing the landscaped median. A pedestrian path running down the center of the landscaped median may be desirable in certain locations.
- Create pedestrian waiting areas on the median at each intersection for safety.



BEFORE

[Figure 4.51]

- Create a continuous, planting strip along the sides of Federal Highway, to buffer the sidewalks from traffic with a variety of plantings and a primary row of shade trees.
- Encourage all future redevelopment along Federal Highway to follow a consistent build-to line (as shown on following pages) and contribute to a more vibrant streetscape.

FEDERAL HIGHWAY STREET DESIGN EXAMPLE

REVISED MAY 2007



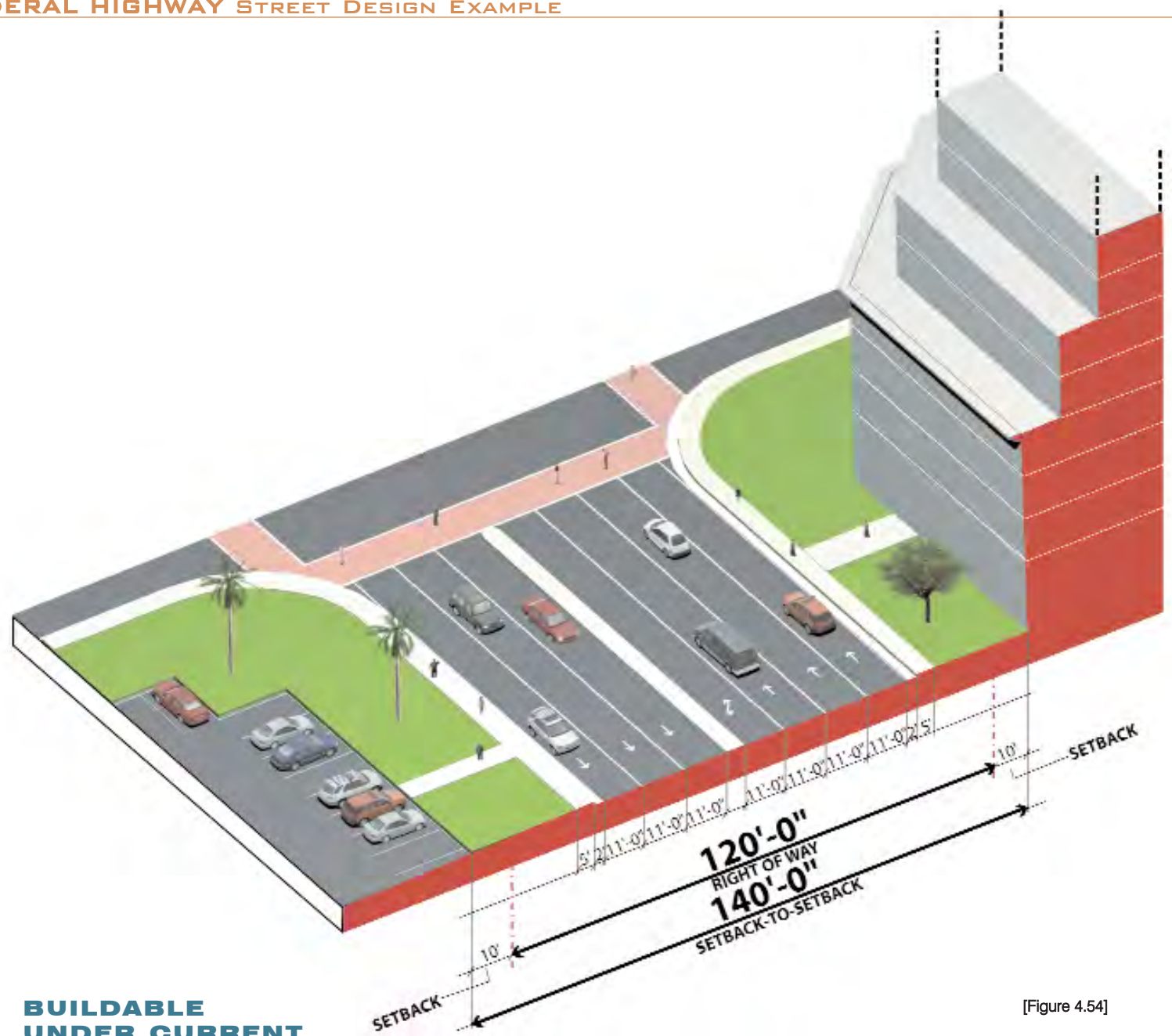
AFTER

[Figure 4.52]



[Figure 4.53] Key map

FEDERAL HIGHWAY STREET DESIGN EXAMPLE



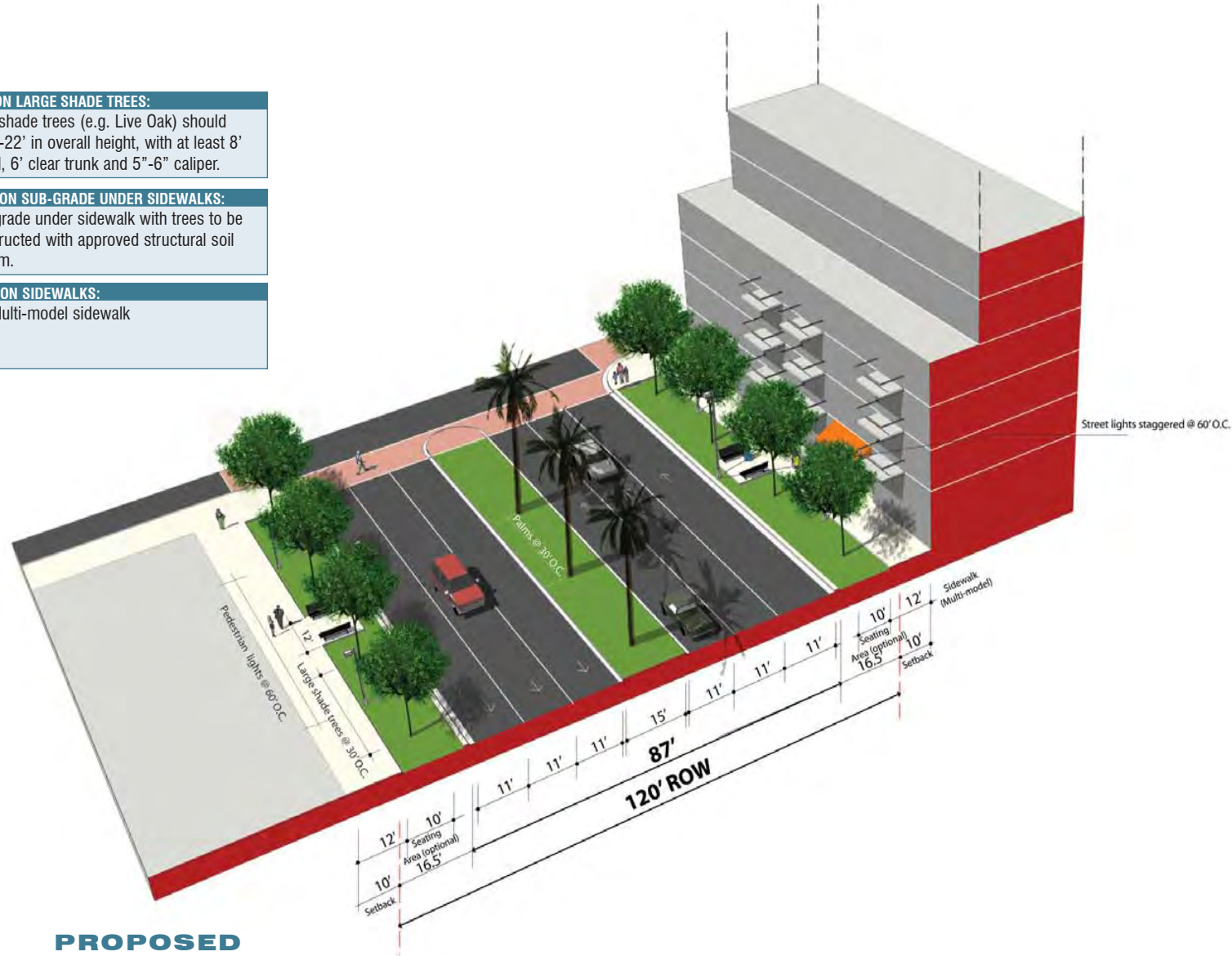
**BUILDABLE
UNDER CURRENT
REGULATIONS**

[Figure 4.54]

FEDERAL HIGHWAY STREET DESIGN EXAMPLE

REVISED MAY 2007

- NOTE ON LARGE SHADE TREES:**
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6" clear trunk and 5"-6" caliper.
- NOTE ON SUB-GRADE UNDER SIDEWALKS:**
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.
- NOTE ON SIDEWALKS:**
12' Multi-model sidewalk



PROPOSED

[Figure 4.55]

NOTE ON STREET DESIGN EXAMPLES:
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[Figure 4.56] Key map

3RD AVENUE STREET DESIGN EXAMPLE

VISION FOR A “VIBRANT, ACTIVE SPINE”

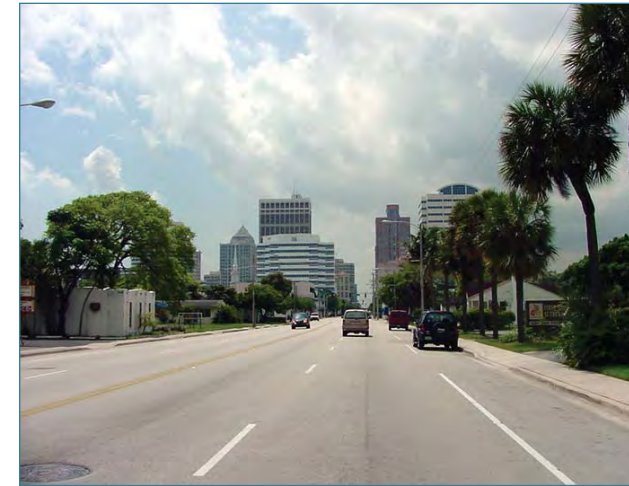
REVISED MAY 2007

CHALLENGES

3rd Avenue has the potential to be a vibrant pedestrian-friendly ‘spine’ through the length of Downtown, passing through all three ‘Character Areas’ and connecting significant public spaces, such as the proposed Flagler Heights Community Park. The existing right-of-way is large enough to accommodate a much more interesting and multi-modal streetscape with wider sidewalks, on-street parking, a bike lane and consistent shade trees. 3rd Avenue should also be a focus for retail and other ground-floor activity.

RECOMMENDATIONS

- Narrow travel lanes to create room for expanded sidewalks and planting strips.
- Introduce on-street parking along both sides of the street, with distinctive paving that relates to the sidewalk, decreasing the visual width of asphalt.
- Introduce consistent shade trees between the parking and sidewalk, and mark intersections with tall palm trees to create a sense of hierarchy and rhythm along the street.
- Encourage active ground-floor uses, especially at key public spaces and pedestrian focal points
- Discourage all curb cuts unless absolutely unavoidable. Parking, service and other vehicular site access should be from side streets or alleys wherever possible.



BEFORE

[Figure 4.57]

3RD AVENUE STREET DESIGN EXAMPLE



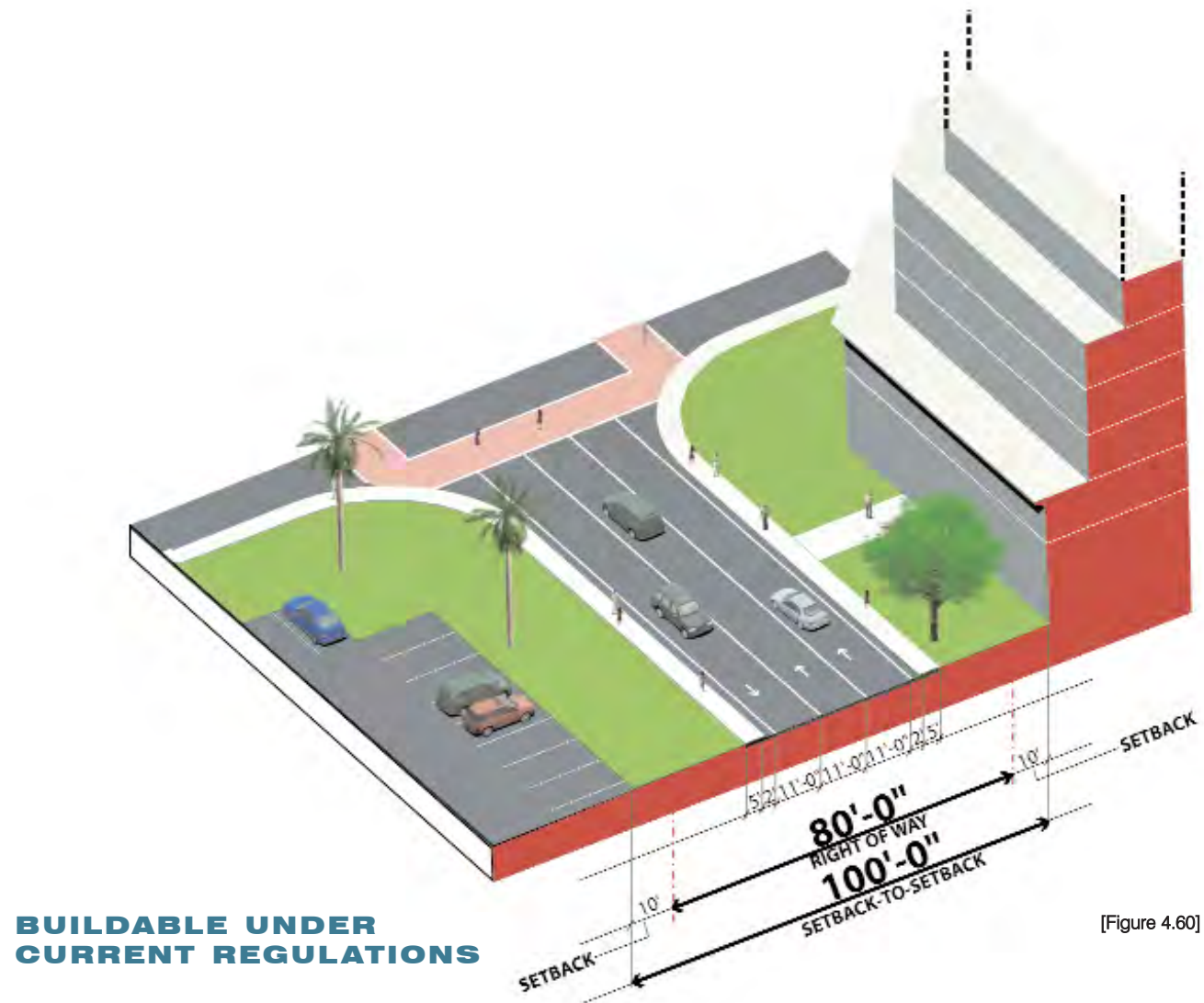
AFTER

[Figure 4.58]



[Figure 4.59] Key map

3RD AVENUE STREET DESIGN EXAMPLE



[Figure 4.60]

ANDREWS AVENUE STREET DESIGN EXAMPLE

VISION FOR A "REVITALIZED 'MAIN STREET'"

CHALLENGES

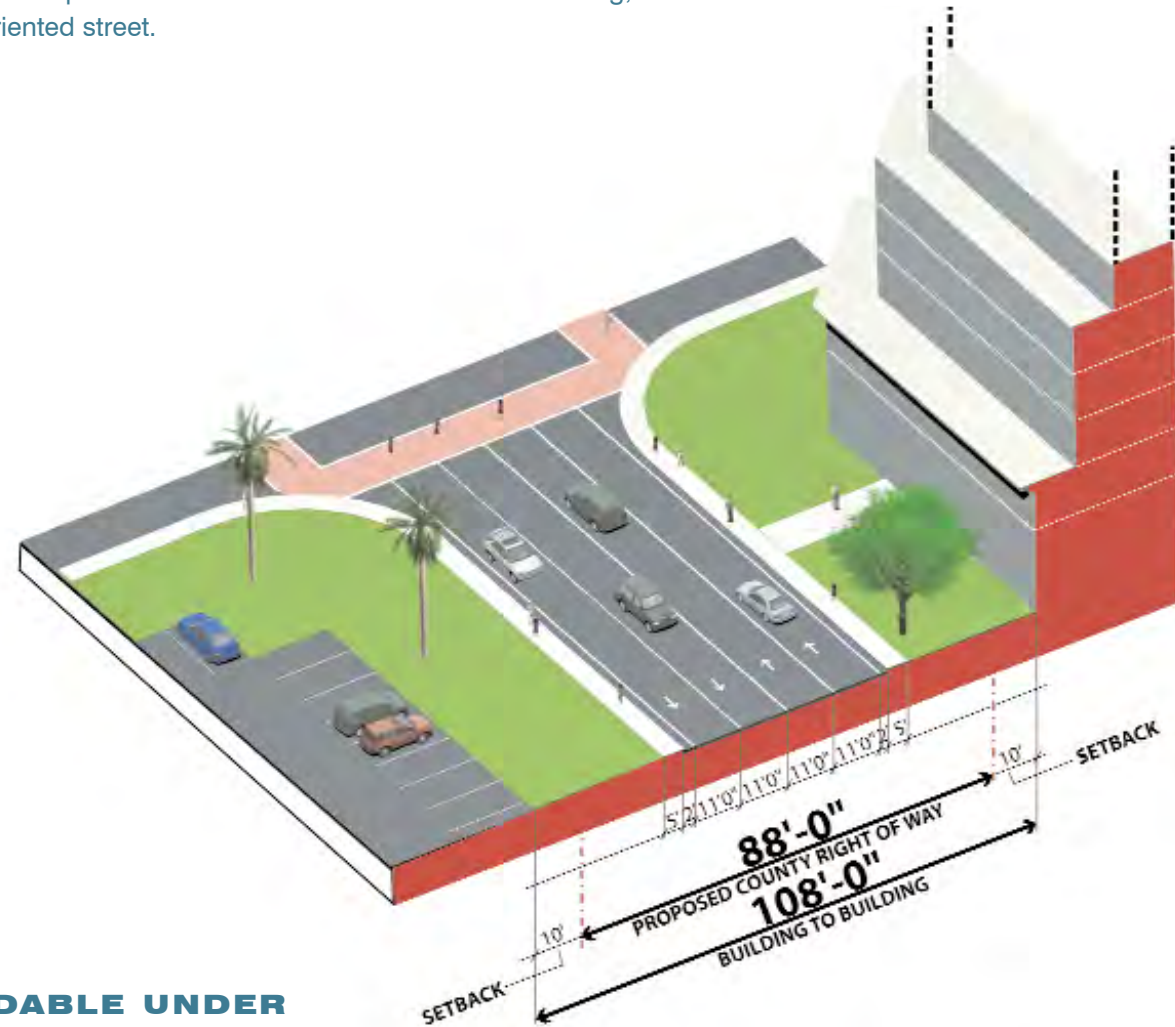
Andrews Avenue faces similar challenges to 3rd Avenue, and requires similar improvements in order to become an interesting, pedestrian-oriented street.



[Figure 4.63] Existing view of Andrews Avenue



[Figure 4.64] Historic view of Andrews as 'Main Street'



**BUILDABLE UNDER
CURRENT REGULATIONS**

[Figure 4.65]

ANDREWS AVENUE STREET DESIGN EXAMPLE

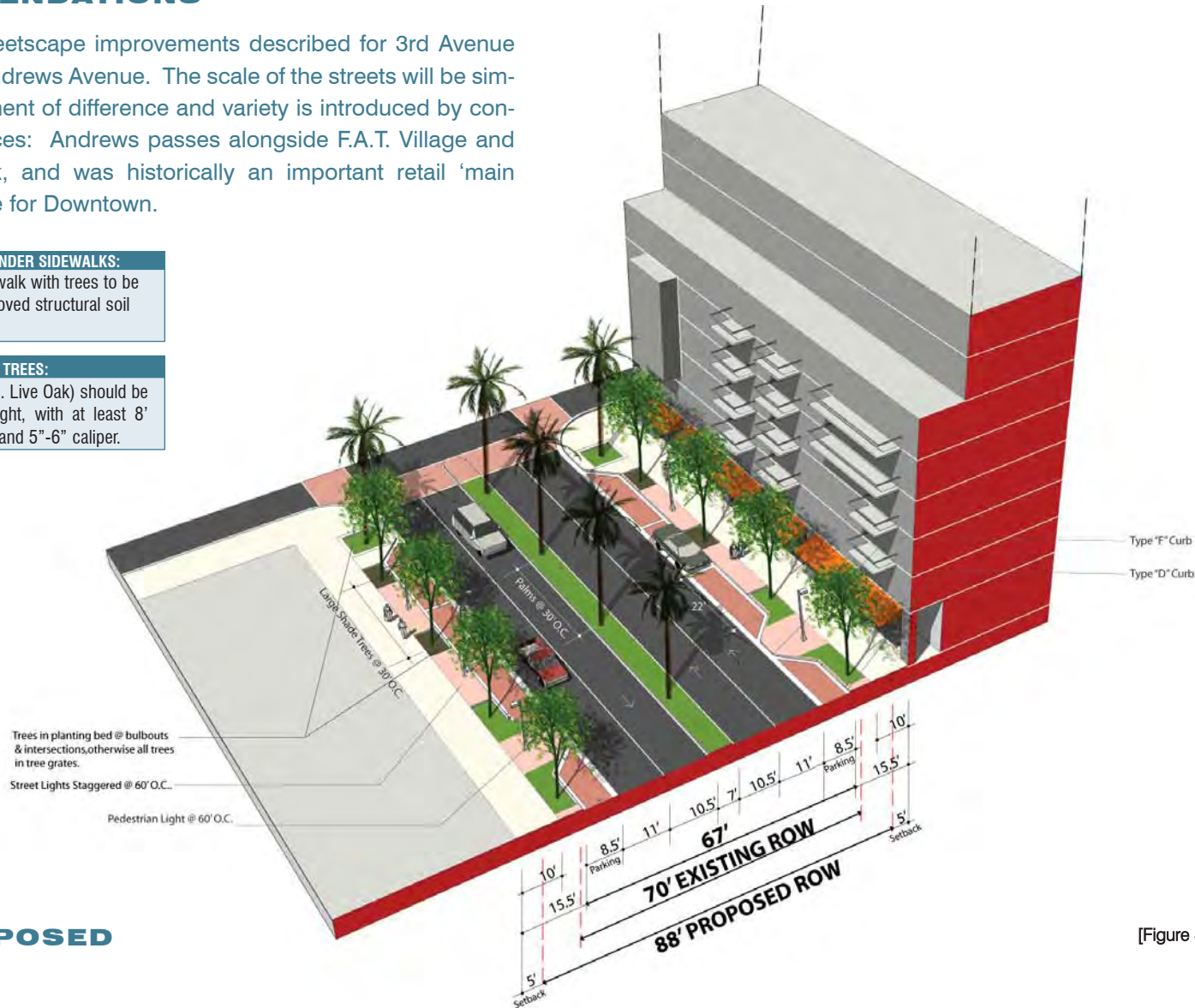
REVISED MAY 2007

RECOMMENDATIONS

Most of the streetscape improvements described for 3rd Avenue also apply to Andrews Avenue. The scale of the streets will be similar, but an element of difference and variety is introduced by contextual differences: Andrews passes alongside F.A.T. Village and Stranahan Park, and was historically an important retail 'main street' presence for Downtown.

NOTE ON SUB-GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6' clear trunk and 5"-6" caliper.



[Figure 4.66]

NOTE ON STREET DESIGN EXAMPLES:
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[Figure 4.67] Key map

LOCAL STREETS

STREET DESIGN EXAMPLE

VISION FOR “NEIGHBORHOOD CONNECTORS”

CHALLENGES

A number of existing local, primarily residential streets have right-of-ways ranging from 40 to 60 feet. Current regulations have the potential to result in either canyon-like streetscapes, or wide-open formless streetscapes, or a combination of both. This will not achieve a public realm with a neighborhood feeling. Street and Building Design Guidelines can shape a range of residential building forms and densities into a harmonious, pedestrian-oriented streetscape. Existing streets also suffer from inconsistent curb conditions and street trees.

RECOMMENDATIONS

- Minimize lane widths to allow for on-street parking on both sides of the street. Distinctive paving in parking lanes should relate to sidewalk paving to decrease the visual roadway width. The parking lane should be broken up by occasional planted bulb-outs, which may also contain street trees along the narrowest streets.
- Introduce consistent shade trees between the sidewalk and roadway/ parking lane. Mark intersections with taller palm trees.
- Introduce traffic calming devices at intersections. Mini-roundabouts are recommended at all local-to-local intersections, and provide for various elements (landscape, fountain, etc) to terminate vistas along these streets. This technique is



BEFORE

[Figure 4.68]

common in many cities, and allows the re-opening of currently barricaded streets in areas such as Flagler Heights.

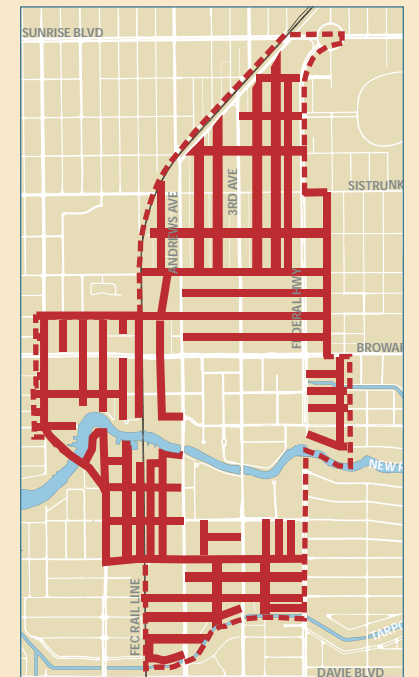
- The building to building setbacks allow for a ‘green’ semi-private planting area between the sidewalk and building. This space may also be occupied by entry stairs, or stoops, and projecting bay windows (or other architectural elements.) This space should not be paved (except at building entrances), and should not be used for parking.
- Discourage all curb-cuts except where absolutely unavoidable. Parking, service and other vehicular access should be from side streets or alleys wherever possible.

LOCAL STREETS STREET DESIGN EXAMPLE



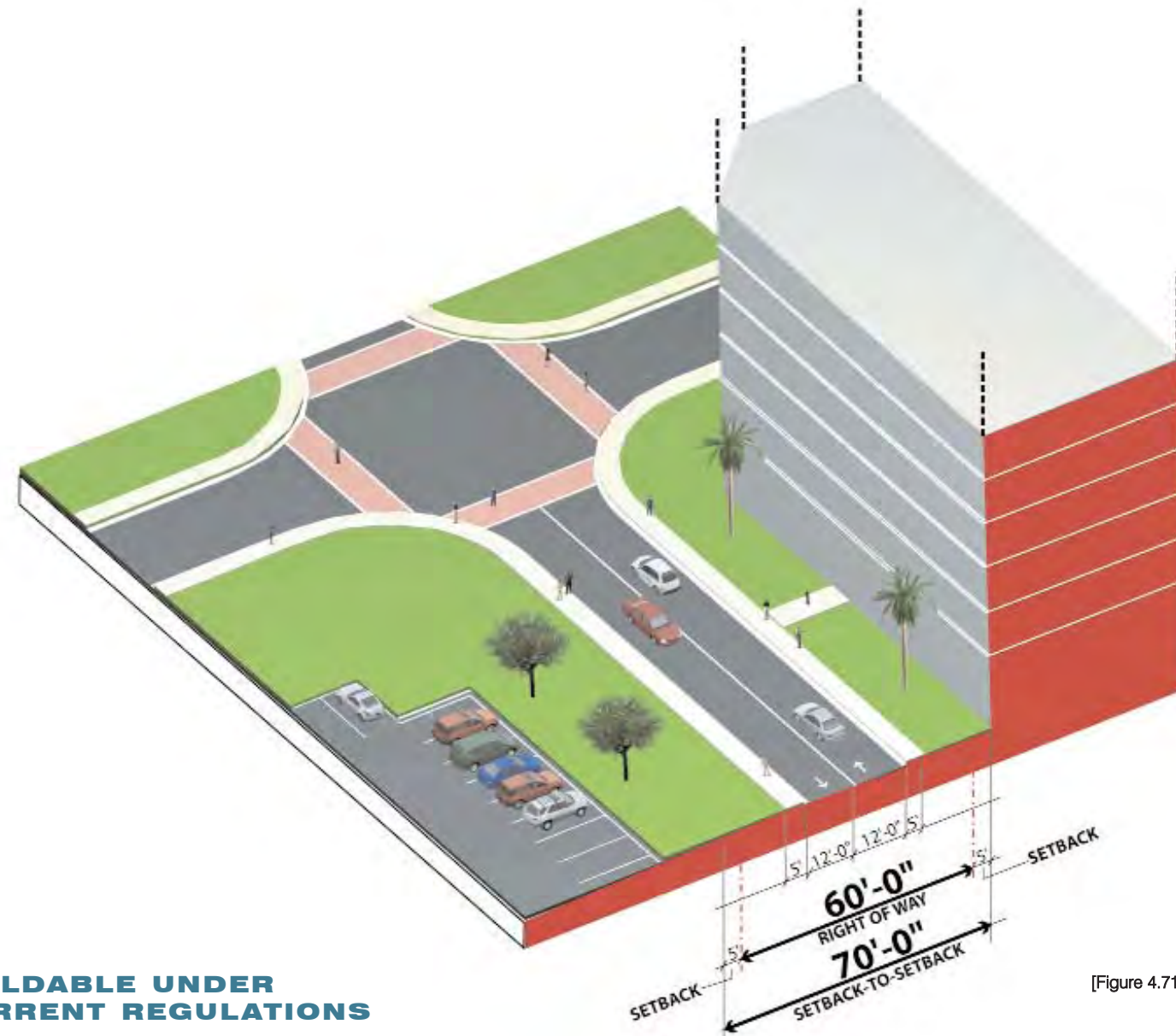
AFTER

[Figure 4.69]



[Figure 4.70] Key map

LOCAL STREETS STREET DESIGN EXAMPLE



**BUILDABLE UNDER
CURRENT REGULATIONS**

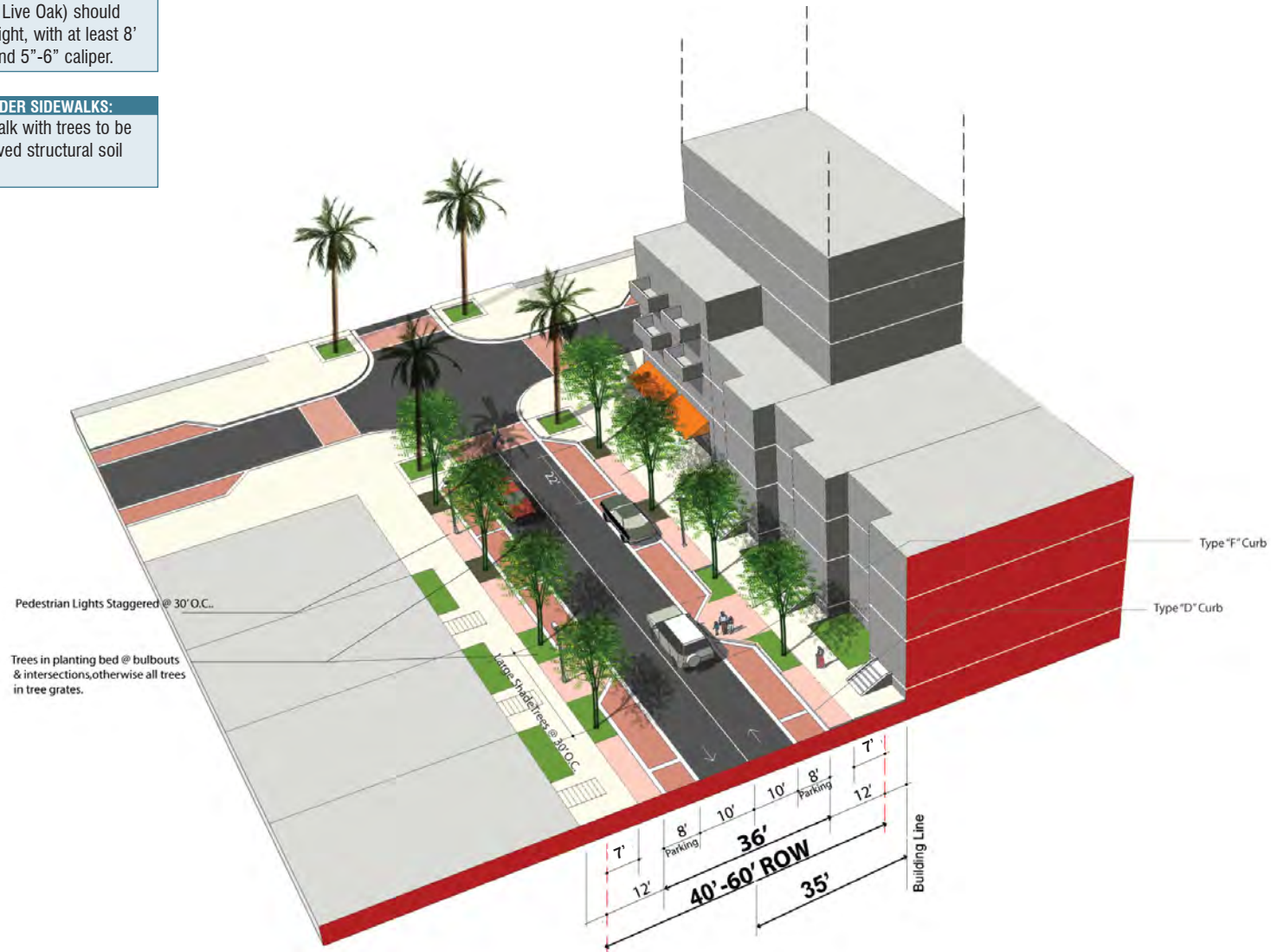
[Figure 4.71]

LOCAL STREETS STREET DESIGN EXAMPLE

REVISED MAY 2007

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6' clear trunk and 5"-6" caliper.

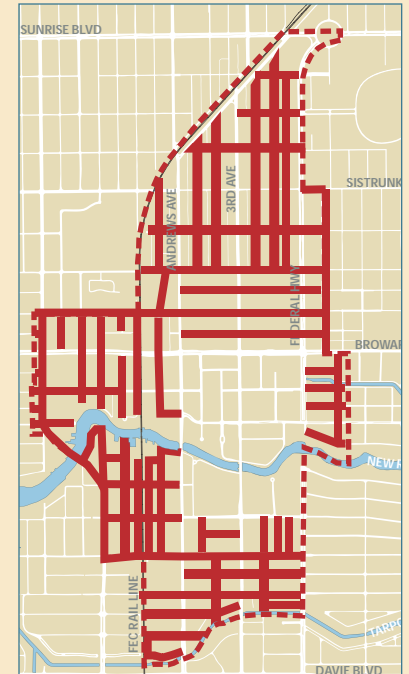
NOTE ON SUB-GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.



PROPOSED

[Figure 4.72]

NOTE ON STREET DESIGN EXAMPLES:
The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.



[Figure 4.73] Key map

PRINCIPLES OF BUILDING DESIGN

DEFINITION

Streetwall: the portion of a building facade immediately adjacent to the street, along or parallel to the lot-line.



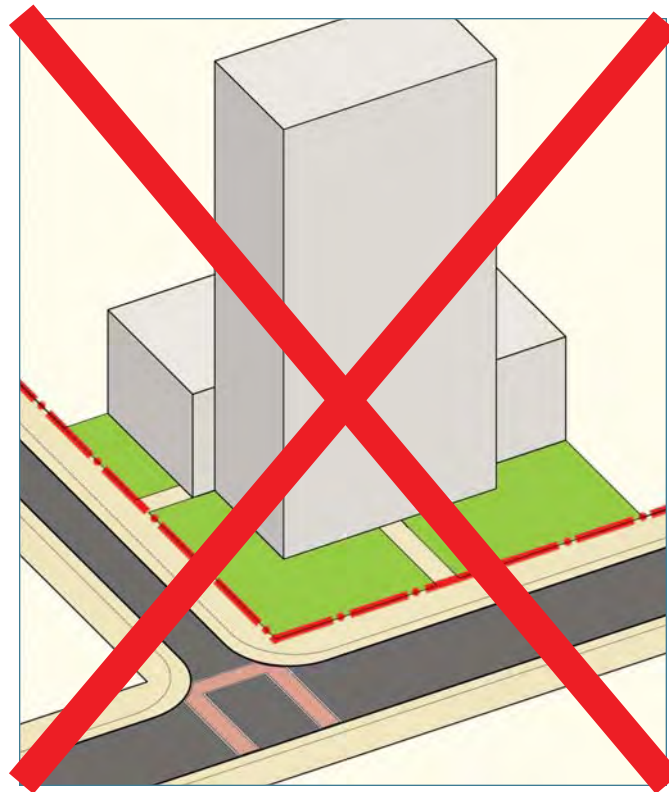
[Figure 4.74] Excessive and inconsistent building setbacks create a poorly-defined street corridor



[Figure 4.75] A uniform, pedestrian-friendly street wall in Coral Gables resulting from buildings built to an appropriate setback line

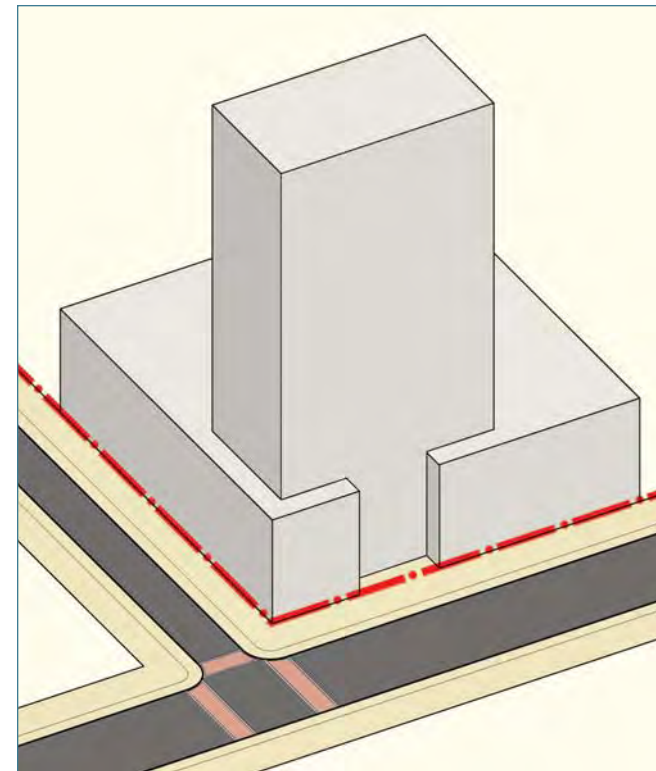
B - 1

Framing the street: building “streetwall” should generally meet the setback line.



DISCOURAGED

[Figure 4.76]



ENCOURAGED

[Figure 4.77]

In general, most of the building “streetwall” should meet the setback lines, except in cases of special entry features, architectural articulation, or in the instance of well-defined public spaces (see Principles of Building Design B-2). When all the buildings along a street follow this principle, the street forms a well-defined, continuous corridor (with some variation) that encourages walkability and activity along its length.

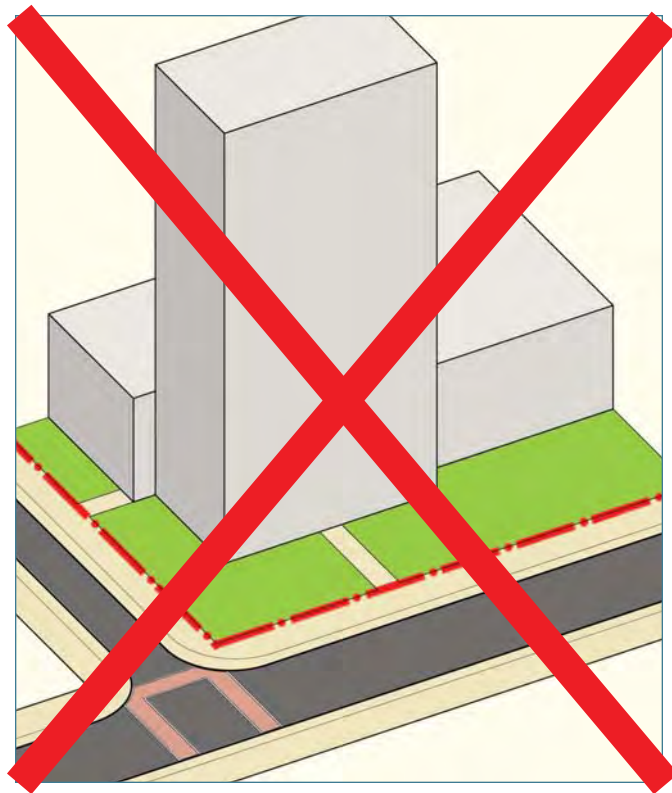
PRINCIPLES OF BUILDING DESIGN

B-2

Framing the street: encourage aggregation of site open space requirements as pedestrian public space (instead of unusable, leftover 'green' perimeter).

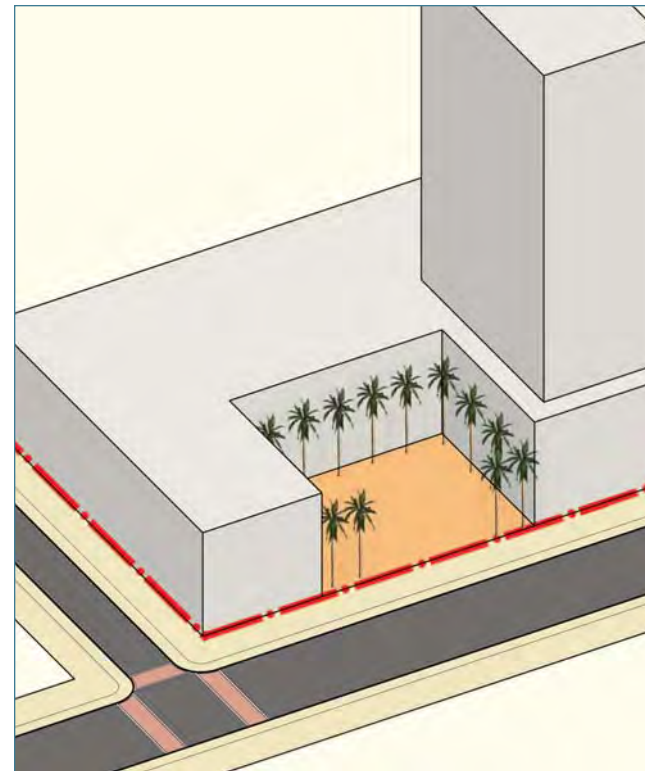
Too often, open space site requirements result in unusable, suburban-style landscaped zones between the sidewalk and building.

Dimensions and treatments often vary, resulting in a discontinuous, inefficient use of open space. As a result, the open space is 'wasted' rather than contributing to a vibrant public realm. Open space should be consolidated and used to create pedestrian-friendly spaces, parks, and plazas; 'hard' surfaces mixed with landscaping should be encouraged to create usable, urban plazas.



DISCOURAGED

[Figure 4.78]



ENCOURAGED

[Figure 4.79]



[Figure 4.80] Unusable 'green' spaces resulting from building setbacks, with trees placed on the wrong side of the sidewalk



[Figure 4.81] Open, or 'green', space requirements can be organized and consolidated into usable public plazas, as in this Coconut Grove example

PRINCIPLES OF BUILDING DESIGN

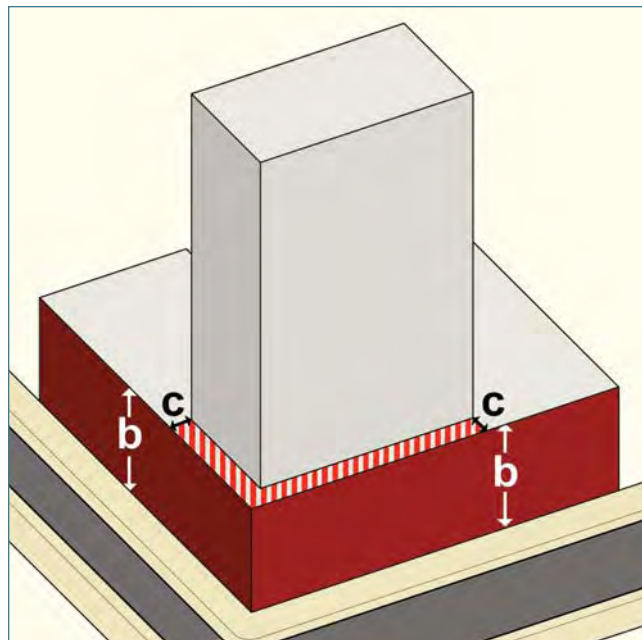
B-3

Framing the street: minimum and maximum building 'street-wall' heights.

'Streetwall' height is the vertical dimension ("b") of a building 'shoulder' above which the building begins to step back ("c"). This height should vary depending on the width of the street and character of the area.

Varying streetwall heights in each of the Character Areas described later in this chapter will create different types of streets and street sections. Building form will be used to distinguish different areas of the Downtown by creating a variety of different street-level pedestrian experiences.

(Refer to Character Area Guidelines later this chapter for details)



[Figure 4.82] Streetwall Height (to initial 'shoulder' step-back)

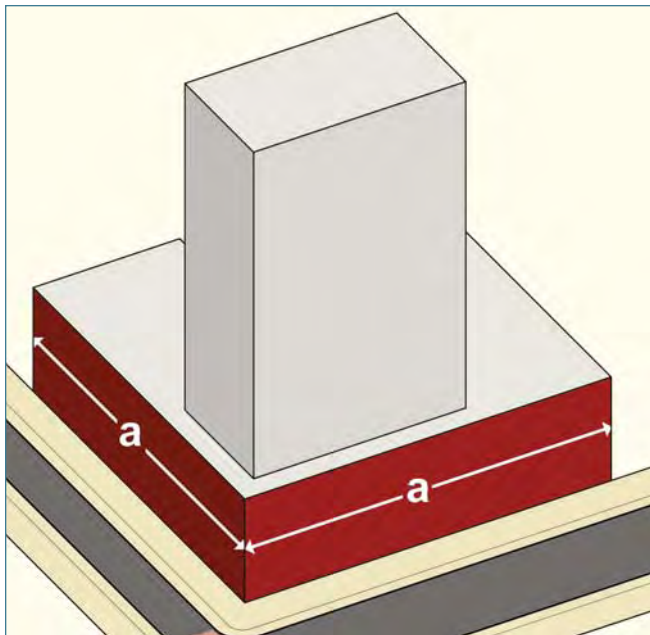
PRINCIPLES OF BUILDING DESIGN

B-4

REVISED MAY 2007

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

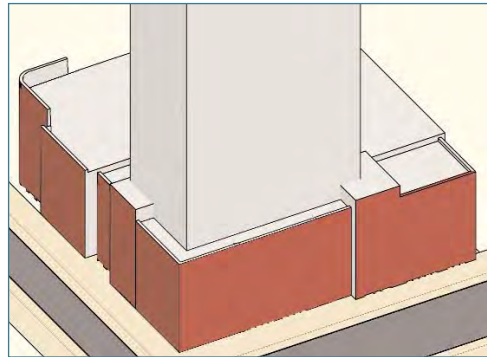
The 300 foot dimension, while encouraging streetscape variety, does not create varied building configurations along narrow-block frontages, which typically measure less than 300 feet. The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to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



[Figure 4.83]

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:

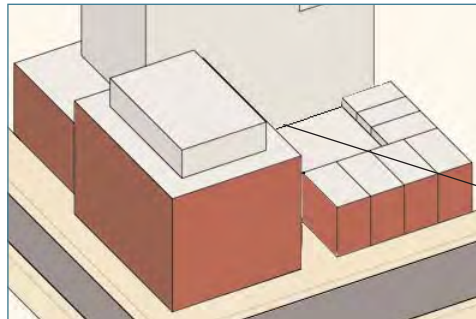
- division into multiple buildings/ but without superficial facade parapets



[Figure 4.84]

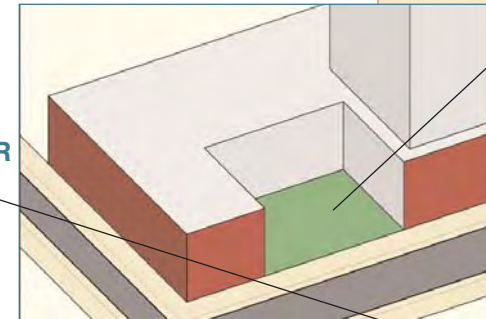
LESS PREFERRED

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



PREFERRED

[Figure 4.85] Encouraged Streetwall Length



PREFERRED

[Figure 4.86]

NOTE

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

PRINCIPLES OF BUILDING DESIGN

DEFINITION

Tower: Any floor above defined 'shoulder' height used for framing the street, varies by Character Area



[Figure 4.87]



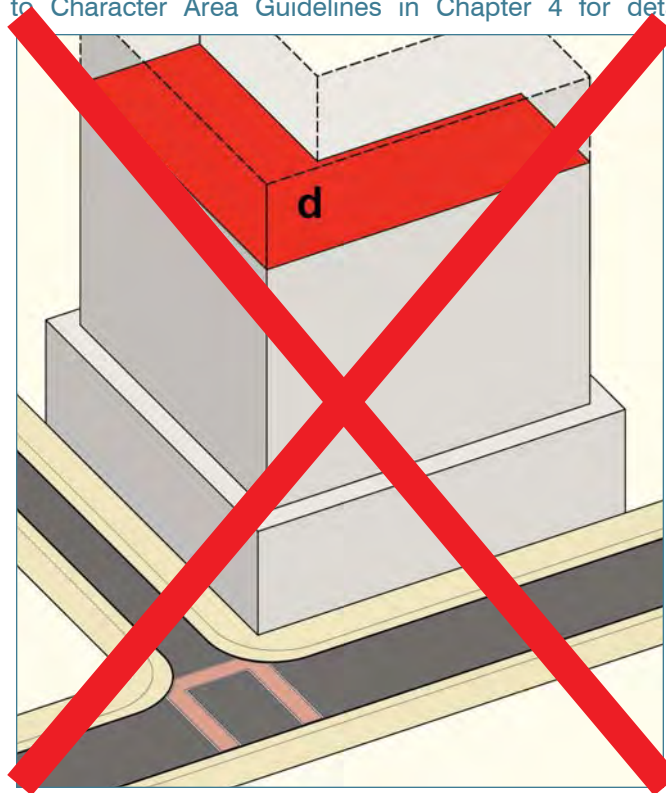
[Figure 4.88] Multiple slender towers instead of bulky, large-floorplate, 'wall' buildings to maintain light and view corridors

B-5

Preferred Maximum "floorplate" area for towers.

Reducing tower floorplate areas will dramatically change the visual impact of tall buildings on the skyline, the street environment, and on views from nearby buildings.

"Floorplate" areas should vary according to Character Area. (Refer to Character Area Guidelines in Chapter 4 for details.)

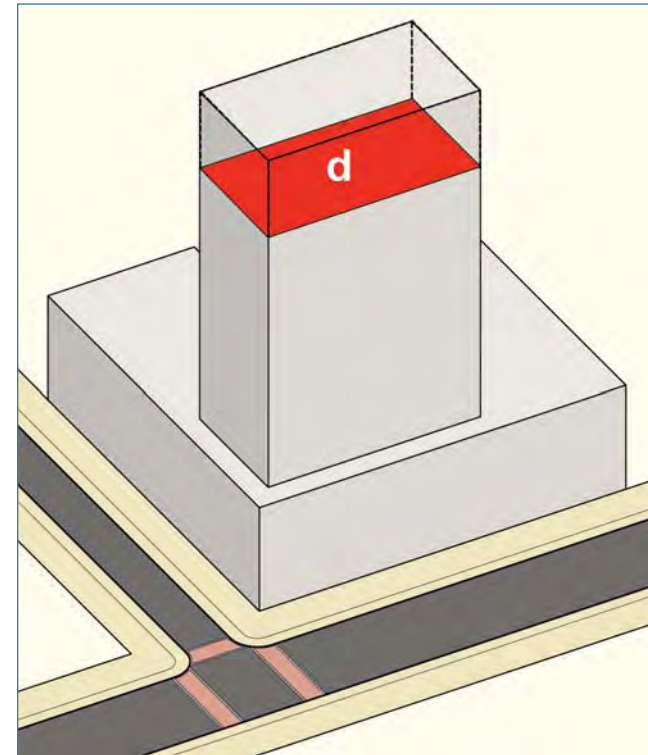


DISCOURAGED

[Figure 4.89]

Note: Preferred floorplate GSF doesn't include open balcony area).

Varying floorplate areas in each of the Character Areas described later in this chapter will encourage more slender towers (allowing more than one tower per project in some cases) and discourage massive, bulky, 'wall'-type buildings with larger floorplates, thereby providing more light and air to streets/open spaces below. (Maximum floorplate area below shoulder height is not specified.)



ENCOURAGED

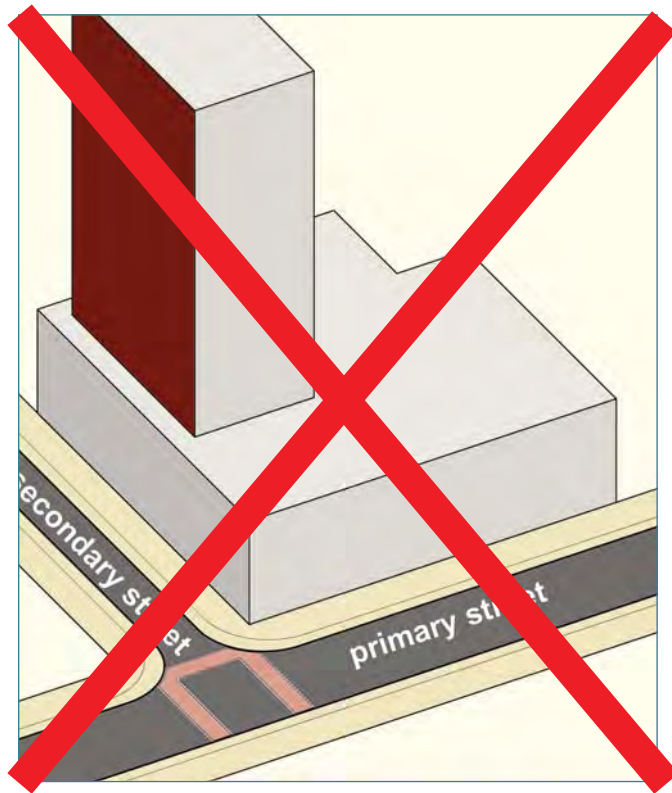
[Figure 4.90]

PRINCIPLES OF BUILDING DESIGN

B-6

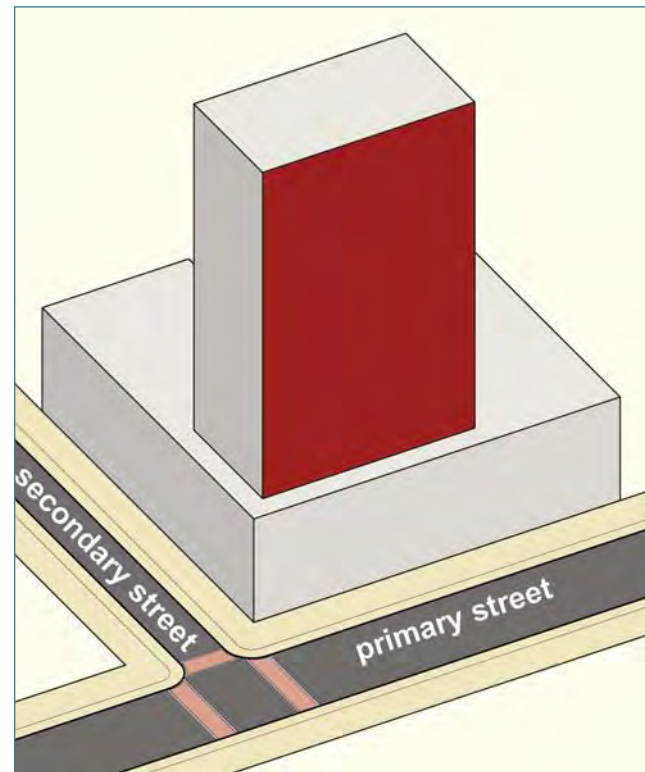
Where buildings with towers are located with frontages on multiple streets, the towers are encouraged to orient towards the “Primary Street”.

If a tower building has only one frontage, then this frontage is considered the Primary Street. If a Primary Street has a right-of-way < or = to 60 feet, then Building Design Principle B-7 applies.



DISCOURAGED

[Figure 4.91]



ENCOURAGED

[Figure 4.92]

DEFINITION

Tower: Any floor above defined ‘streetwall’ height used for framing the street, varies by Character Area

DEFINITION

Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.



[Figure 4.93] Locate towers on primary streets (> 60 ft. wide)
 - ‘Room to breathe’
 - Maintain street character

PRINCIPLES OF BUILDING DESIGN

B-7

DEFINITION

Tower: Any floor above defined 'streetwall' height used for framing the street, varies by Character Area

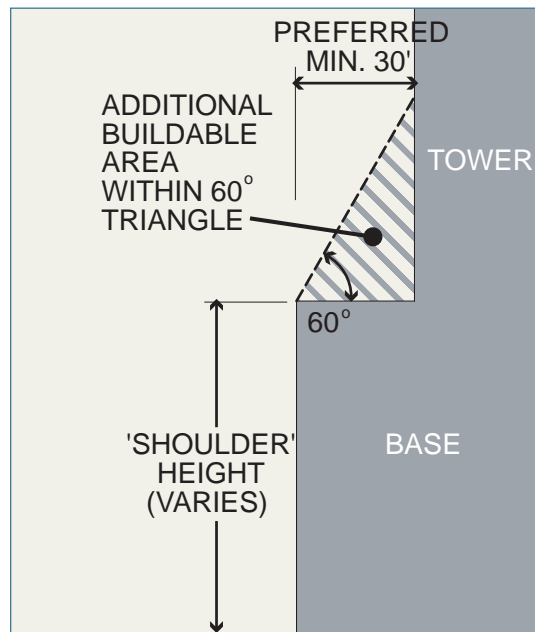
If towers are located on streets with a right-of-way \leq to 60 feet, increased setbacks from the 'shoulder' are encouraged to reduce the impact on the street (for Character Areas other than Downtown Core).

The preferred minimum setback in these cases is 30 feet, and additional buildable area is allowed within a 60 degree triangle above the 'shoulder'. If the tower is located on a corner site, where both streets are \leq to 60 feet, increased setbacks from the 'shoulders' are encouraged along both streets, provided that the setbacks do not preclude a tower with the preferred maximum gsf.



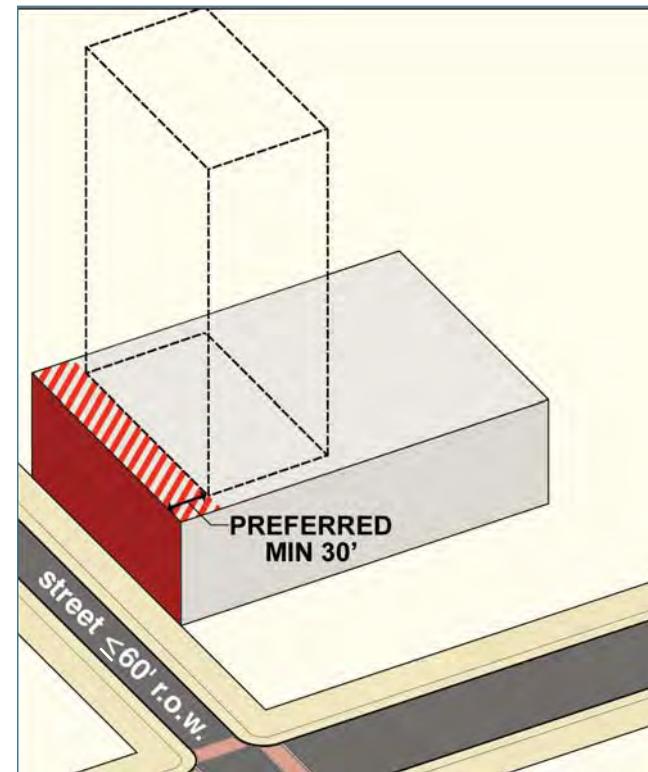
[Figure 4.94] Example of a non-tower building on a narrow street. When towers do occur on narrow streets, they are encouraged to have additional shoulder setbacks (\leq or = 60 ft.wide) to reduce:

- Impacts on light and air
- Loss of neighborhood character



[Figure 4.95]

Where atypical lot dimensions (such as unusually narrow blocks) occur, the principle of minimizing the impact of higher buildings on smaller streets and lower scale building fabric still applies, but site-specific solutions need to be found for placement of higher elements. One way of achieving this guideline could be through the development of a Precinct plan.



[Figure 4.96]

PRINCIPLES OF BUILDING DESIGN

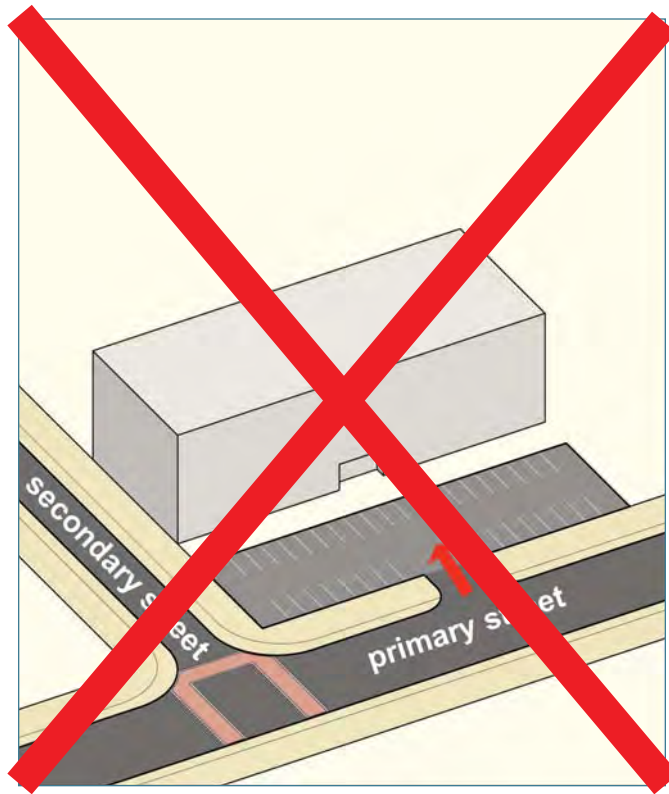
B-8

Surface parking: discourage parking and access along the Primary Street frontage.

In general, surface parking along street frontages should be avoided. However, when it is unavoidable, access and frontage should be limited to Secondary Streets. Parking lots create 'dead' spaces along pedestrian-oriented streets, where street-life and street-space definition are lost. Parking within the interior of a block with discrete access is a preferred alternative.

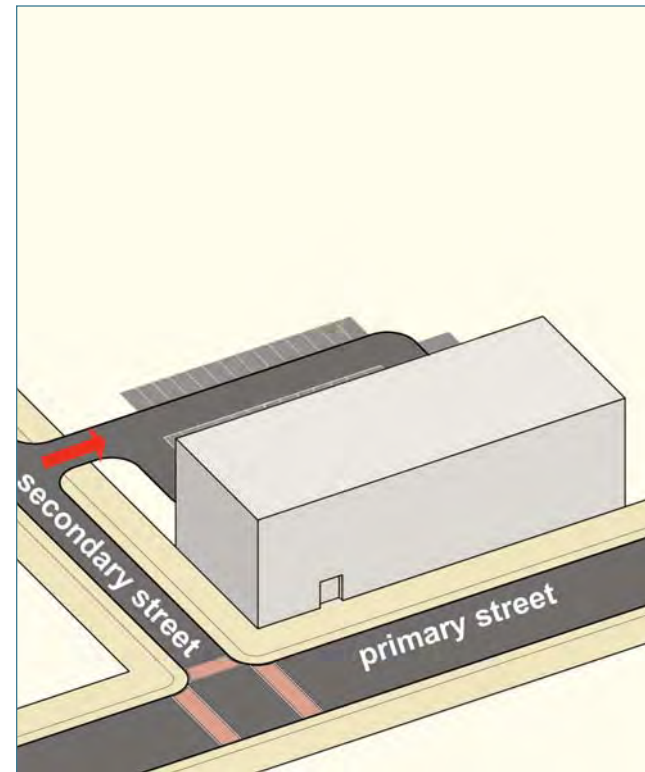
DEFINITION

Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.



DISCOURAGED

[Figure 4.97]



ENCOURAGED

[Figure 4.98]

PRINCIPLES OF BUILDING DESIGN



[Figure 4.99] Parking at grade level on SE 6th Street
 - Lost future potential for street life
 - Increases isolation of residential units from public realm



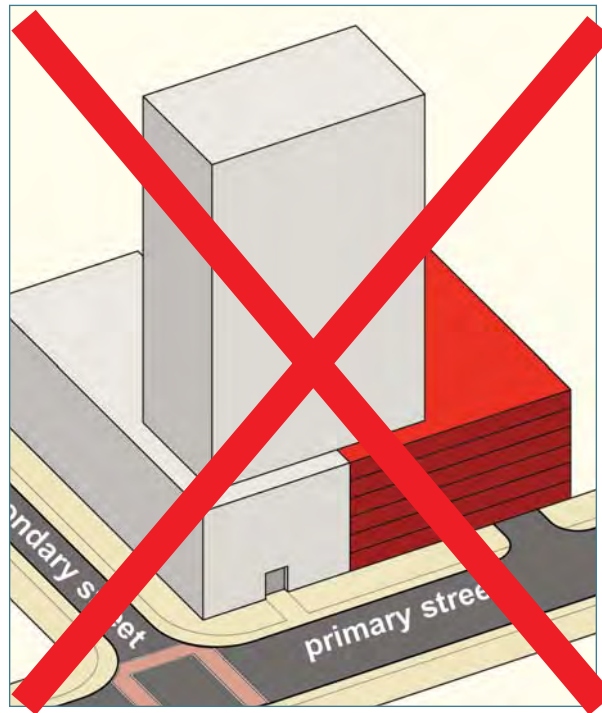
[Figure 4.100] Exposed parking garage on Broward Boulevard
 - Blank, monotonous appearance
 - Car-dominated environment

B-9

REVISED MAY 2007

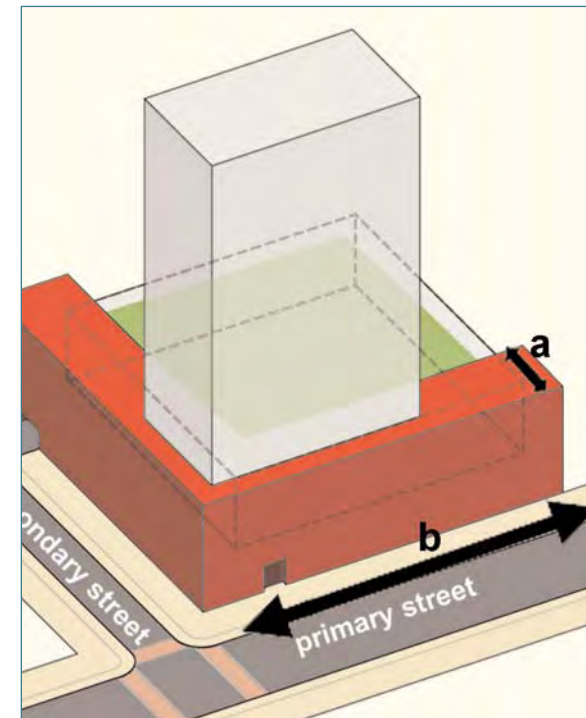
Parking garages:

- Encourage access from secondary streets and alleys.
- Encourage street level activities and minimize visual exposure of parking with active space on the ground floor of a parking garage.
- The upper floors of a parking garage should not be visible along primary streets, waterways, and parks (see Q5). Active spaces on these upper floors along primary streets, waterways, and parks are encouraged as a preferred design.



DISCOURAGED

[Figure 4.101]



PREFERRED ALTERNATIVE

[Figure 4.102]

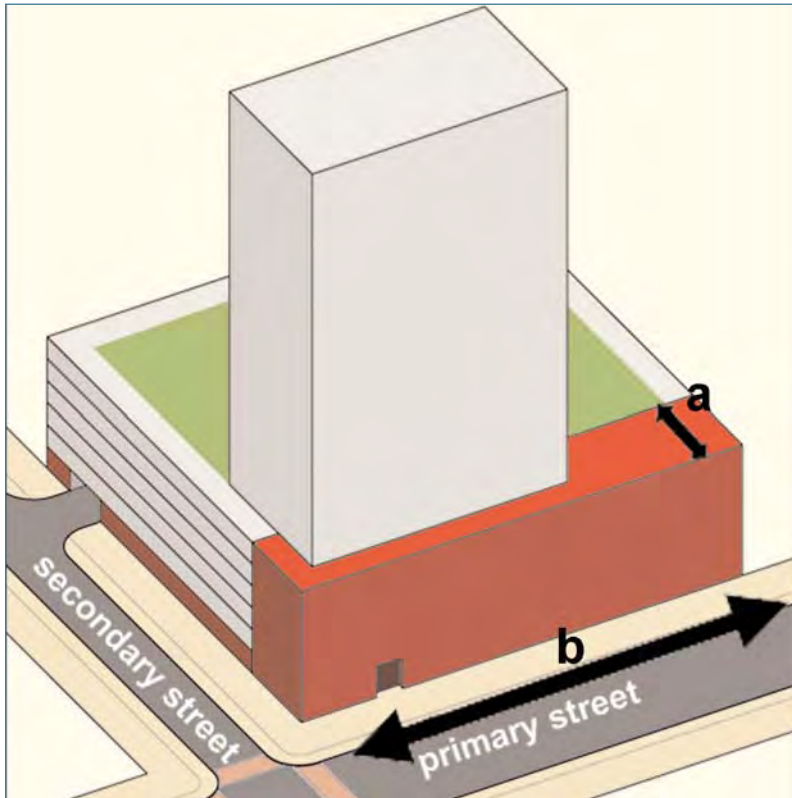
Parking garage design should be well integrated with the overall building design.

In order to create vibrant streetscapes, structured parkings encouraged to be shielded from streets with a 'liner' of active uses (residential/ commercial/ office).

PRINCIPLES OF BUILDING DESIGN

REVISED MAY 2007

Where shielding by active uses cannot be achieved, beyond the first floor, exposed parking garages should be limited to secondary streets, starting as far back from the Primary Street intersection as possible. Where exposed to street, parking garages should be disguised through a variety of architectural screening solutions (such as windows, landscape elements, architectural panel systems integrated with overall building design, etc.).



LESS PREFERRED ALTERNATIVE

[Figure 4.103]

Liner uses are encouraged to provide active, occupied space (residential, commercial, cultural, etc) at the street level and upper floors along primary streets, parks, and waterway.

Landscaping, plazas, or active uses are encouraged to conceal or enhance rooftop parking areas.

Active building uses are encouraged to cover entire street frontage 'b'

Minimum criteria for liner depth 'a':

LOT DEPTH <150'	ground	2 nd & up	LOT DEPTH 150' or >	ground	2 nd & up
Office	40' min	30' min	Office	40' min	30' min
Retail/cultural	40' min	30' min	Retail/cultural	60' min	40' min
Residential/ live-work	25' min	25' min	Residential/ live-work	25' min	25' min

Where retail is not feasible:

- townhouses w/ individual entry
- office/ conference room space
- other active/ transparent use



[Figure 4.104] Parking integrated with building design – does not impact pedestrian activity on-street, and does not dominate view

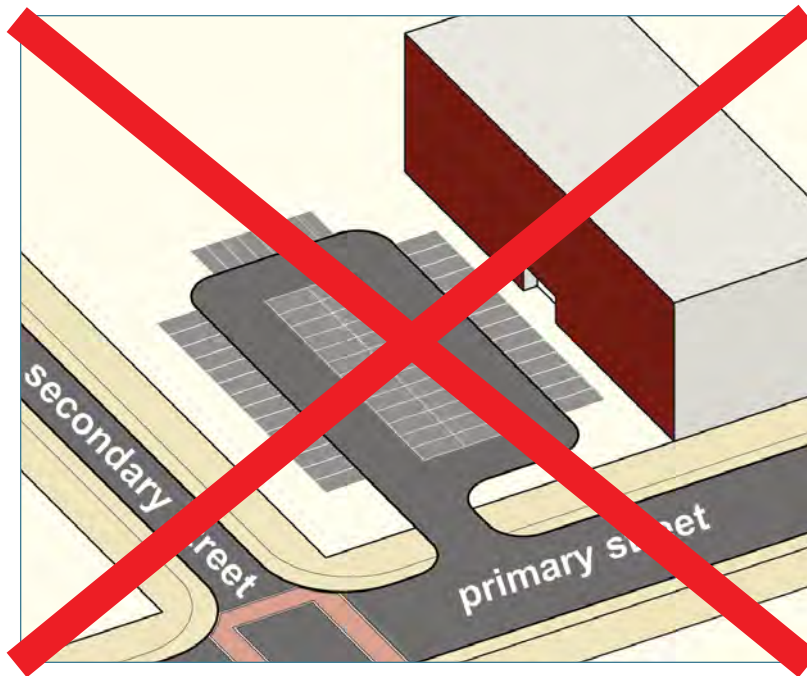
PRINCIPLES OF BUILDING DESIGN

B-10

Encourage main pedestrian entrance to face street.

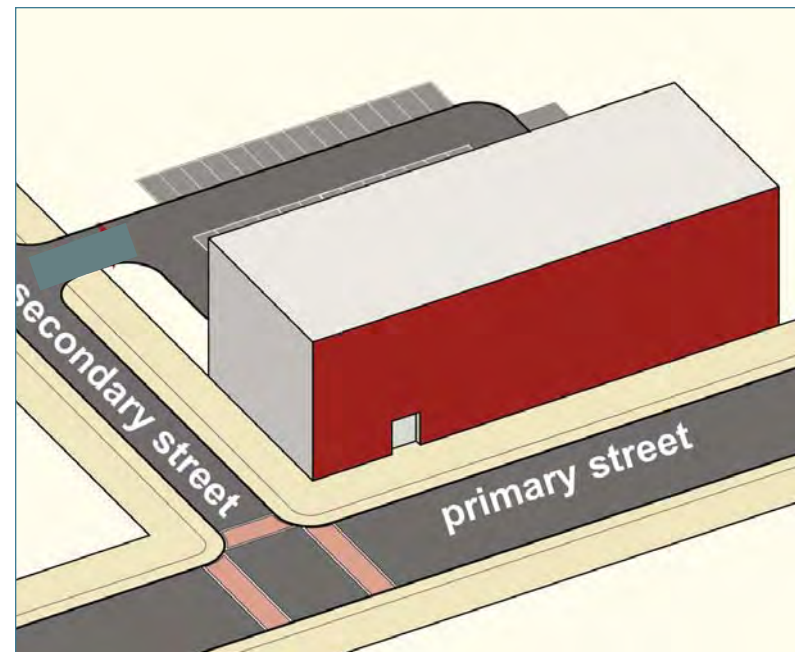
The main entrance to a building is encouraged to face the street and not a parking lot. In general, the more pedestrian entrances along a street, the more active and interesting the street becomes. Entrances along the street encourage pedestrian activity, accommodating building-users arriving by foot, from on-street parking,

and from transit. If interior-block parking exists, there may also be secondary entrances from the parking area, or mid-block pedestrian passages from parking areas to the street. Buildings set back from the street behind surface parking lots are discouraged, since they draw pedestrian life away from the streets, and create unpleasant approaches to their entrances for people arriving at the building on foot.



DISCOURAGED

[Figure 4.105]

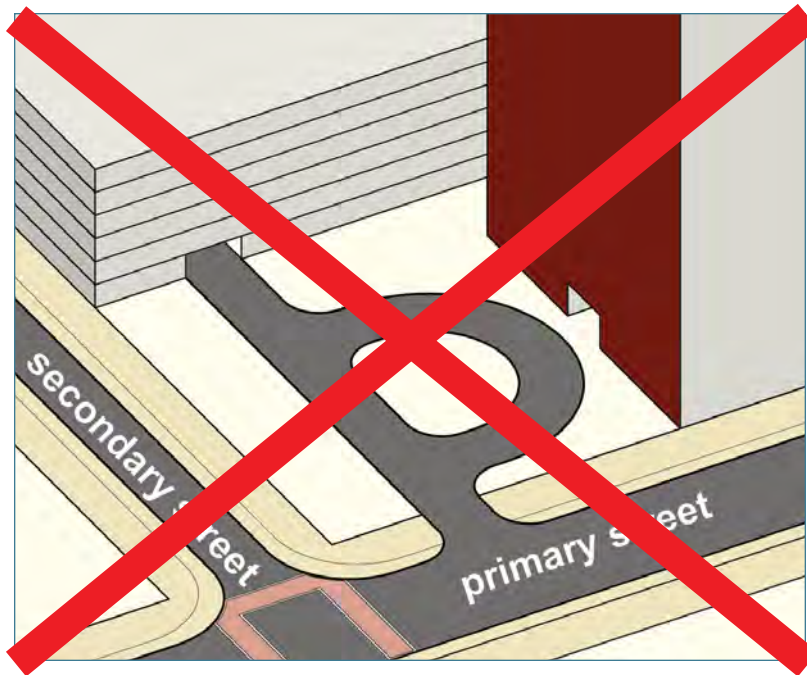


ENCOURAGED

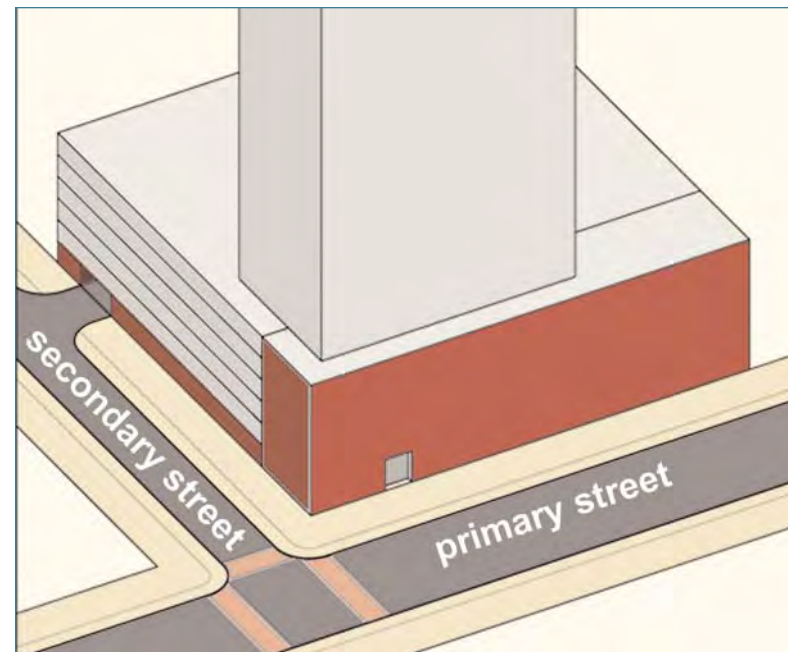
[Figure 4.106]

PRINCIPLES OF BUILDING DESIGN

Building entrances set back behind large 'motor court' drop-offs can also compromise the continuity of pedestrian street-life. Modest drop-off areas, without curb-cuts, are easily accommodated along streets (often through the removal of on-street parking at the building entrance location), or within an adjacent ground floor parking structure.

**DISCOURAGED**

[Figure 4.107]

**ENCOURAGED**

[Figure 4.108]

PRINCIPLES OF BUILDING DESIGN

B-11

Maximize active uses & 'extroverted' ground floors with retail in strategic locations.

Using the Retail Diagram of the Framework Plan (Figure 3.81) as a starting point, the City should undertake an in-depth retail analysis to determine the most effective and realistic retail opportunities throughout Downtown. Active ground-floor retail should be focused along strong pedestrian-oriented corridors and scattered in strategic neighborhood locations, such as along the edge of a neighborhood 'square'. Ground floor retail should not be required for all new development; rather, it should

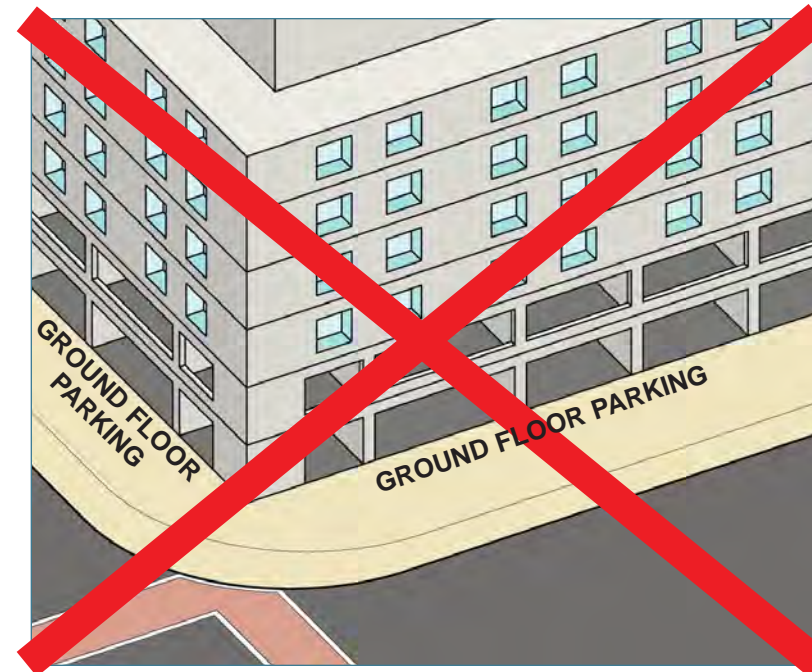
be encouraged in market-supported areas that contribute to a well-planned, interconnected, active streetscape.

Where ground floor retail is not appropriate, other 'extroverted' program elements should be located on the ground floor or wherever possible such as residential common areas. These uses should have transparent and open facades and avoid blank walls wherever possible.



DISCOURAGED

[Figure 4.109]



DISCOURAGED

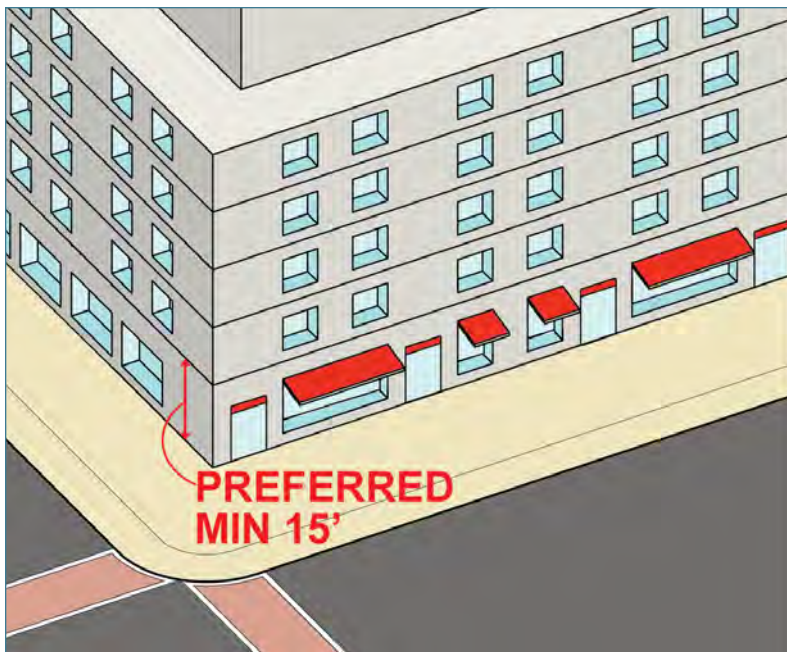
[Figure 4.110]

PRINCIPLES OF BUILDING DESIGN

NOTE:

Figure 4.82 below illustrates the concepts encouraged by Principles B-11 & B-12:

- 1) Active ground floor uses
- 2) Transparency (windows/ storefronts)
- 3) Multiple street level entrances
- 4) Shading devices
- 5) High ground-level floor height (preferred 15' floor to floor minimum)



ENCOURAGED (B-11 & B-12)

[Figure 4.111]

B-12**Encourage pedestrian shading devices of various types.**

Pedestrian comfort and visual interest can be achieved through the consistent use of a variety of shading devices. These elements may project beyond building setback lines. Some options include:

- Awnings
- Arcades
- “Eyebrow” overhangs
- Miscellaneous shade structures

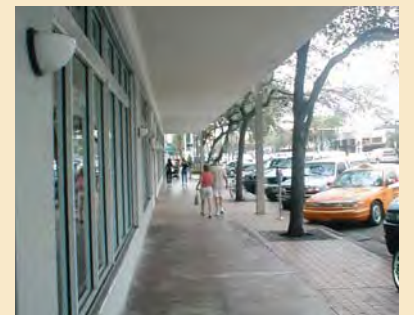
(Shading devices should be used in conjunction with street trees.)



[Figure 4.112] Fixed awnings



[Figure 4.113] Movable awnings



[Figure 4.114] 'Eyebrow' overhang

B-13

Encourage balconies and bay windows to animate residential building facades.

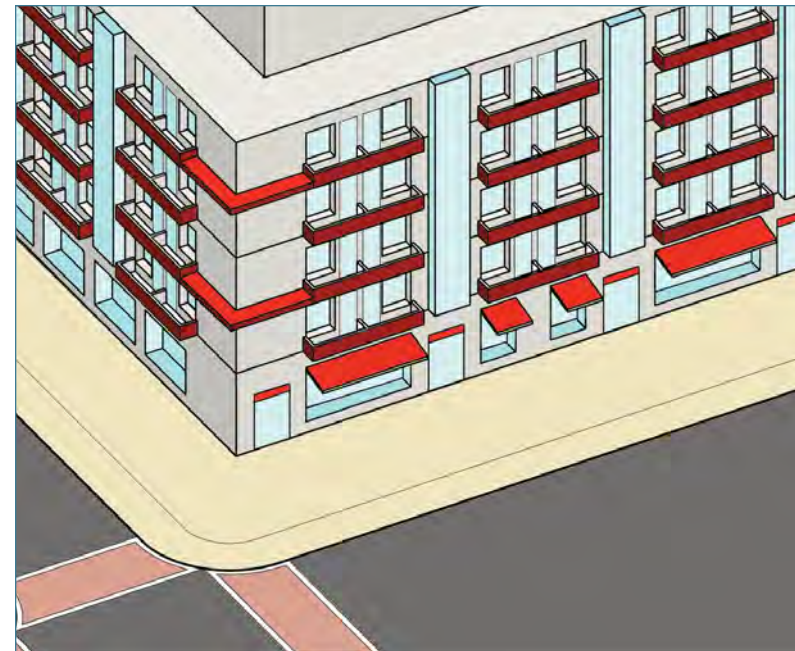
While balconies and bay windows add to the quality of residential units, they also contribute to the visual variety of the streetscape. Highly articulated building facades can break up the potential monotony of large-scale buildings. Balconies, in particular, take advantage of Fort Lauderdale’s year-round climate by lining the streetwalls with people and living spaces.

Balconies and bay windows may project beyond building setback lines (to be coordinated with City Staff on a case by case basis, and subject to potential conflicts.) When possible, depth of balconies should provide outdoor space that is usable and accessible by apartments. “False” balconies are discouraged.



DISCOURAGED

[Figure 4.115]



ENCOURAGED

[Figure 4.116]

PRINCIPLES OF BUILDING DESIGN

B-14

In residential buildings, encourage individual entrances to ground-floor units (particularly in the Urban Neighborhood Character Area).

Multiple residential entrances create increased and well-distributed pedestrian activity, and increased security (actual and perceived) on the street by adding activity and “eyes on the street”, especially in residential areas with little or no retail. Multiple entrances also create a more human-scaled, regular rhythm along the street.



[Figure 4.118] Vancouver, BC, Canada
- Townhouses at base of apartment building
- Increased activity, safety at street level



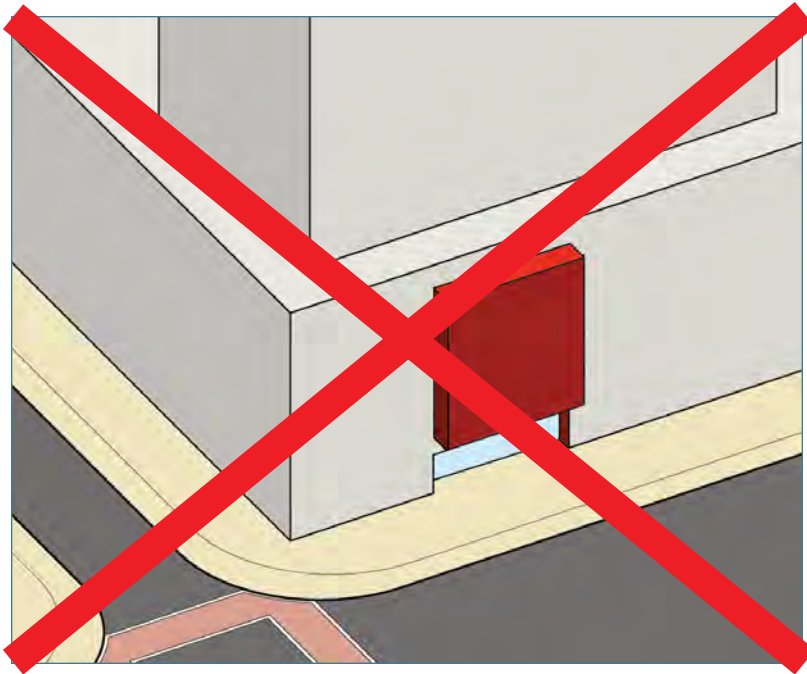
[Figure 4.119]



[Figure 4.121]

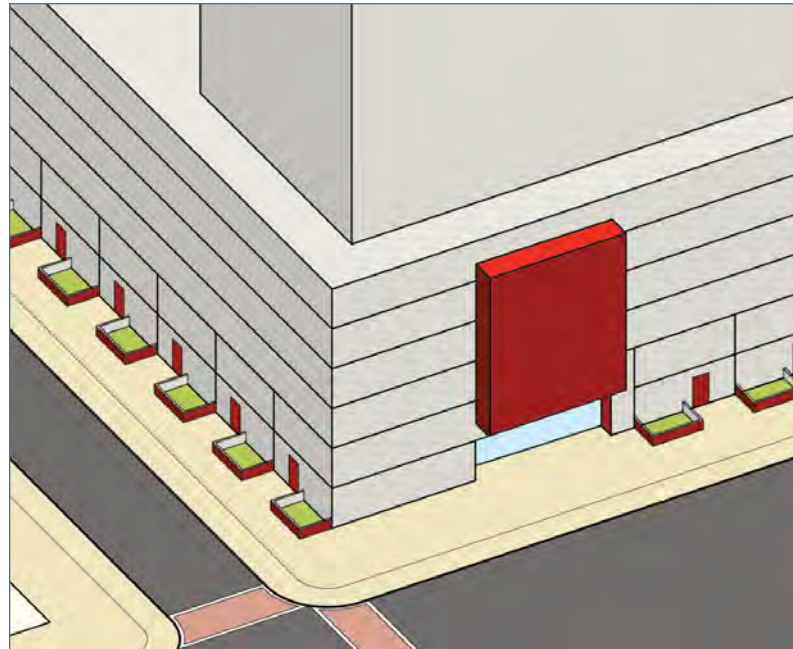


[Figure 4.122] Delray Beach
- Each unit has separate entrance
- Garden areas and steps enhance privacy



DISCOURAGED

[Figure 4.117]



ENCOURAGED

[Figure 4.120]

PRINCIPLES OF BUILDING DESIGN

B-15

High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor.

Larger building types, such as high-rises, often fail to address the importance of active ground floor uses and pedestrian-oriented design. This can be the result of an inappropriate prioritization of car access over pedestrian access, and other factors. Therefore,

extra effort must be made to integrate these larger buildings into the fabric of a continuous pedestrian-oriented urban environment by utilizing various strategies described in this chapter. Key among these is the addition of lower scale active uses, such as retail or additional residential, at the perimeter of the site.



[Figure 4.123] High-rise with ground-floor retail
- Example of pedestrian-oriented base with active use
- Example of concealed parking with side street entry

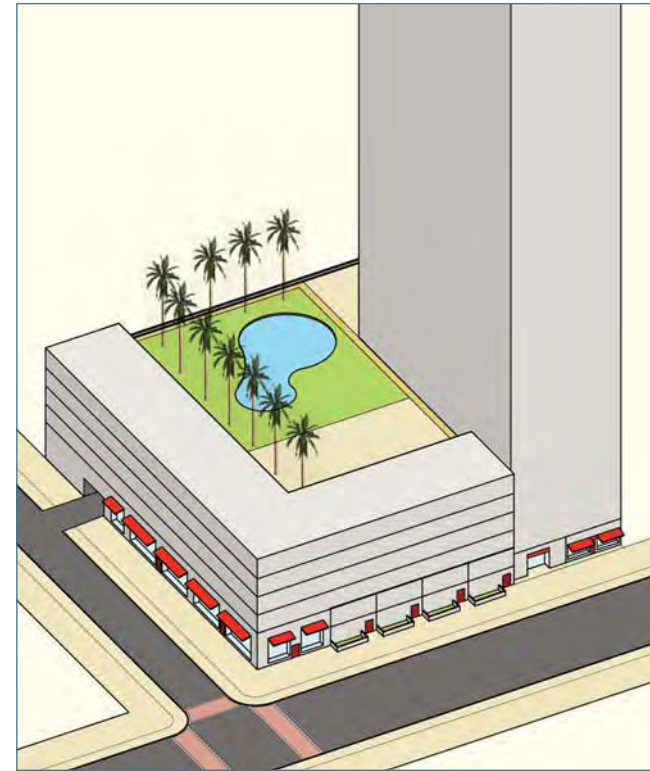


[Figure 4.124] High-rise with townhouse base
- Example of small-floorplate tower
- Example of townhouses that address street and conceal internal parking
- Multiple street-level residential entries



DISCOURAGED

[Figure 4.125]



ENCOURAGED

[Figure 4.126]

PRINCIPLES OF BUILDING DESIGN**B-16**

Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.

Civic or government buildings, cultural facilities, and other special monuments should have particular prominence within the Downtown. In the tradition of great examples from many cities around the world, these buildings should have greater freedom in form and architectural expression. These signature landmarks of city-wide importance will stand out by being the “exception to the rule”, and have a greater impact when surrounded by strong and well-defined streetscapes which are encouraged elsewhere in this chapter.



[Figure 4.127]
Federal Courthouse in Las Vegas, Nevada.



[Figure 4.128]
Guggenheim Museum in Bilbao, Spain.

PRINCIPLES OF BUILDING DESIGN

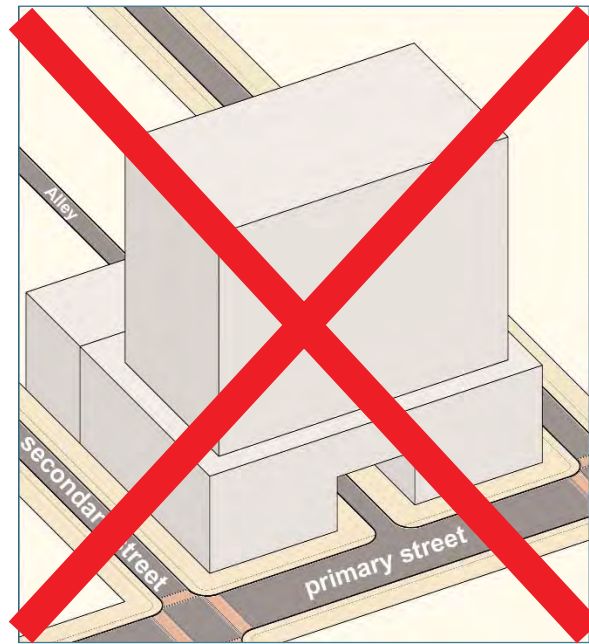
B-17

ADDED MAY 2007

Discourage development above rights-of-way(air rights)

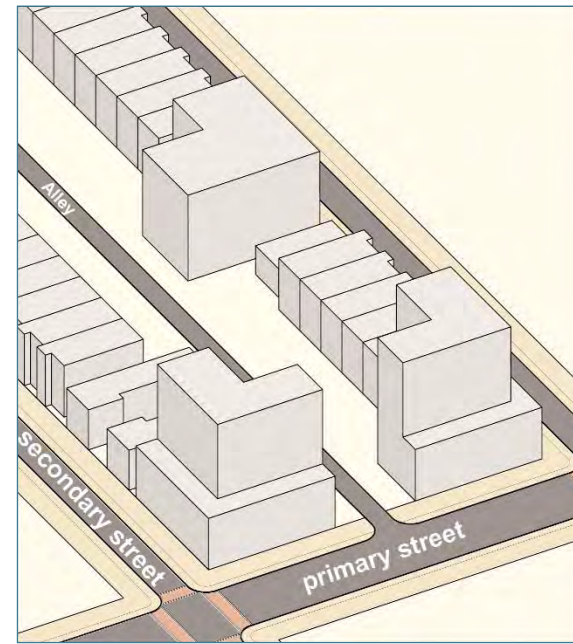
(Encourage building types appropriate to lot size and block structure)

Pedestrian and vehicular bridges over alley rights-of-way may be acceptable with an integrated design.



DISCOURAGED

[Figure 4.129]



ENCOURAGED

[Figure 4.130]

PRINCIPLES OF BUILDING DESIGN

B-18

ADDED MAY 2007

Mitigate light pollution:

Minimize 'light trespass' (light shining in windows) by precluding unshielded floodlights, high wattage pedestrian lights, wall packs, and other unshielded light sources that are improperly located and poorly aimed

Minimize light pollution (uncontrolled light traveling into atmosphere) that contributes to "sky glow" by avoiding unshielded light sources and excessively high lighting levels that are improperly located and aimed

Minimize glare

Utilize lighting to maintain the perception of safety without contributing to excessive light pollution

Light "temperature" (color): yellow light (low pressure sodium) discouraged; white light (metal halide and others) encouraged

B-19

ADDED MAY 2007

Mitigate noise pollution:

Mechanical equipment, exhaust fans, generators and other similar noise-producing equipment should be muffled and directed away from streets, public spaces, and adjacent properties

**DISCOURAGED**

[Figure 4.131]

PRINCIPLES OF BUILDING DESIGN

B-20

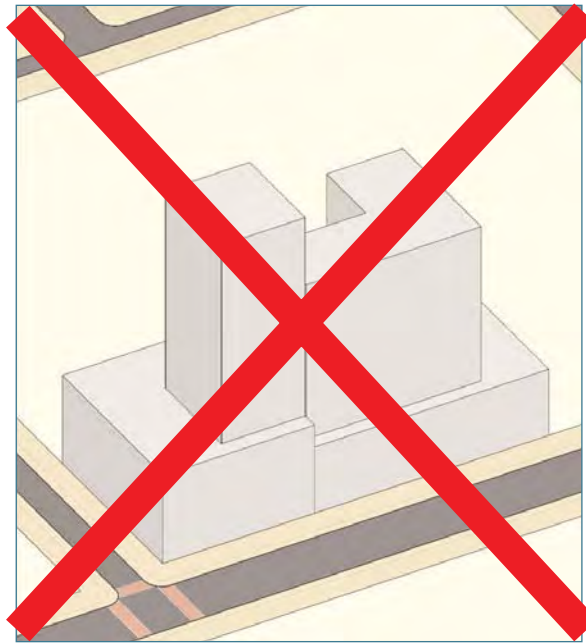
ADDED MAY 2007

Vertical open space between towers on adjacent lots: Towers are encouraged to maintain vertical open space along side and rear lot lines: minimum horizontal distance 'a' = 30 feet*

Applies above shoulder height (see Character Area Guidelines in Chapter 4)

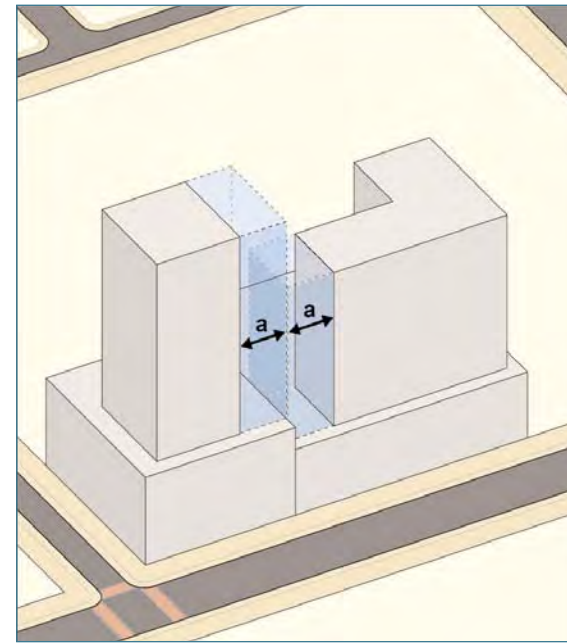
Abutting property owners can coordinate tower placement (and deviate from 30' requirement) as long as they maintain 60' clearance

* with special review for non-parallel building facades and special architectural features



DISCOURAGED

[Figure 4.132]



ENCOURAGED

[Figure 4.133]

PRINCIPLES OF BUILDING DESIGN

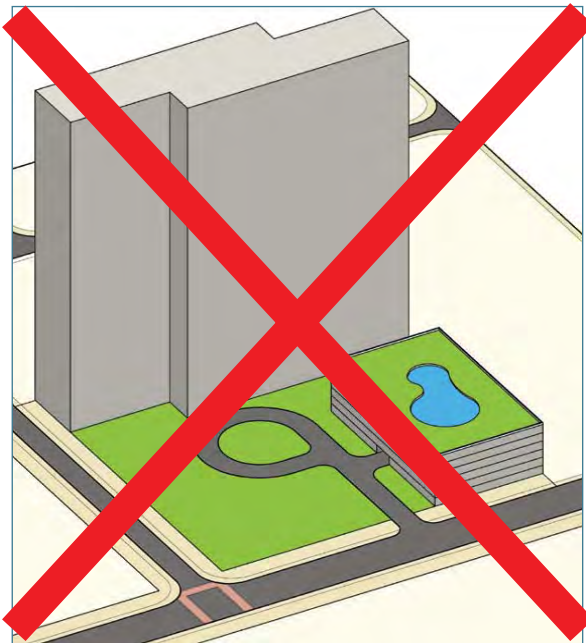
B-2 1

ADDED MAY 2007

Vertical Open space between multiple towers on a single large development site:

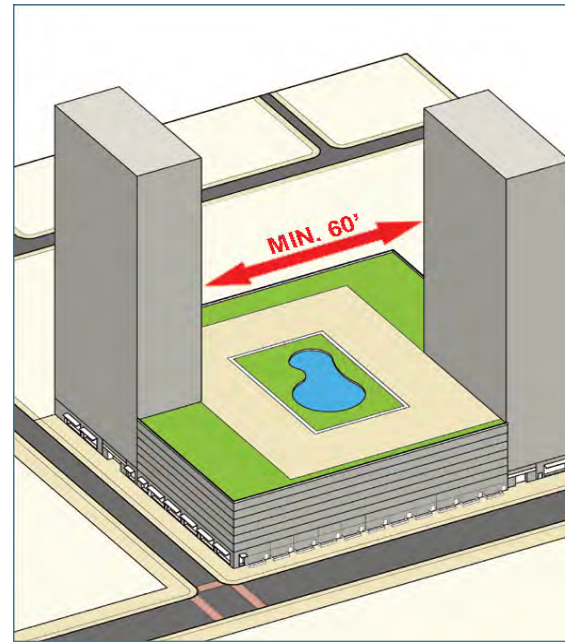
Maximum floorplate areas apply

Multiple towers no less than 60' apart



DISCOURAGED

[Figure 4.134]



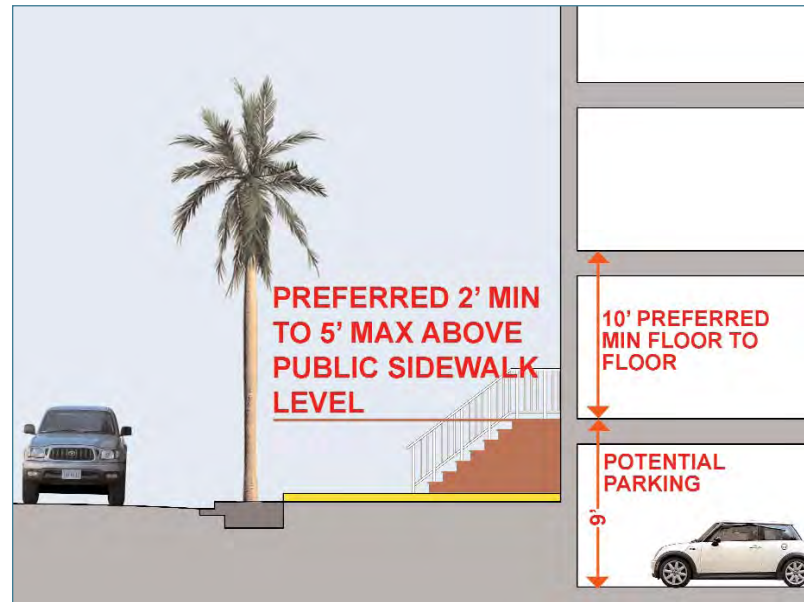
[Figure 4.135]

PRINCIPLES OF BUILDING DESIGN

B-22

ADDED MAY 2007

Residential: Encourage minimum ground floor elevation of 2' above public sidewalk level for individual ground floor entrances to private units



[Figure 4.136]



[Figure 4.137]

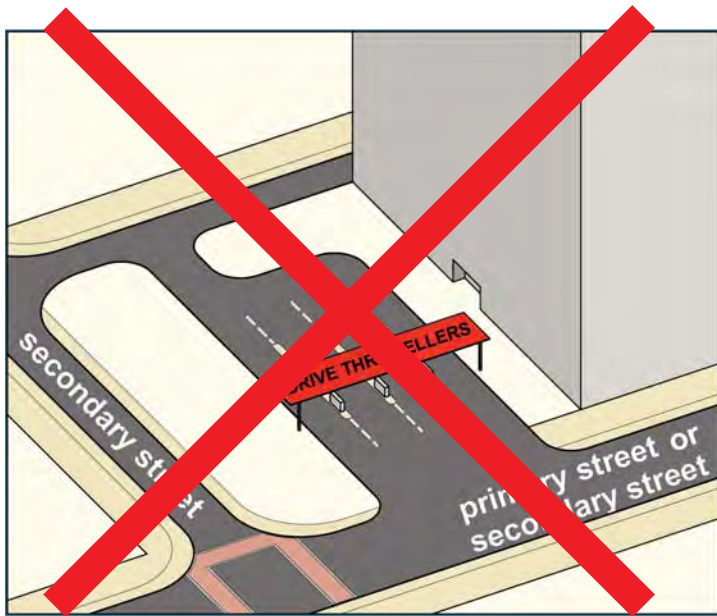
PRINCIPLES OF BUILDING DESIGN

B-23

ADDED MAY 2007

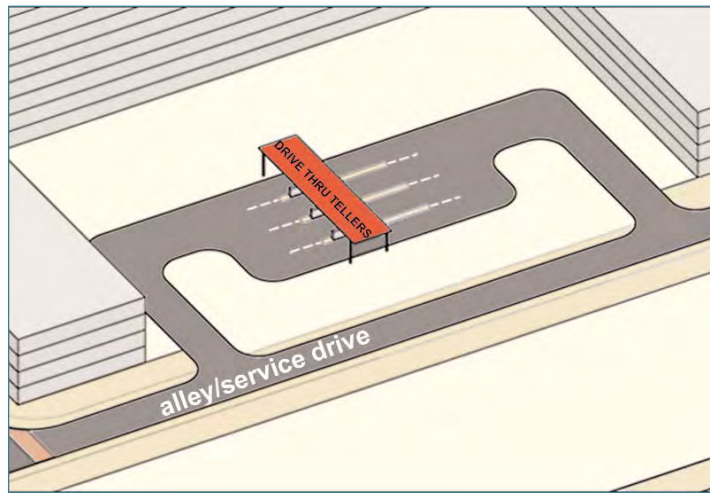
Avoid drive thrus in the wrong places

Discourage drive-thru configurations that detract from streets' spatial definition, are visible from public rights-of-way, or that add curb cuts to primary or secondary streets



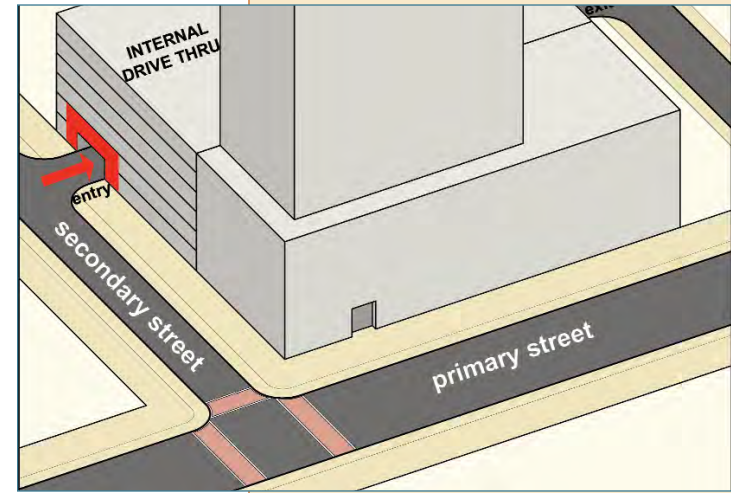
DISCOURAGED

[Figure 4.138]



ENCOURAGED

[Figure 4.139]



ENCOURAGED

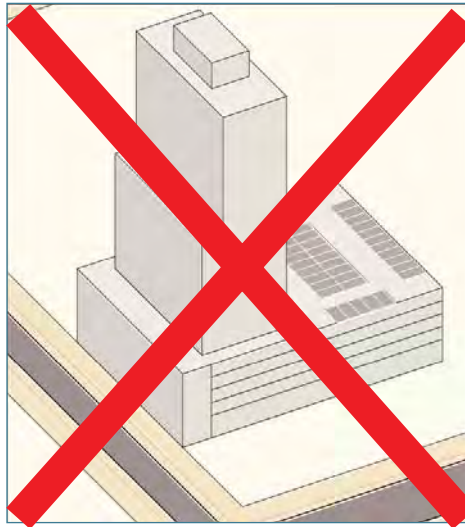
[Figure 4.140]

B-24

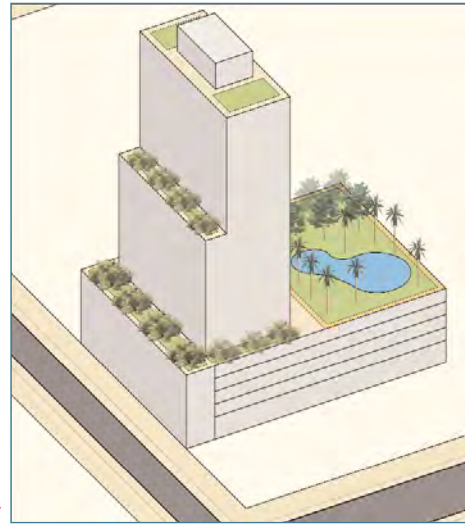
ADDED MAY 2007

THE “FIFTH FACADE”

Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).



[Figure 4.141]



[Figure 4.142]



[Figure 4.143]

QUALITY OF ARCHITECTURE

Q-1

ADDED MAY 2007

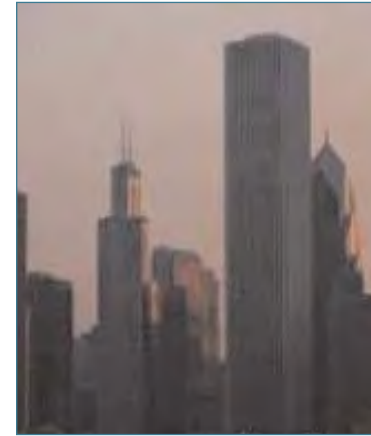
SKYLINE DRAMA

Encourage towers to contribute to the overall skyline composition

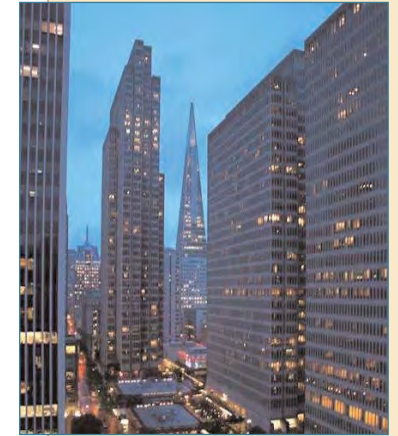
Buildings with tower elements should be designed to contribute to the overall skyline composition of Fort Lauderdale. Views of the skyline from various angles and locations should be studied in skyline renderings. Buildings with special prominence in key locations should have architectural/sculptural elements designed to be seen from the appropriate distances. Towers that would block key view corridors, or create awkward juxtapositions, should be sited to minimize any potential negative impacts.



[Figure 4.144]
Tokyo



[Figure 4.145]
Chicago



[Figure 4.146]
San Francisco



[Figure 4.147]
London



[Figure 4.148]
Vancouver



[Figure 4.149]
Pittsburgh

Q-2

ADDED MAY 2007

EXPRESSIVE 'TOPS'

Encourage expressive tops for tall buildings above 37 stories in Near Downtown & Downtown Core

Encourage towers to contribute to the skyline through architecturally expressive 'tops'. Examples of design approaches include but are not limited to:

- Sculpted roof forms
- Terracing of uppermost levels
- Vertically expressive roof forms
- Unusually shaped roof forms
- Innovative 'green' elements
- Special Materials and Lighting
- Integrated with the architecture of the building
- Public uses and viewing decks at upper levels



[Figure 4.150]



[Figure 4.151]



[Figure 4.152]



[Figure 4.153]



[Figure 4.154]

QUALITY OF ARCHITECTURE

Q-3

ADDED MAY 2007

DURABILITY & QUALITY OF MATERIALS

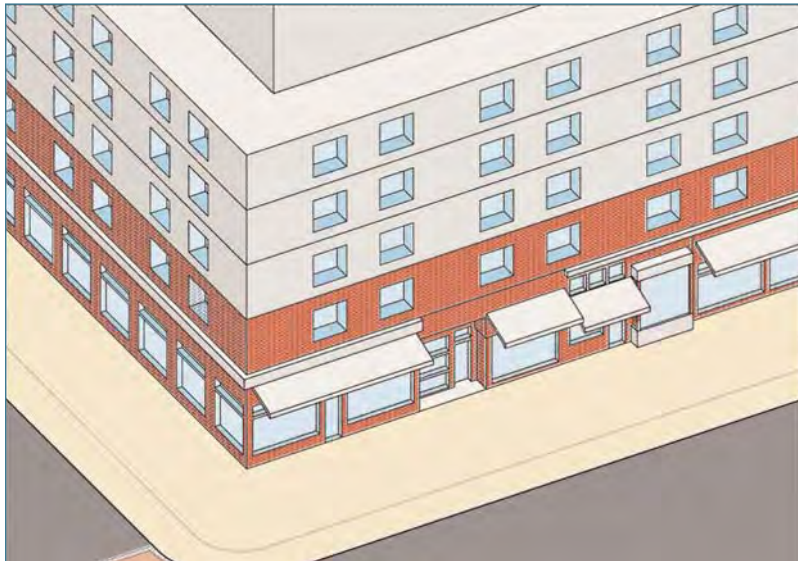
Encourage high quality materials for the entire building, with a special emphasis on detailing and durability for the first 2 floors

Encourage richer materials, more intensive details and lighting to enhance pedestrian views at first 2 floors

Encourage durable exterior materials such as: stone, masonry, metal paneling, precast concrete panels and details and glass

Avoid less durable materials, such as EIFS, at first 2 floors

Avoid less durable materials, such as vinyl or aluminum siding, molded plastic or fiberglass details and moldings



[Figure 4.155]



[Figure 4.156]



[Figure 4.157]



[Figure 4.158]

QUALITY OF ARCHITECTURE

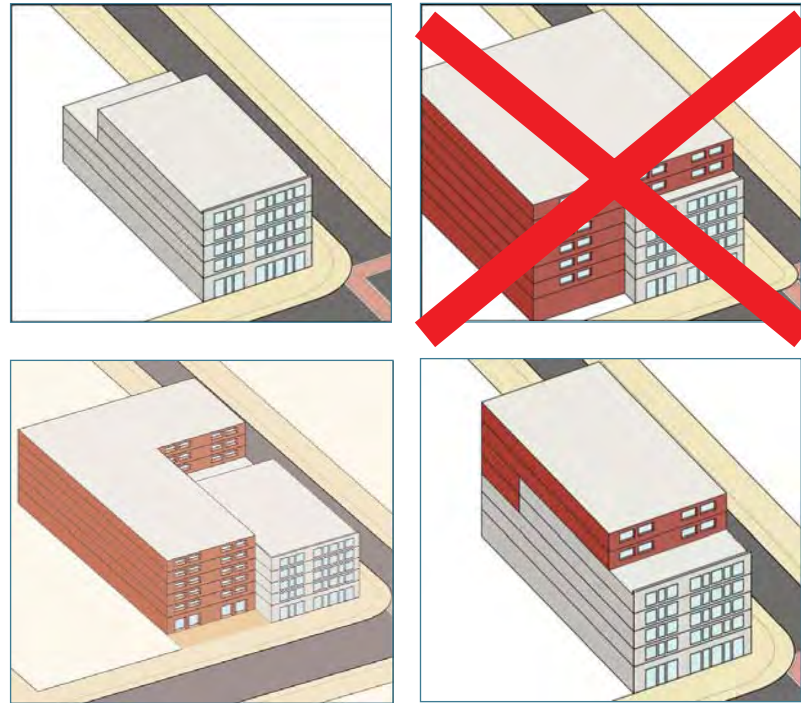
Q-4

ADDED MAY 2007

RESPECT FOR HISTORIC BUILDINGS

In preservation and adaptive re-use of buildings with historic value:

- Entire structure should be maintained;
- Historic fabric should be restored;
- Significant interior spaces maintained;
- Existing scale and massing should be respected;
- Sensitive, respectful rooftop & adjacent additions are permitted



[Figure 4.159]



[Figure 4.160]

QUALITY OF ARCHITECTURE

Q-5

ADDED MAY 2007

PARKING PODIUM FACADES

Where structured parking must be exposed to the street, exceptionally creative solutions should be explored:

The City should implement special architectural review techniques to include:

Dramatic and/or elegant building form with a compelling street presence

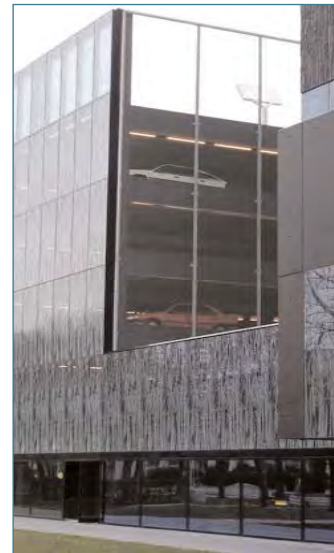
Consistent and integrated architectural details

High quality, durable exterior materials

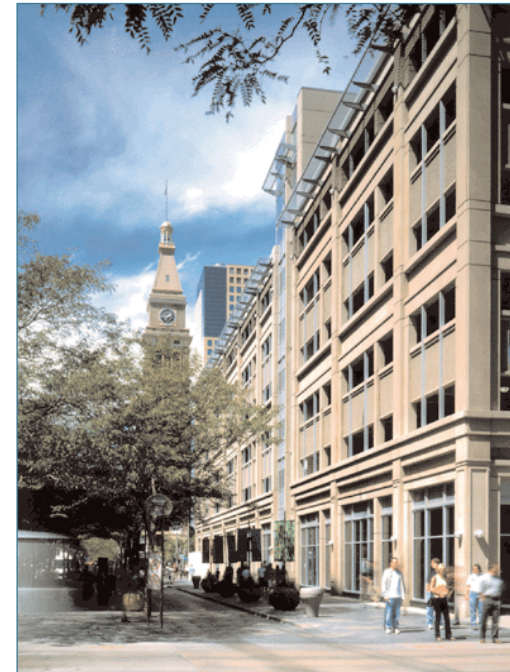
Richer material palette, more intensive details and lighting encouraged for the street level.



[Figure 4.161]



[Figure 4.162]



[Figure 4.163]

QUALITY OF ARCHITECTURE

Q-6

ADDED MAY 2007

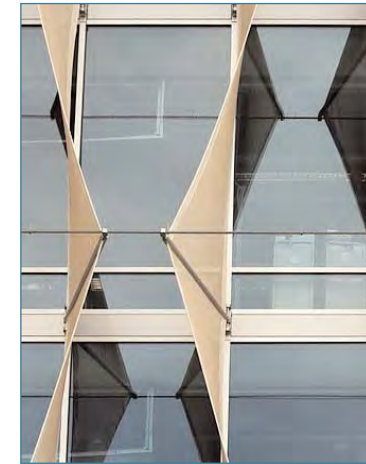
RESPONSE TO NATURAL ENVIRONMENT

Encourage architecture to respond to the unique nature of the south Florida environment.

- . Solar orientation
- . Wind direction
- . Rain



[Figure 4.164]



[Figure 4.165]



[Figure 4.166]

QUALITY OF ARCHITECTURE

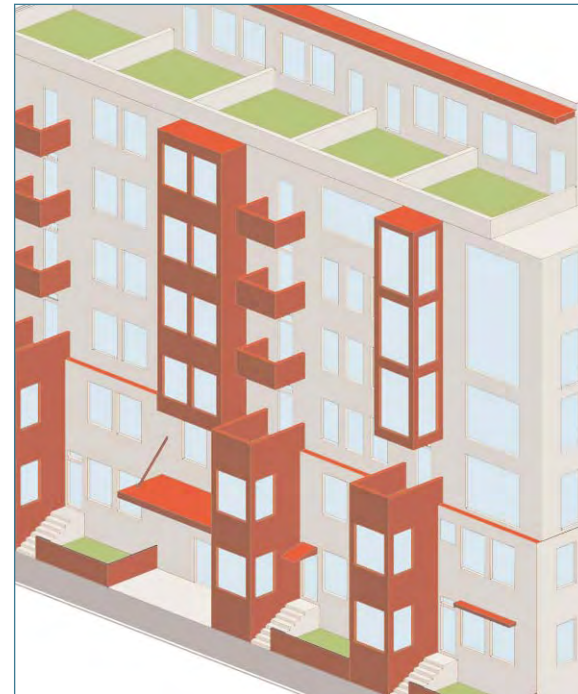
Q-7

ADDED MAY 2007

CREATIVE FACADE COMPOSITION

Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the 'shoulder' level. Examples of facade composition include, but not limited to:

- Variety of window types and scale
- Changes in material
- Recess lines
- Roof gardens
- Expression of building openings
- Bay windows
- Balconies
- Overhangs
- Sunscreens
- Low garden walls



[Figure 4.167]



[Figure 4.168]



[Figure 4.169]



[Figure 4.170]



[Figure 4.171]

QUALITY OF ARCHITECTURE

Q-8

ADDED MAY 2007

ORIGINAL/ SELF-CONFIDENT DESIGN

Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary

Avoid design of a single building that is meant to imitate the look of multiple older buildings or mimic older buildings in a 'fake historic' style.



[Figure 4.172]



[Figure 4.173]



[Figure 4.174]



[Figure 4.175]

STORE FRONTS

SF-1

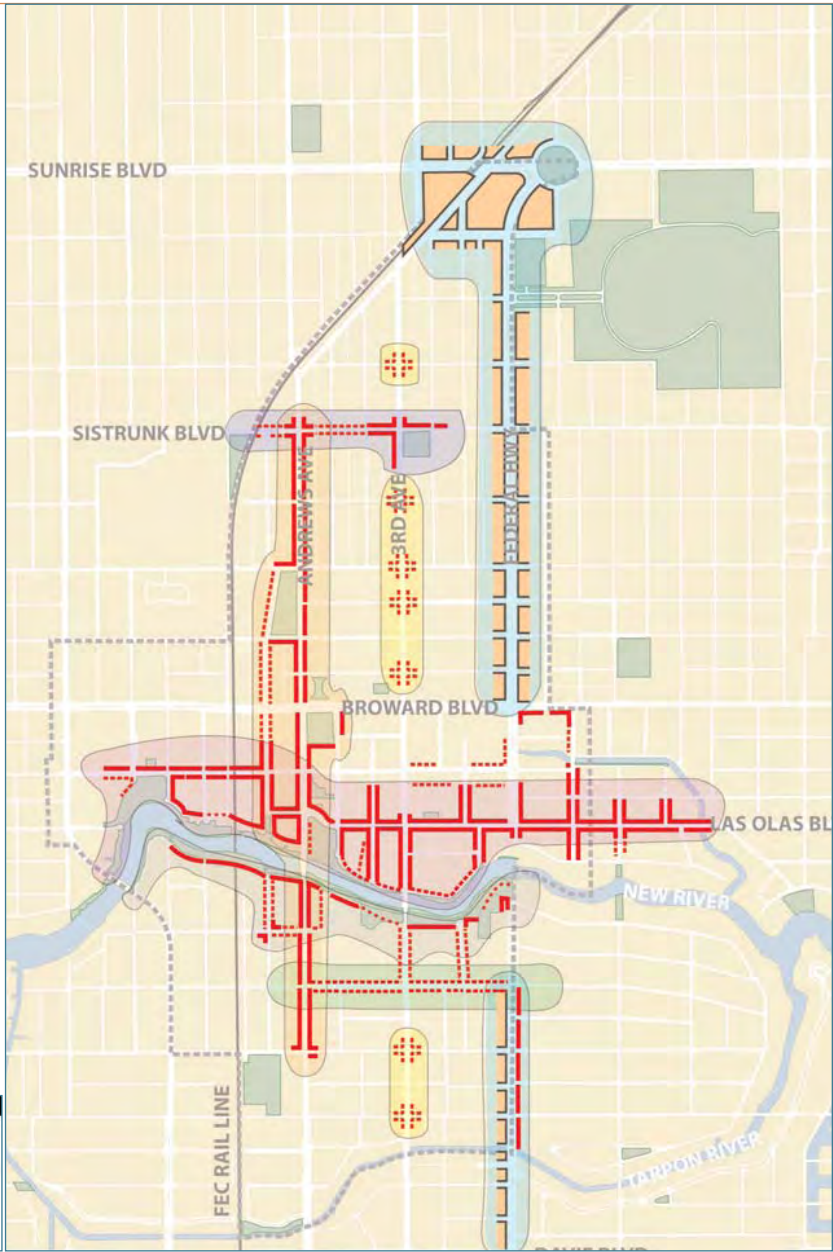
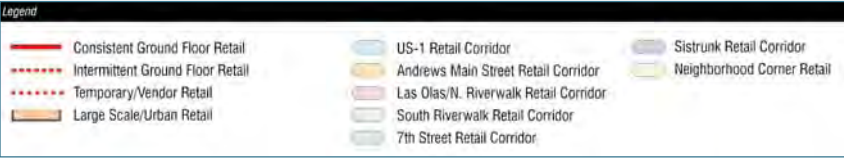
ADDED MAY 2007

Refinement of Retail Location Strategy

Undertake a detailed Retail Study for Downtown

Create a diversity of preferred retail location located 'where it counts'

Encourage ground floor retail in "preferred locations" shown at right



[Figure 4.176]



[Figure 4.177]

STORE FRONTS

SF-2

ADDED MAY 2007

Encourage a combination of storefront styles & types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level



[Figure 4.178]



[Figure 4.179]



[Figure 4.180]

STORE FRONTS

SF-3

ADDED MAY 2007

Encourage durable materials for ground floor retail & cultural uses

Encourage metal, stone, glass, concrete, plaster

Discourage plywood sheathing, vinyl / aluminum siding, EIFS



DISCOURAGED [Figure 4.181]



ENCOURAGED

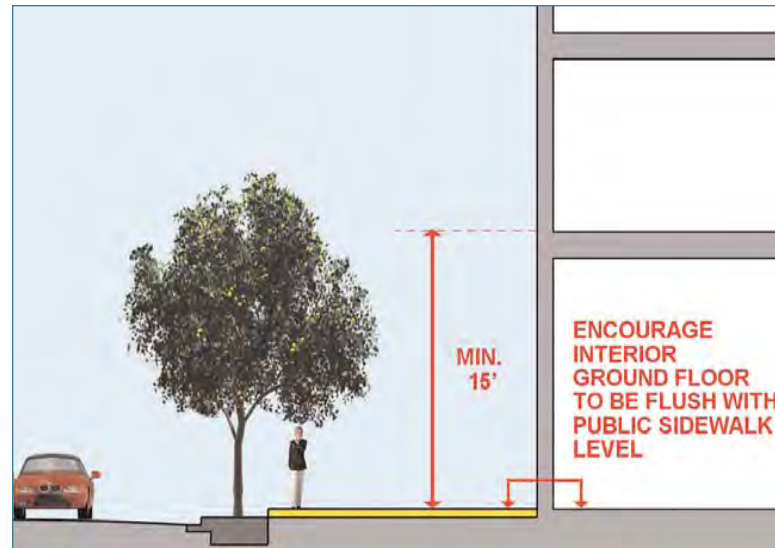
[Figure 4.182]

STORE FRONTS

S F-4

ADDED MAY 2007

Encourage 15' minimum floor to floor height and, encourage interior ground floor flush with adjacent public sidewalk



[Figure 4.183]

STORE FRONTS

SF-5

ADDED MAY 2007

Encourage significant glass coverage for transparency & views

Discourage tinted glass

Opaque, smoked, or decorative glass for accents only

It is preferred that the overall storefront dimensions are primarily transparent glass

Ground floor window tops no lower than 9' above sidewalk

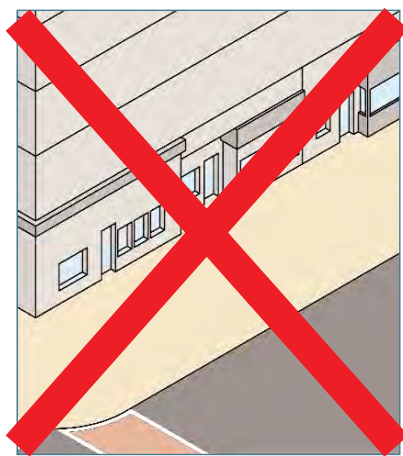
Encourage restaurants to provide clear visual and physical connections to outdoor seating



[Figure 4.186]

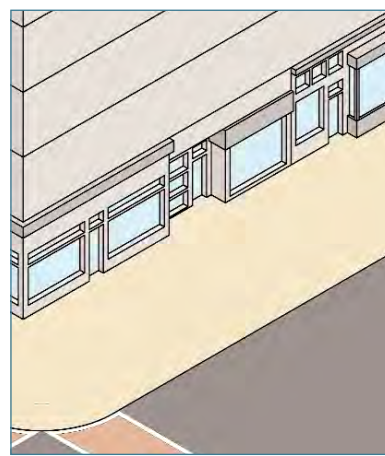


[Figure 4.187]



DISCOURAGED

[Figure 4.184]



ENCOURAGED

[Figure 4.185]



DISCOURAGED

[Figure 4.188]



ENCOURAGED

[Figure 4.189]

STORE FRONTS

SF-6

ADDED MAY 2007

Encourage pedestrian shading devices of various types
(min. 5' depth)



[Figure 4.190]



[Figure 4.191]



[Figure 4.192]

STORE FRONTS

SF-7

ADDED MAY 2007

Encourage multi-level storefront displays to disguise unfriendly uses or blank walls



[Figure 4.193]



[Figure 4.194]

SF-8

ADDED MAY 2007

Encourage well-designed night-lighting solutions to:

Animate the street after business hours

Spotlight tenant's merchandise without distracting reflections or light spillage onto adjacent properties



[Figure 4.195]



[Figure 4.196]

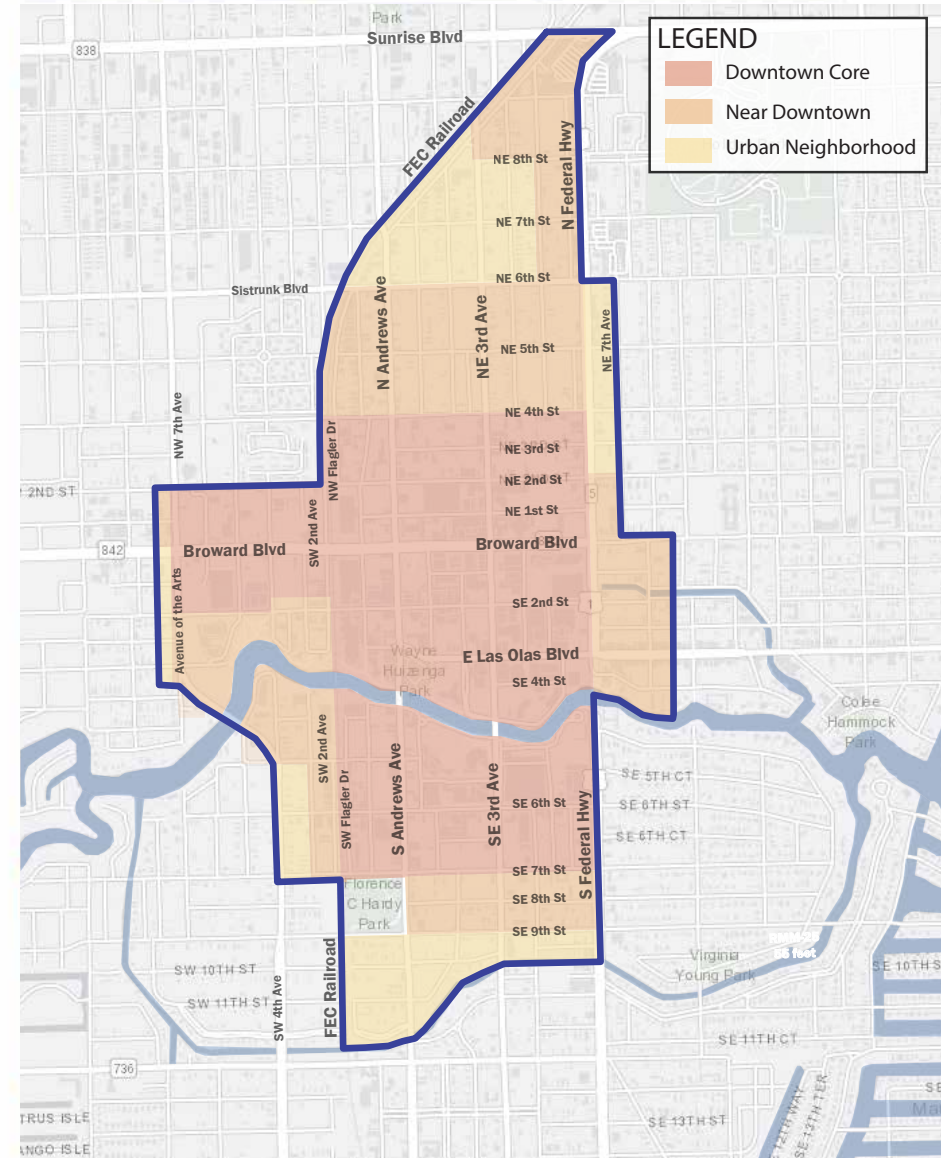
CHARACTER AREA GUIDELINES

REVISED 2020

3 DISTINCT CHARACTER AREAS

CHARACTER AREAS

'Character Areas' of distinct quality will create a variety of urban experiences throughout the RAC. Creating a pedestrian 'sense of place' in an area as large as the Downtown RAC depends on the development of areas with distinctive character and special qualities. These 'Character Areas' are based on the existing street grid, development patterns, edges, walking distances, and other factors; they reinforce and strengthen existing and emerging development patterns. The Framework diagram illustrates three different character areas. Each exhibits unique urban form and public space characteristics while sharing common themes relating to pedestrian-oriented design. While all three are essentially mixed-use, they are distinguished by varying building forms and ratio of residential to commercial uses.



[Figure 4.197] The Downtown RAC with Character Area designations.

CHARACTER AREA GUIDELINES

DOWNTOWN CORE

Use:

Mixed use “center”
More commercial/civic
High density housing

Form:

Verticality and density characterized by slender towers with minimal step-backs among mixed lower buildings. A ‘central-business-district’ feeling is created by the ‘forest-like’ arrangement of vertical towers and a strong skyline image.

NEAR DOWNTOWN

Use:

Institutional, retail, and office
More housing variety

Form:

Strong framing of the street defined by emphasis on 6-8 story building ‘shoulders’ with towers stepped back above.

URBAN NEIGHBORHOOD

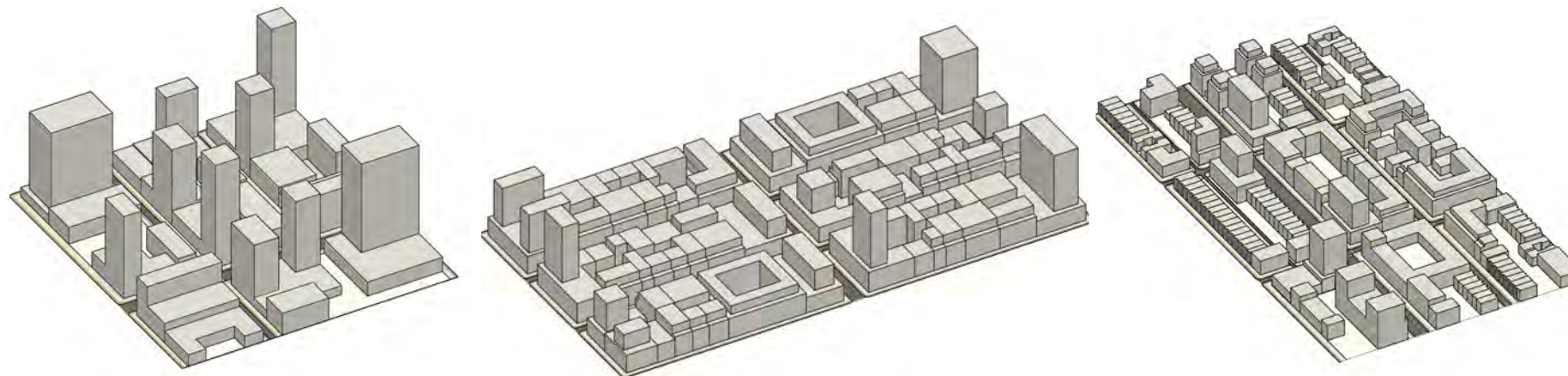
Use:

Primarily residential
Community retail & employment

Form:

A varied neighborhood scale including a mix of housing types such as townhouses and apartment buildings. Buildings step back above defined bases, and vertical elements emphasize primary streets.

Character Areas do not replace existing RAC Zoning. Character Areas & Zoning are complementary, serving different purposes. Character Areas apply new and updated ‘Urban Design’ guidelines. RAC Zoning height and density limits apply in all Character Areas.

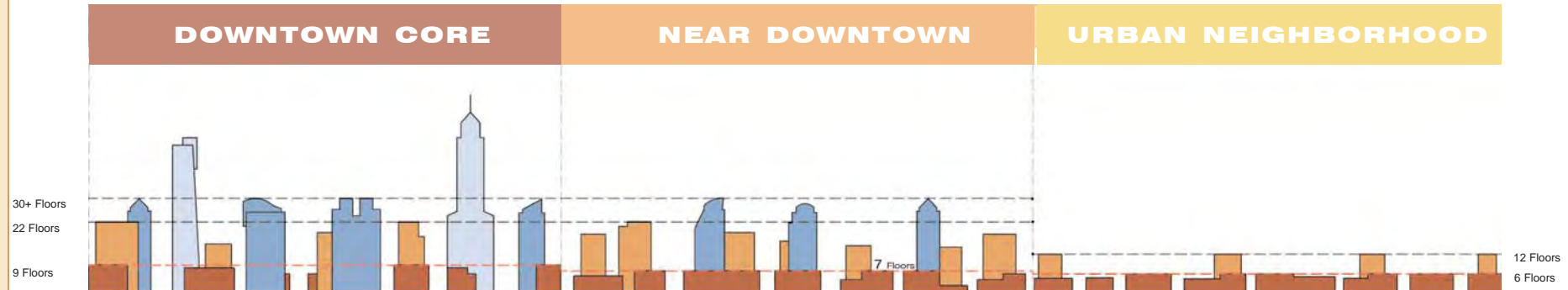


[Figure 4.198]

CHARACTER AREA GUIDELINES

ADDED MAY 2007

These guidelines are intended as a road map by which buildings are designed and built in the Downtown such that they contribute to the creation of a livable and active urban center with strong and dynamic neighborhoods: an urban fabric of walkable, tree-lined streets; an integrated multi-model circulation system and distinct public spaces; high quality buildings designed and oriented to provide light and air at the street level, creating an exceptional urban environment. Although following this road map will lead to buildings that meet the vision, principles and goals of the Master Plan, creative designs that vary from these guidelines, while clearly meeting their intent, will also be considered.



[Figure 4.199]

Max. Height: no height limit

Max. Height: 30 floors (Preferred)

Max. Height: 6 floors (Preferred)

12 floors by “conditional use process” per ULDR (where allowances for additional height are permitted for specific locations pursuant to the ULDR, then the ULDR shall control)

Building Type: building shoulders, stage 1, stage 2, and stage 3 towers.

Building Type: Building Shoulders, Stage 1 and stage 2 towers.

Building Type: Building shoulders and stage 1 towers.

Special Review for projects above 37 floors

Preferred Max. Floorplate Size:

Office: 32,000 SF
no max to 9 floors

Preferred Max. Floorplate Size:

Office: 32,000 SF
no max to 7 floors

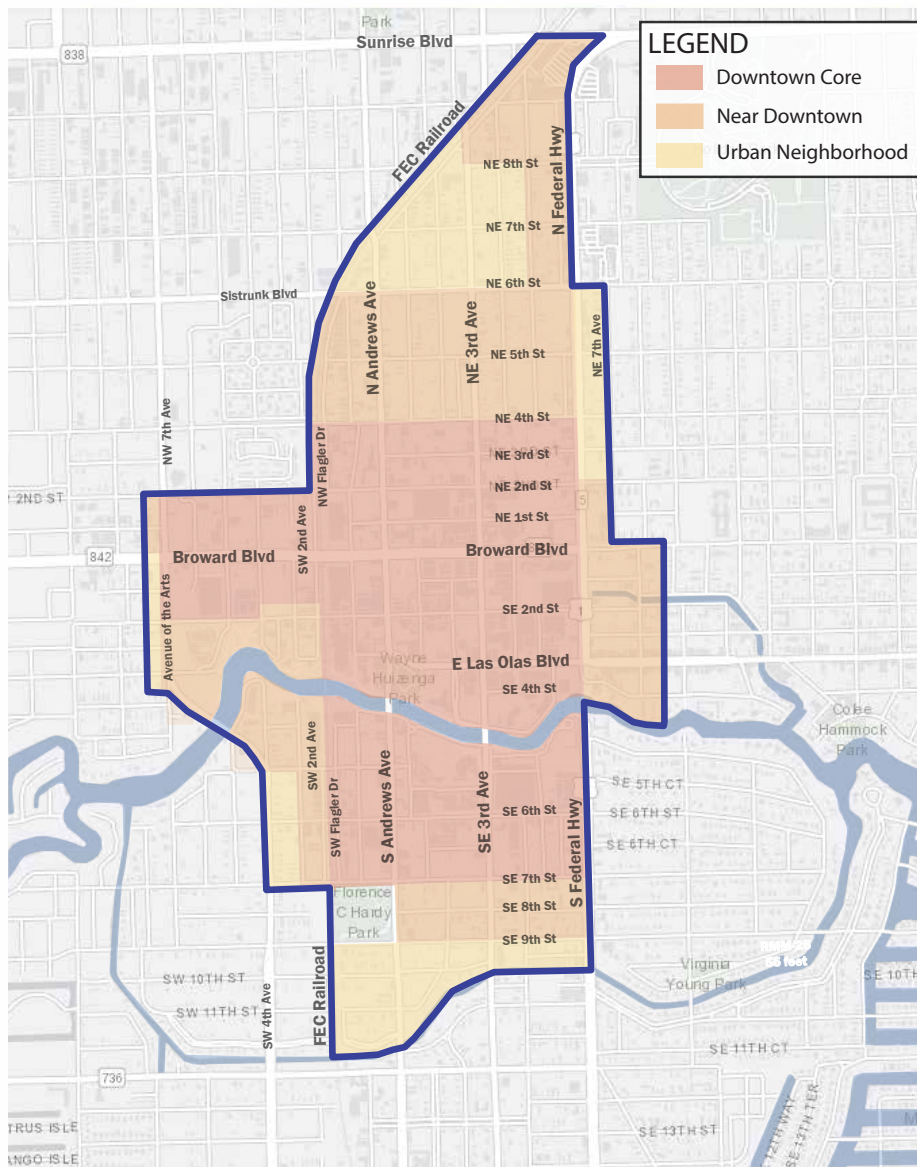
Preferred Max. Floorplate Size:

Office: 16,000 SF
no max to 5 floors

Residential: 12,500 – 18,000 SF
no max to 9 floors

Residential: 12,500 – 18,000 SF
no max to 7 floors

Residential: 10,000 SF
no max to 5 floors



[Figure 4.200] The Downtown RAC with Character Area designations

CHARACTER AREA GUIDELINES AREA 1: DOWNTOWN CORE

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

1-A

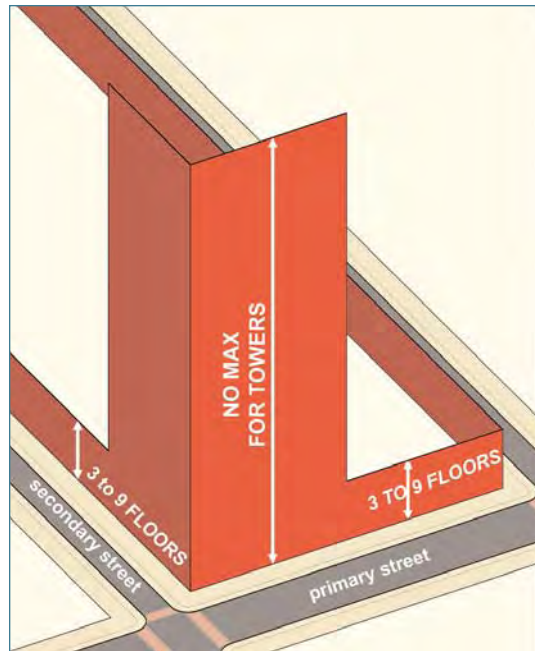
Frame the street with appropriate street-wall heights.

1-B

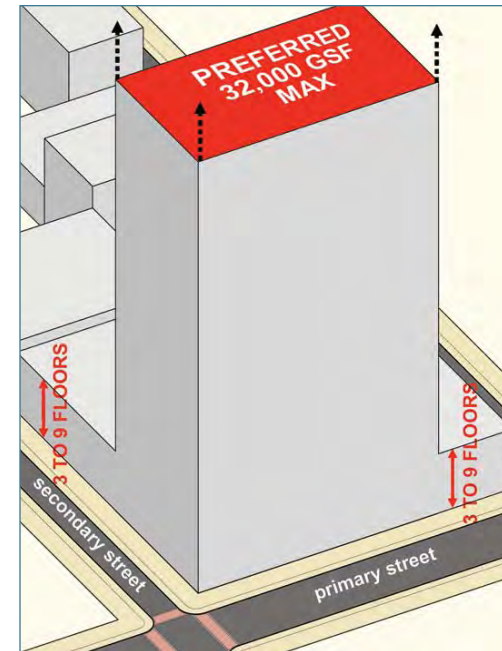
Special architectural design encouraged for buildings over 37 floors (Signature Tower).



[Figure 4.201] Key Plan for Character Area 1: Downtown Core



[Figure 4.202]



[Figure 4.203]

NON-RESIDENTIAL

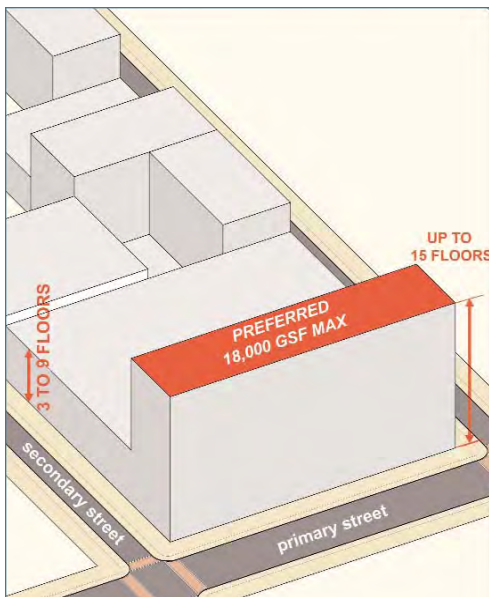
REVISED MAY 2007

CHARACTER AREA GUIDELINES AREA 1: DOWNTOWN CORE

1-C

Encourage slender towers to complement the skyline and provide more light & air to streets/ open spaces below

18,000 sf max.(Preferred)

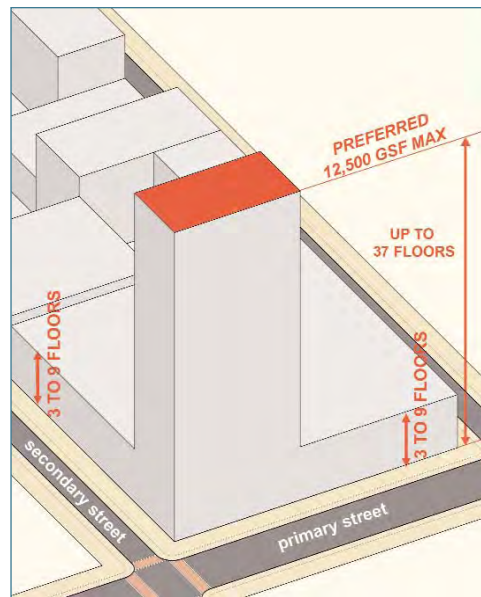


BUILDINGS UP TO 15 FLOORS

[Figure 4.204]

RESIDENTIAL

12,500 sf max.(Preferred)



BUILDINGS ABOVE SHOULDER (WHEN OVER 15 FLOORS)

[Figure 4.205]

* Special design and development encouraged for buildings above 37 floors (Signature Tower)

*SPECIAL DESIGN & DEVELOPMENT CONSIDERATIONS:

Requirements for representation of skyline views from various viewpoints.

Participation in public initiatives: i.e. upper level public amenities, street level uses, and additional public improvements, that will benefit the development project and its environs.

Dramatic and/or elegant building form with both a compelling street and skyline presence.

Consistent and integrated architectural details.

High quality materials.

CHARACTER AREA GUIDELINES

REVISED MAY 2007

AREA 2: NEAR DOWNTOWN

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

2-A

Frame the street with appropriate streetwall height

Building 'Shoulder' guidelines:

Encourage more human-scaled "framing" of the street.

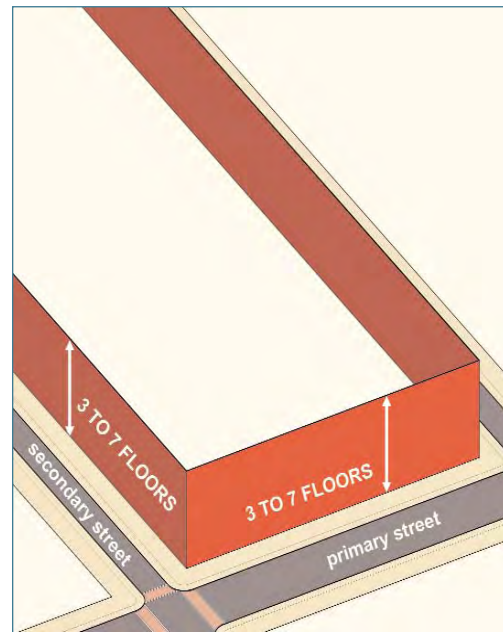
Note: Area above 7 floors allows for additional bulk in non-tower building

2-B

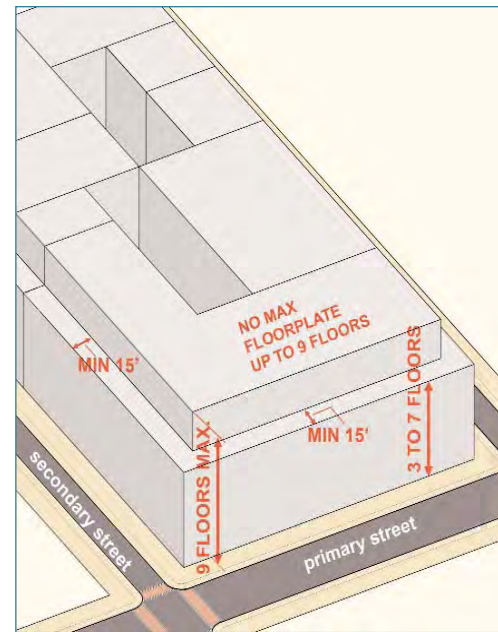
Encourage maximum building height of 30 floors



[Figure 4.206] Key Plan for Character Area 2: Near Downtown

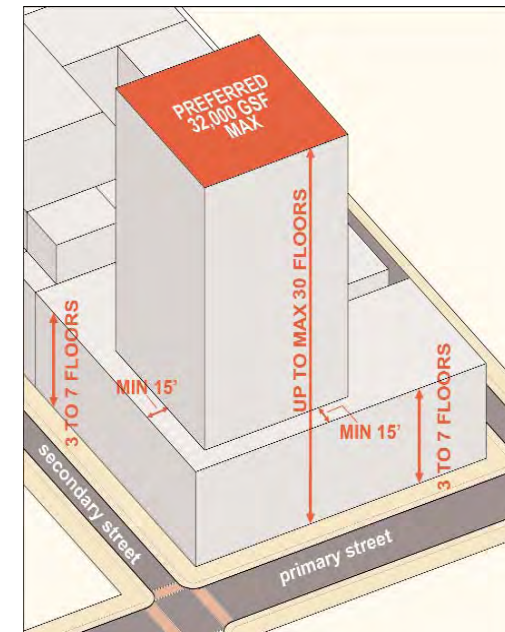


[Figure 4.207]



[Figure 4.208]

NON-TOWER OPTION



[Figure 4.209]

NON-RESIDENTIAL

REVISED MAY 2007

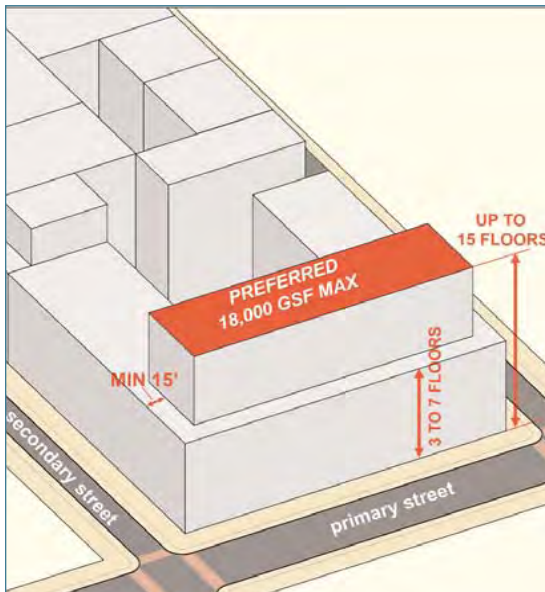
CHARACTER AREA GUIDELINES AREA 2: NEAR DOWNTOWN

2-C

Encourage more slender towers to complement the skyline and provide more light & air to streets /open spaces below.

Note: Tower Guidelines on this page are alternatives and should not be combined in a single tower.

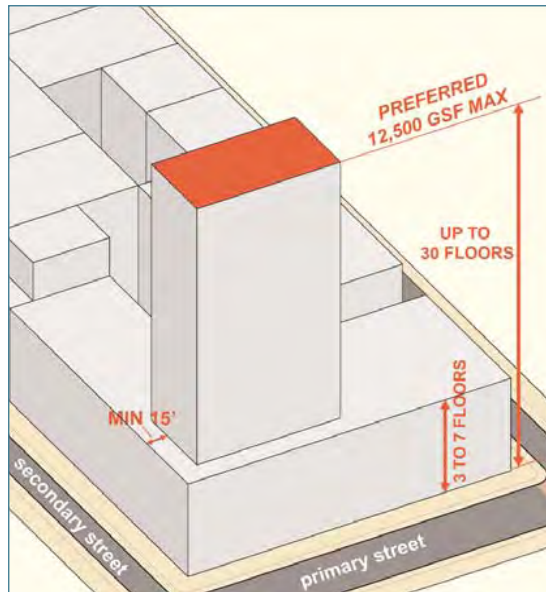
18,000 sf max.



BUILDINGS UP TO 15 FLOORS [Figure 4.210]

RESIDENTIAL

12,500 sf max.



BUILDINGS UP TO 30 FLOORS [Figure 4.211]

CHARACTER AREA GUIDELINES
AREA 3: URBAN NEIGHBORHOOD

REVISED MAY 2007

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

3-A

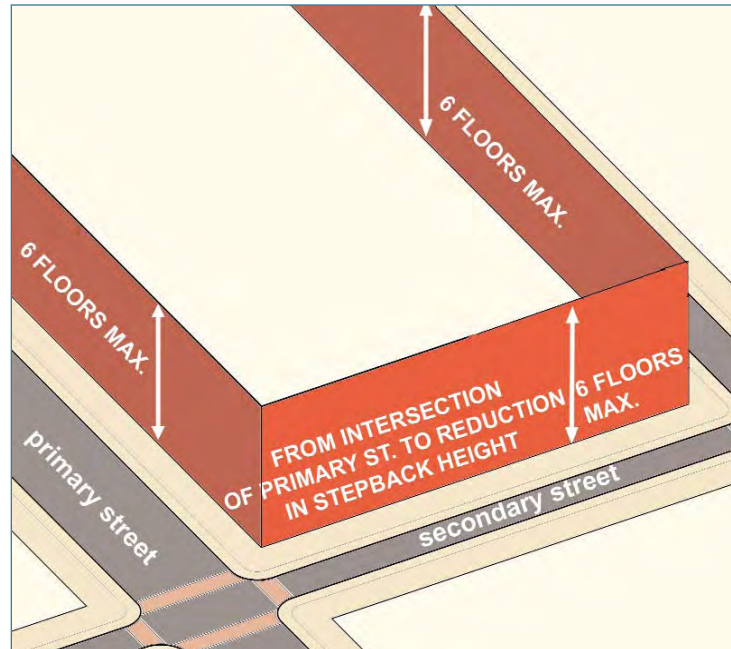
Frame the street with appropriate streetwall height.

3-B

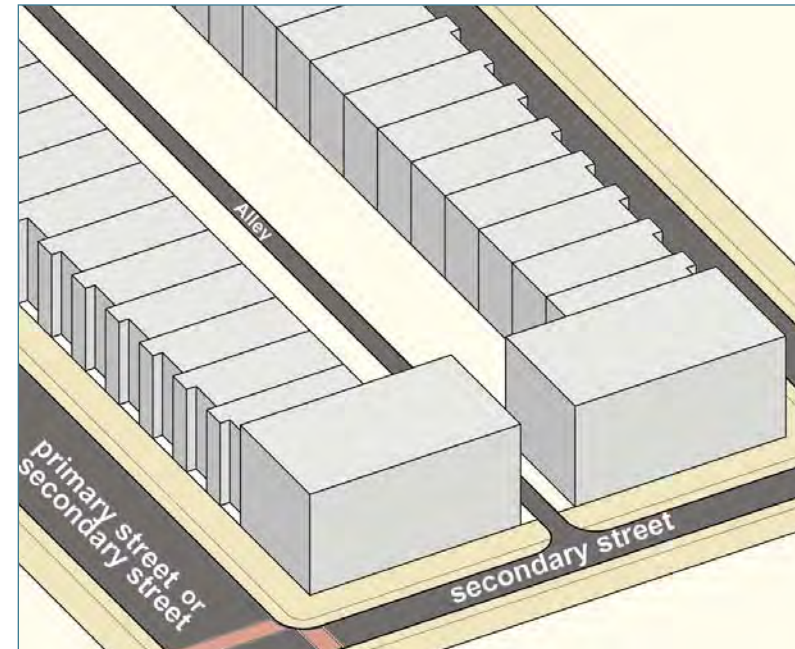
Townhouses are a suitable option, especially on alley blocks.



[Figure 4.212] Key Plan for Character Area 3: Urban Neighborhood



[Figure 4.213]



[Figure 4.214]

REVISED MAY 2007

CHARACTER AREA GUIDELINES
AREA 3: URBAN NEIGHBORHOOD

3-C

Encourage neighborhood-scaled streetscapes

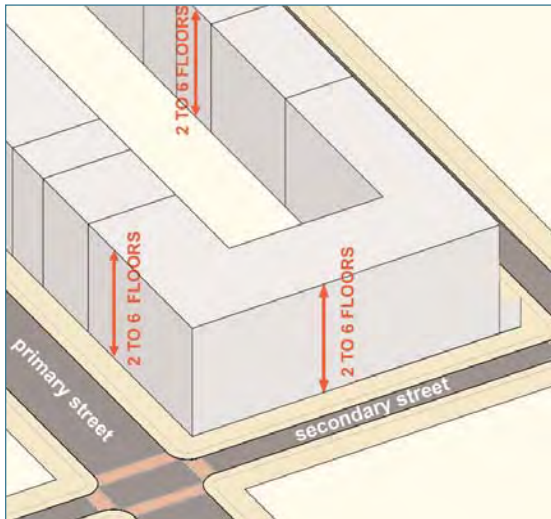
Building “Shoulder” and Tower guidelines:

Shoulders:

Encourage height limit of 6 floors.

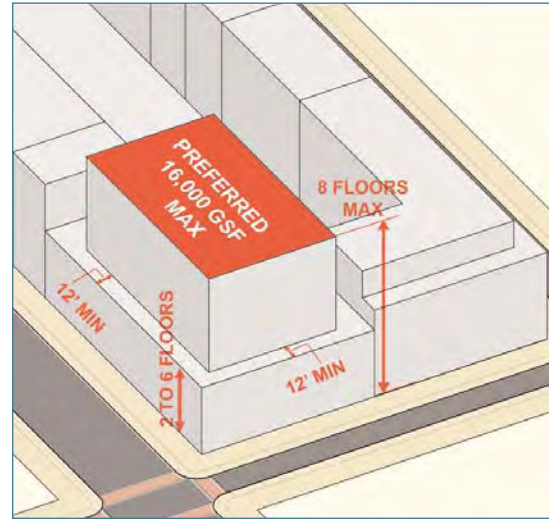
Tower:

Encourage maximum of 12 floors, consistent with the conditional use process outlined in the City’s ULDR.



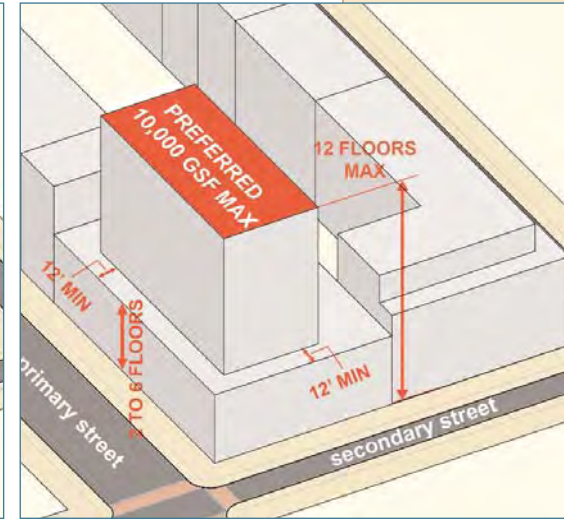
[Figure 4.215]

BUILDING SHOULDER



[Figure 4.216]

NON-RESIDENTIAL



[Figure 4.217]

RESIDENTIAL

REVISED 2020

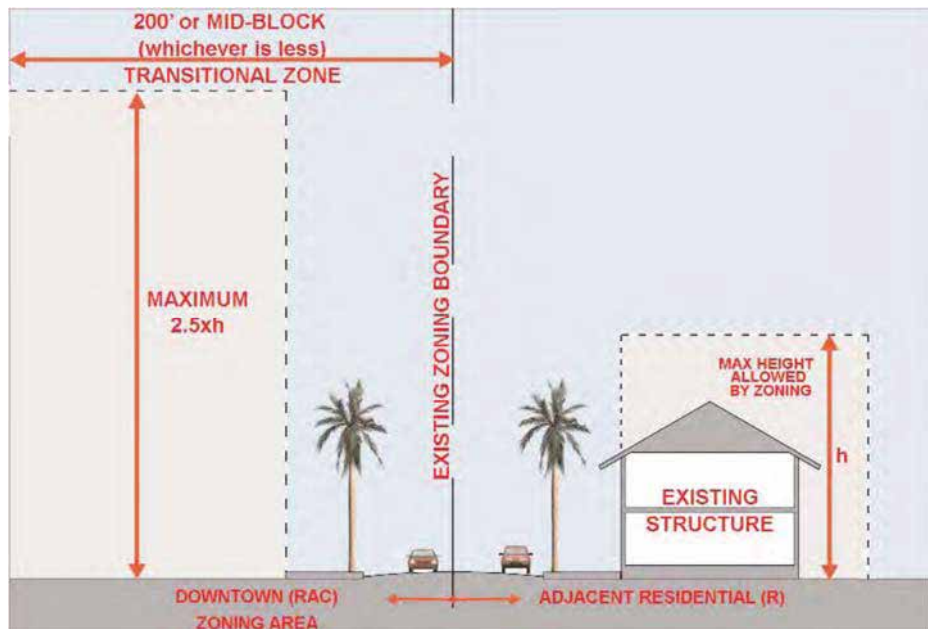
NEIGHBORHOOD TRANSITIONS RESIDENTIAL TRANSITION TYPE

RESIDENTIAL TRANSITION AREA

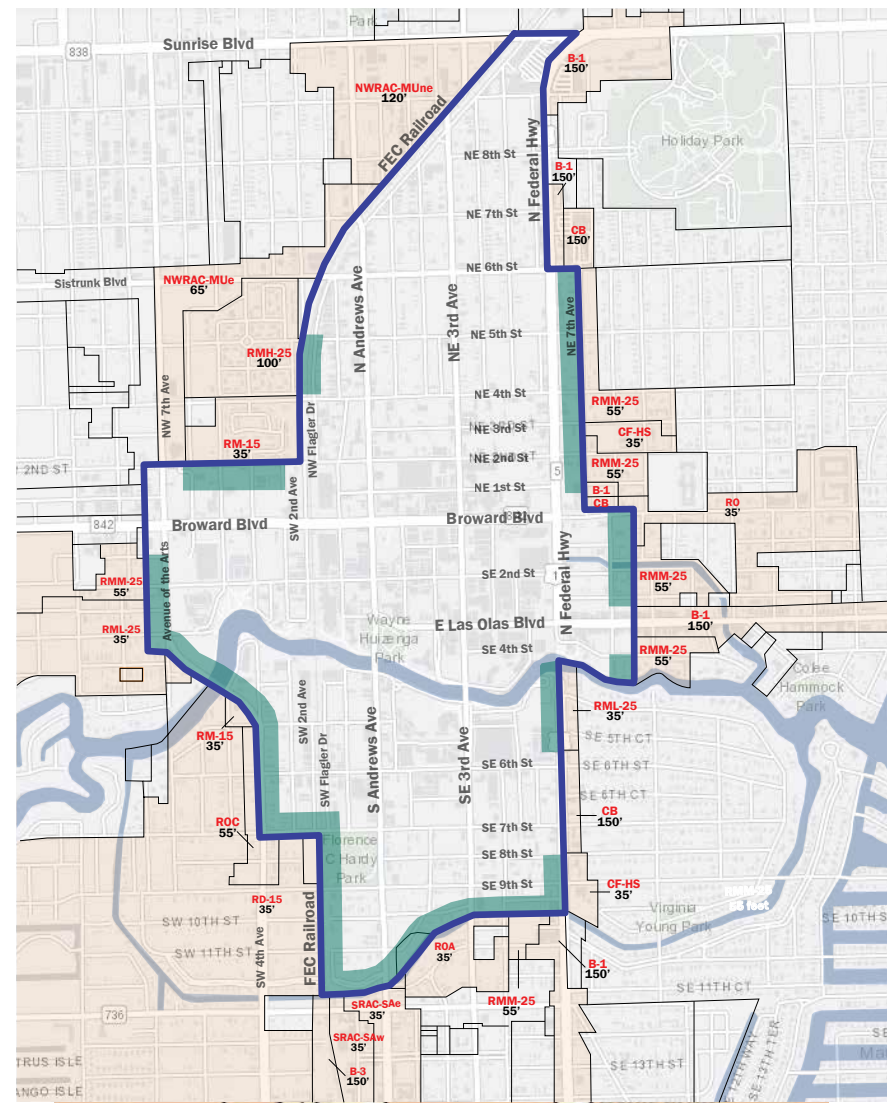
Where D-RAC zones abut any residential zoning districts a mid-block or 200-foot wide, whichever is less, "height transition zone" (green areas on Figure 4.221) applies, where the height of proposed building can be a maximum of 2.5 times the maximum height of adjacent residential zoning district.

No transition zones needed where RAC zones abut zoning districts with equal or greater height limits.

See Figure 4.220 for height limit:



[Figure 4.220]



[Figure 4.221]

THEMATIC PLANNING DISTRICTS

ADDED MAY 2007

SPECIAL / THEMATIC DISTRICTS

Strengthen Definition/ Concepts for Special Districts:

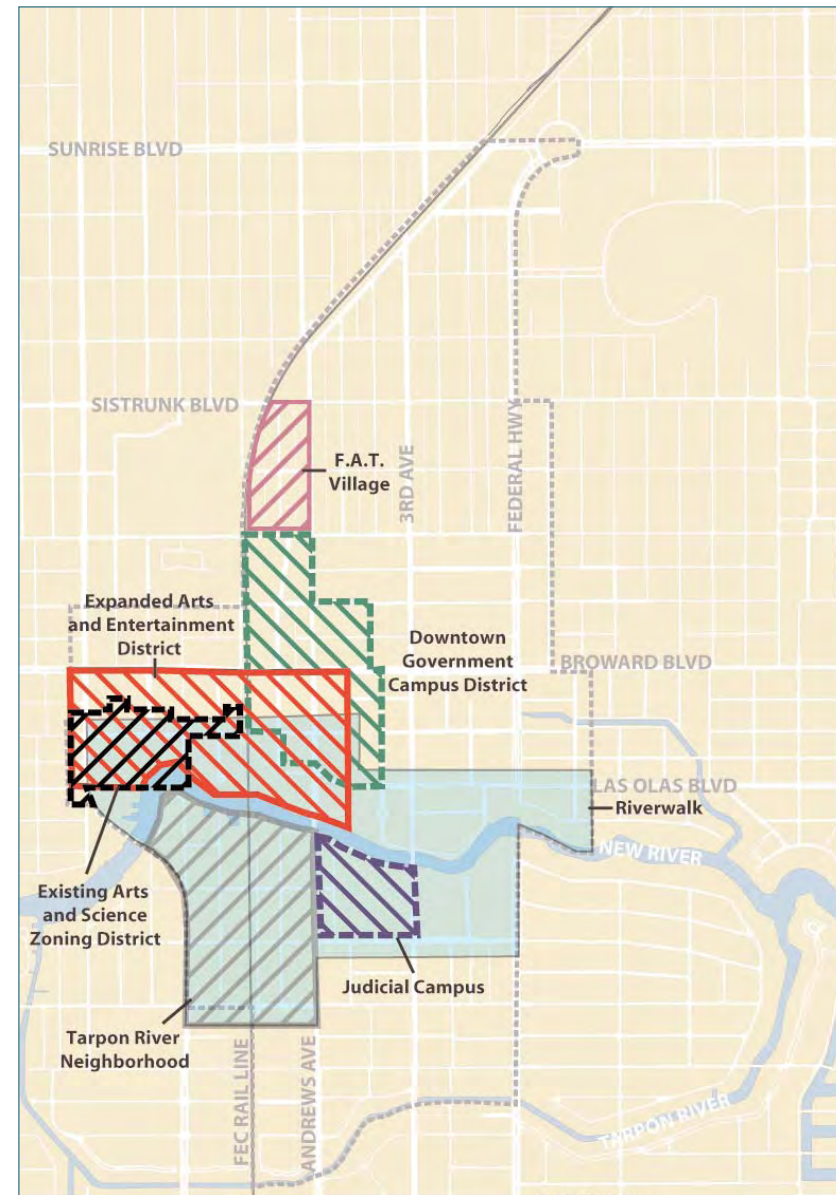
Arts & Entertainment/ Cultural District

Government Campus

F.A.T. Village

Judicial Campus

River Plan



[Figure 4.222]

ADDED MAY 2007

THEMATIC PLANNING DISTRICTS

ARTS & ENTERTAINMENT/CULTURAL DISTRICT

Expand existing Arts & Entertainment District

Require cultural component as part of large development projects

Potential artist live/work units

Potential new theaters, museums, galleries

Strong public art focus in streetscape design

FLAGLER ARTS & TECHNOLOGY VILLAGE (F.A.T.)

Vibrant, mixed-use with a significant arts & technology focus

Maintain distinctive architectural character of low-rise warehouse architecture

Active street-life

GOVERNMENT CAMPUS

Combined City/ County government campus

Mixed-use residential, office and retail

Pedestrian-friendly streetscapes

Links to multi-modal transit

Public open space

High quality civic architecture

JUDICIAL CAMPUS

Strengthen existing courts-district south of the River

Revitalize underutilized sites

Create new active relationship to Riverwalk area

Minimize negative urban design impacts of perimeter security requirements

RIVERFRONT GUIDELINES

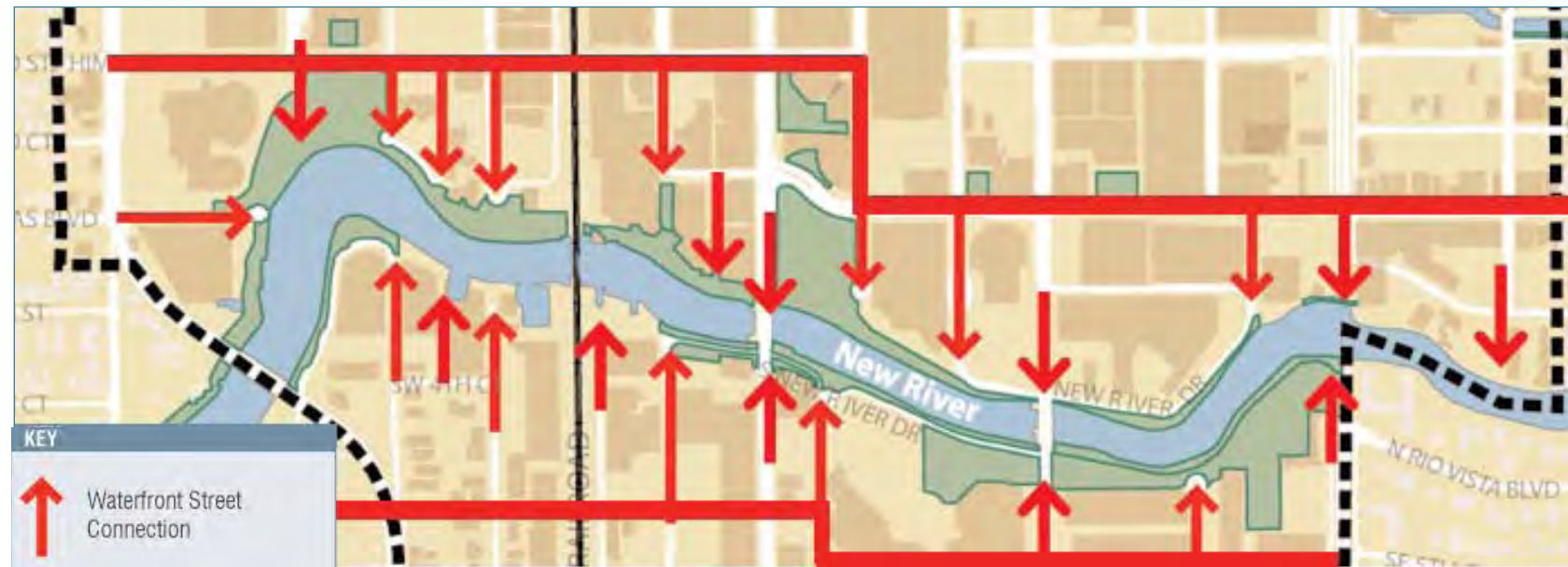
R-1

ADDED MAY 2007

Create and maintain waterfront street and pedestrian connections to the River, to enhance the visual presence of the river and increase physical public access



[Figure 4.223]



[Figure 4.224]

RIVERFRONT GUIDELINES

R-2

ADDED MAY 2007

Create and maintain continuous public access along both sides of the river



[Figure 4.225]



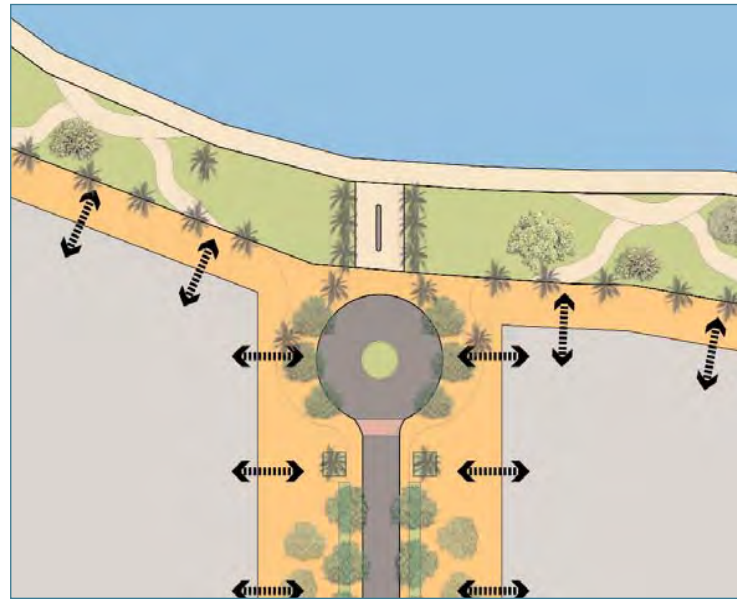
[Figure 4.226]

RIVERFRONT GUIDELINES

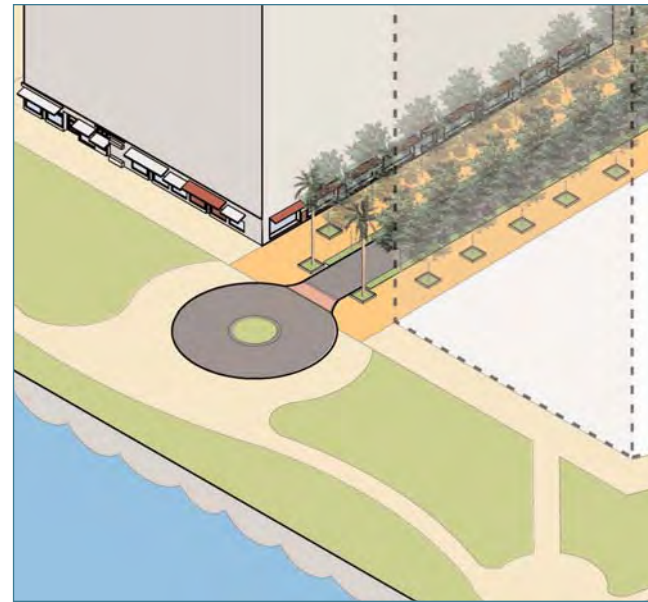
R-3

ADDED MAY 2007

Maintain and create strong pedestrian connections to the riverfront with wider sidewalks, double row of trees, increased building setbacks and active ground floor uses



[Figure 4.227]



[Figure 4.228]

RIVERFRONT GUIDELINES

R-4

ADDED MAY 2007

Create at least one key pedestrian gateway from each riverfront development to public riverwalk



[Figure 4.229]

RIVERFRONT GUIDELINES

R-5

ADDED MAY 2007

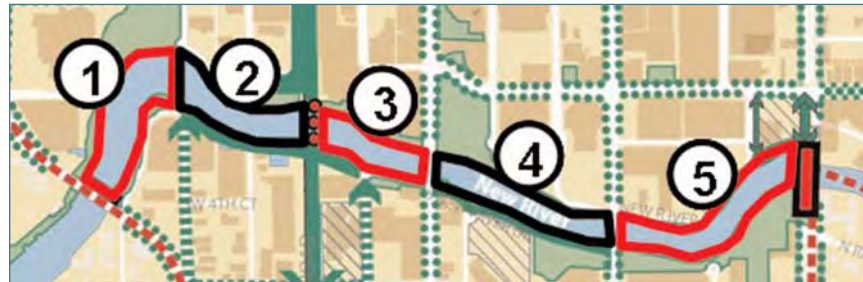
Develop a comprehensive Riverwalk Master Plan (Small Area Plan):

Divide the Downtown Riverwalk into separate character areas

5 different Riverwalk character areas, with unique setback, stepback, hardscape/ softscape ratios, and palette variations

Character areas range from more-urban/active to less-urban/passive

In order to further activate the Riverwalk, small scale open cafes and dining venues can be introduced along the river's edge adjacent to restaurants in a principal building. These open air structures should be periodic and limited so as to not inhibit views and access along the Riverwalk.



[Figure 4.230]

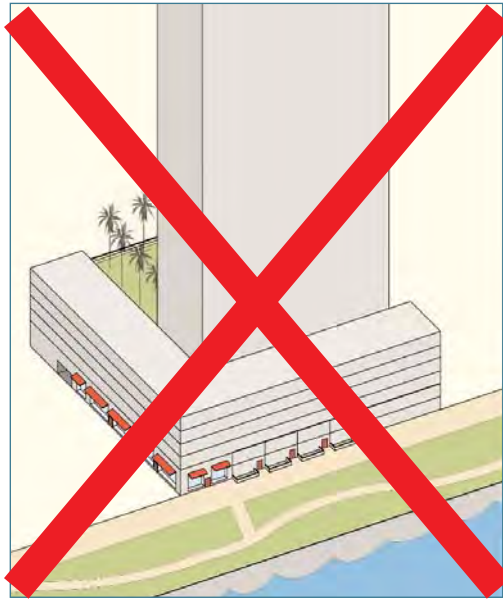
RIVERFRONT GUIDELINES

R-6

ADDED MAY 2007

Encourage riverfront towers to orient the narrowest dimension parallel to the river's edge

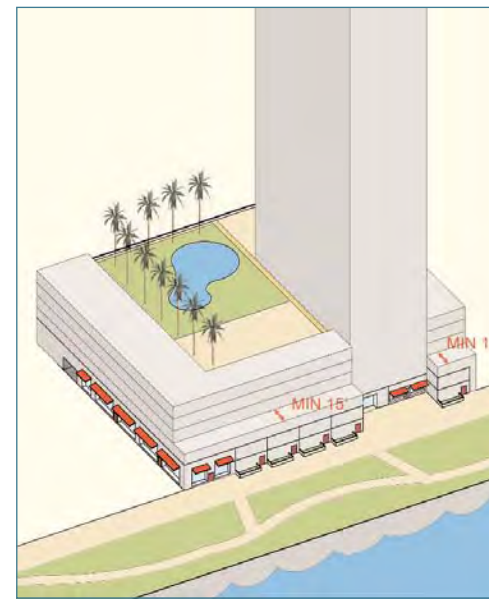
Provide a building setback above the 3rd floor for buildings facing directly onto (or across the street from) the Riverwalk



[Figure 4.231]



[Figure 4.232]



[Figure 4.233]

IMPLEMENTATION

I-1

ADDED MAY 2007

Develop an evolving catalogue of high-quality precedents for multiple building types, for reference by developers



[Figure 4.234]





chapter **5**
IMPLEMENTATION

FORT LAUDERDALE: Building a Livable Downtown



IMPLEMENTATION

AN OVERVIEW

The Downtown Master Plan reflects a significant shift in the methodology of city building. Just as land uses had become increasingly separated in past decades, so had the tasks of city building. Tasks related to economic development, planning, parks, land use and transportation were conducted in relative isolation. It is now obvious that we have to remove the organizational and psychological barriers that isolate these various kinds of expertise and initiatives. The one-project or one-issue-at-a-time approach has serious limitations. To ensure the highest quality of overall results in achieving an active and vital Downtown, these perspectives need to be brought together. This Master Plan attempts to do just that.

Because the city's evolution is dynamic and not entirely predictable in detail, the Master Plan focuses on the broad relationships among areas, networks, uses and activities, and buildings and streets. It maintains a margin of flexibility in its particulars. It is therefore important that the implementation process remain supple. As initiatives arise in a given area, a detailed response and direction should be provided to project proponents, giving consideration to need, opportunity and market conditions. Guidance from the City should focus primarily on issues of fit and context as well as on the creation and maintenance of an attractive, safe and well-used public realm, a fundamental factor in urban vitality.

With this objective in mind, the Master Plan proposes a design-based way of visualizing and thinking about the Downtown that emphasizes compatible built-form while encouraging mixed-use. It is intended to be a flexible and usable document, providing a widely supported framework for decision-making. It allows for the evolution of detailed physical design over time to accommodate changing circumstances and market conditions.

IMPLEMENTATION

AN OVERVIEW

A vibrant, thriving and connected downtown core is the common goal that unites and benefits all stakeholders. Greater vibrancy increases the value of private investments, attracts more investment and adds to the city's tax base, building upon itself in a snowball-like effect. The Master Plan will be implemented through a series of successfully completed projects. The identification of strategic projects that set the standard and lead the way in the urban core's revitalization is vitally important. In the early stages, public funds will be required and should be used strategically to leverage private investment. The impact of each new project can be multiplied when it is linked to or expands an existing zone of success.

The Master Plan vision will be realized through a combination of projects at various scales. Although large-scale projects are important, the investment in attracting them should not be to the exclusion of smaller, finer-grained development. There is seldom a single "magic bullet". It is important to also support modest incremental change that builds on existing assets and areas.

Small scale opportunities - re-use of existing vacant lands and under-utilized buildings, public, private and community initiatives - should all be harnessed and capitalized upon. While these types of initiatives may not have large immediate impacts individually, cumulatively and over time they effect profound change.

The Master Plan does not in itself constitute a revision of existing policy, process or regulations. Public agencies will be responsible for crafting an approach to implementing the Master Plan recommendations. This will require a variety of approaches and actions. These are distinct from the Master Plan itself, and can change and evolve over time without affecting the consensus principles of the Plan.

The Plan should be seen as a framework or "roadmap" to be put into practice by a variety of means, including changes to the regulatory structure and process, procedures for development review and approval, incentives for development, public investment programs and other implementation techniques. It identifies a range

IMPLEMENTATION

AN OVERVIEW

of public capital investments to support redevelopment projects and neighborhood revitalization activities and provides the rationale for joint public/private efforts which require intergovernmental funding such as pollution clean-up, public transit, housing, and major infrastructure.

The success of the Downtown Master Plan in guiding positive change will ultimately depend on effective community ownership of the principles and directions it sets out. There must be "stewards", individuals and groups responsible for interpreting the Master Plan vision and ensuring its implementation. This may require additional urban design capacity and in particular, urban design leadership within City government. While the presence of the consultant team offered support during the development phase of the Master Plan, this responsibility must now rest squarely with City government in the years ahead.

Finally, the citizens of Fort Lauderdale have participated generously in the creation of the Master Plan through

public meetings and workshop discussions. The continuing value of broad-based involvement needs to be emphasized during the implementation phases. Ongoing effort should be devoted to expanding this involvement and encouraging broad community outreach as the vision evolves.

FUTURE LAND USE & GROWTH

LAND USE

Future growth in the Downtown will provide new opportunities for successful redevelopment initiatives, economic development programs, public improvement projects, housing and urban amenities. The Downtown Master Plan envisions an evolving and dynamic mix of planned land uses that will shape the growth into a sustainable urban center. The planned land uses, densities and intensities are the building blocks for revitalization, land development, building types, urban form and activities. The over-arching plans and policies for future growth and land use in the Downtown primarily reside in the Future Land Use Element and Future Land Use Plan of the City's Comprehensive Plan. These planning documents are prepared, amended and implemented in a coordinated process that involves multiple layers of inter-agency oversight. This approach to land use planning is intended to ensure consistency between local land use plans and regional and state plans.

The County and City's Future Land Use Plans designate the Downtown Master Plan study area as a "Regional Activity Center" (RAC). This designation: provides a comprehensive, flexible framework, with land use

parameters and implementation policies that are expressly designed for the Downtown; enables the City to coordinate land use planning activities with the applicable agencies in one process; and, allows the City to utilize land use policies intended to increase planned densities and uses, and create a mixed-use downtown.

Downtown development in previous decades has been marked by periods of growth in discreet sectors. The recent growth in the residential sector, coupled with previous and on-going growth in the office and institutional sectors, has created an emerging mixed-use, urban environment. It is expected that the residential component of future growth will continue to play an important role in the Downtown's future. The RAC's residential component is defined by the specific number of dwelling units that are allocated for it in the City and County's Future Land Use Plans. This dwelling unit allocation for the Downtown RAC is a crucial factor in future growth and development. Other land uses planned in the RAC are included in the plans and policies contained in The Future Land Use Element of The City and County's Comprehensive Plans.

FUTURE LAND USE & GROWTH**RAC DWELLING UNIT ALLOCATION**

The Master Plan provides a vision for the Downtown that is achieved with private and public sector interests. Therefore, it is vital that the City and County's Future Land Use Plans reflect market realities in the context of public sector initiatives. It is intended that the Master Plan will assist the coordination of the City and County's Future Land Use Plans for the Downtown RAC by defining future land use parameters. The history of residential land use allocation in the Downtown has been a prevailing policy for future growth and land use in recent years. The original 5100 dwelling units allocated in 1989 was recently expended, and in the Fall of 2003, 2900 dwelling units were added to the Downtown RAC. It is recognized by the Master Plan that a sustainable urban environment will continue to absorb growth and evolve and improve over time. However, limitations by the land use parameters can unintentionally prohibit redevelopment and revitalization in the Downtown. It is expected that the additional 2900 dwelling units recently allocated to the RAC may only meet the current demand and will not provide the opportunities needed for future private and public investments.

POPULATION

Future residential and population growth in the Downtown quantified for the Master Plan analyzed property conditions, available land and infrastructure, comparable urban centers and future land uses in the context of the Master Plan vision. This analysis also recognized that sustainable urban centers evolve and change through the process of redevelopment and revitalization. The analysis indicates that the Downtown currently has the potential for a total population of 28,000 to 37,000 persons. This population could increase over time pending future policy and redevelopment initiatives and market factors. The current dwelling unit allocation is not sufficient to meet market or planned conditions. Therefore, it is important that the City and County monitor market and redevelopment activities to anticipate the future land use needs for the continued maturation of the Downtown and in turn, coordinate plans and policies to accomplish future dwelling unit allocations.

DESIGN

PUBLIC SECTOR DESIGN ISSUES

A more vibrant public realm can be achieved incrementally with a multi-disciplinary approach that seizes every opportunity to effect change and advance the larger vision. Public and private capital projects can be leveraged in a number of ways. For example, the cyclical reconstruction of streets, sidewalks, services and utilities is an opportune time to make design changes for a relatively small incremental cost by integrating urban design considerations in normal capital budget preparation. Likewise, each redevelopment project creates an opportunity to reshape a portion of the public realm.

The design and improvement of streets, parks and other capital projects that interface with the public should reflect the concepts expressed in the Master Plan and other subsequent urban design initiatives. For example: the design standards for streets should involve a greater emphasis on greening the streets, enhancing street furnishings and improving multi use of the street corridor. On-street parking, signage, crosswalks and wide sidewalks are also typical improvements that will need to be codified with the street improvement design standards.

Interagency coordination of public improvements, and the timing and continuity of the improvements, are also

factors that will need to be considered with the public sector design issues. Other agencies such as Broward County and Florida Department of Transportation (FDOT) are responsible for significant roadway and transit improvements in the Downtown. The Downtown Development Authority (DDA) and Community Redevelopment Agency (CRA) also support a wide variety of capital improvements in the Downtown. The participation of these agencies is vital to the continued improvement of infrastructure and facilities in the public realm. Design standards and the pre-design of public improvements involving these and other agencies will further the coordination of capital projects. This coordination also provides one of the best opportunities to leverage multi-agency funding sources and projects for a comprehensive approach to building the public realm and implementing the Downtown Master Plan. Another aspect of coordination that includes the private sector is the timing and continuity of the development of capital projects. It is important that improvements in the public realm are designed and completed in a manner that will serve current and future needs. Therefore, the programming of the capital projects in the public realm must be anticipated in a logical sequence and included with the capital facilities plans of the various responsible agencies and private entities.

PRIVATE SECTOR DESIGN ISSUES

For the Master Plan to be achievable, it must be implemented in ways which work effectively with the private sector. The Plan proposes a design-based methodology that emphasizes compatible built form while encouraging mixed-use. The primary urban design issues to be addressed concern appropriate character of development, and defining and supporting the public realm. This emphasis will benefit the Downtown and the development industry as a whole. High-quality urban design is not an 'extra' that detracts from the financial visibility of a project. By creating a better product and contributing to the quality of the total urban environment, it ultimately adds to the value of the project, as well as its long-term viability.

The broad urban design directions established in the Master Plan itself are of necessity more general than the detailed design work needed to move ahead on specific proposals of urban design initiatives. It is assumed that more detailed design guidelines and a means of design review are established over time through a variety of processes, to ensure that maximum benefit is achieved from every project and development. As these move forward into implementation, a shift will be required from the broad conceptual design

guidelines spelled out in the Master Plan to a level of more detailed urban design and guidelines in priority areas.

PLANNING PROCESS

DESIGN-ORIENTED PLANNING REGIME

The design-oriented planning regime advocated by the Downtown Master Plan is based on an integrated view of the urban environment, focusing on the urban design of areas, not just individual buildings. It is based on principles and performance objectives, not rigid codes, standardized formulas, or added zoning complexity. Reasonable expectations for urban design relationships and the qualitative aspects of buildings and public spaces are communicated as well by examples and precedents. It is understood that the application of these principles and performance objectives will require flexibility and interpretation in dealing with particulars on the ground. To engage in this kind of informed dialogue, as opposed to relying on the certainty of hard and fast prescriptive rules, will require trust and collaboration. As has been successfully demonstrated in numerous other cities, this approach seeks to foster the evolution of an urban-design culture in Fort Lauderdale shared by public "grass-roots" support, development community, public agencies, and elected officials.

THE PRECINCT PLANNING OPTION

Based on need and the imminence of significant change, the Master Plan foresees a process of Precinct Planning in which areas of particular focus would be studied in greater detail when development opportunities arise. The urban design vision for groupings of blocks, buildings and public spaces would be advanced, identifying combined public/private opportunities to achieve larger goals. These Precinct Plans for areas of significant change could be initiated by the private sector or the public sector, including agencies, communities, or groups of area stakeholders. In the case of public sector initiative, planning could be undertaken with City approval or in partnership with the City. Precinct boundaries would be decided on a case by case basis, in collaboration with the various groups involved.

The Precinct Plans would set out a particular vision for each of these areas including such things as: a general distribution of uses and activities; densities and floor-area ratios; building footprints and block layouts; building envelopes and illustrative building designs; acceptable ways of handling parking; an interconnected street network, including an internal hierarchy of streets designed for a range of use and character; an open

PLANNING PROCESS

space system that works with the street system to create an internal structure for the site, which may include central squares, neighborhood parks, greenways and trails; percent of the site to consist of open space, both public and private; phasing plans; etc.

Detailed Design Guidelines (conforming with the more general Master Plan Design Guidelines) would accompany the Precinct Plans. These would clarify expectations regarding the treatment of key relationships, such as: the relationship of a new building to its neighbors, to streets, and to public spaces; massing relationships; the vertical and horizontal articulation of building facades; and the treatment and position of entries.

The objective of the Precinct Plans is to achieve complete, viable, and fully functioning mixed-use and neighborhood settings, including public spaces, shopping, amenities, etc. From a regulatory standpoint, the challenge is to relate to existing contexts that are highly variable, where many of these attributes may or may not already be present within easy walking distance. This is why specificity and variability are both essential.

Precinct Plans could be adopted by the City Commission as a general guide - minor changes could be permitted with staff approval; major ones would require another Commission approval. Specific guidelines for the approval and amendment of the Precinct Plans, and for the approval of subsequent Precinct Plan projects, need to be worked out fully by the City. Ultimately, the Precinct Plans need to be supported by regulatory strategies. Ideally, these should fit seamlessly into the existing zoning code not make the zoning regulations more complex, but simpler and more streamlined.

OTHER TECHNIQUES

Other techniques such as PUD's (Planned Unit Development) and Zoning Overlay Districts have been effective in other cities. Specific locally-appropriate techniques will need to be found which can translate urban design plans into the regulatory regime in Fort Lauderdale.



APPENDICES

FORT LAUDERDALE Building a Livable Downtown



ZONING ANALYSIS

DOWNTOWN FORT LAUDERDALE REGIONAL ACTIVITY CENTER

LDR SUMMARY

SEC. 47-13.21. TABLE OF DIMENSIONAL REQUIREMENTS FOR THE RAC DISTRICT.						SEC. 47-13.20. DOWNTOWN RAC REVIEW PROCESS AND SPECIAL REGULATIONS.			
ZONING DISTRICT	CATEGORIES OF PERMITTED AND CONDITIONAL USES	MAXIMUM HEIGHT	FAR	MAX DENSITY	SETBACKS	PEDESTRIAN PRIORITY STREETS SECTION H	IMAGE STREETS SECTION I	NEW RIVER WATER FRONT CORRIDOR SECTION J	ALL OTHER RAC STREETS SECTION K
RAC-CC	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Manufacturing, Parks, Recreation and Open Space Uses and Facilities, Public Purpose Facilities, Residential Uses (Note 1), Retail Sales, Services/Office Facilities, Storage Facilities, Wholesale Sales, and Accessory Uses, Buildings and Structures	None, except for neighborhood compatibility requirements**, and adequacy requirements. South of SE/SW 7 St. and North of NE/NW 5 St, 150ft max at boundary*****	None	None	Front - see Sec 47-13.20 Side - none, unless provided in Sec 47-13.20 Rear - none, unless provided in Sec 47-13.20	1. Building Frontage Setback Requirement – min 75% of linear frontage on ground floor 10 ft from property line. 2. General Stepback and Setback Requirements – for portions of building located more than 9 ft above the sidewalk. See subsection H.9 3. First Floor Uses – min 75% linear frontage for a depth of at least 20 feet from the building front shall be used for retail sales, retail banking, residential uses, food and beverage, commercial recreation, governmental facility, service use (not including professional office), public museum or art gallery, or other public cultural facility accessible to the public and occupants of the building in which the use is located.	1. Street requirements see Sections H.1, H.2, H.4, H.5, H.6, H.7, H.8, H.9, H.10, and H.11.	1. Applies to parcel within 100 ft of the river (within RAC-CC & RAC-AS). A Min 60ft setback from seawall or high water mark for principal structures or less if existing ROW is less than 60ft, but in no case shall any be less than 45ft. Exceptions for less than 45ft setback: a. Any residential or marine use that is no higher than 35ft may have portions within a 20ft min setback (but must be compatibility). b. Structures may exceed requirements of J.1 and J.1a, but must provide additional setback requirements as structure height increases and must follow contain specific architectural features.	1. All other streets shall provide: a. Min setback of 5ft from property line. b. Modifications may occur pending development.
RAC-AS	Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Public Purpose Facilities, Residential Uses (Note 1), Retail Sales, Services/Office Facilities, and Accessory Uses, Buildings and Structures.	None, except for neighborhood compatibility requirements**, and adequacy requirements	None	35 du/acre	Front - see Sec 47-13.20 Side – none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential, apply minimum yards of Sec 47-5.38, RMH-60**** Rear - none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20. For residential apply minimum yards of Sec 47-5.38RMH-60****	4. First Floor Transparency – min of 35% of first floor. 5. Awnings, canopies, arcades are required over all doors/windows required by subsection H.4 (height to be between 7ft 6in (this is currently being changed to 8 ft to be compatible with FBC) and 12 ft and 4 ft in depth).			2. Street Trees, see H.7 3. Location of Street Trees, see H.8
RAC-UV	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Manufacturing, Public Purpose Uses, Residential Uses (Note 1), Retail Sales, Services/Office Facilities, including Wholesale Service, and Accessory Uses, Buildings and Structures	55 ft. up to 150 ft.***, unless subject to neighborhood compatibility requirements**, and adequacy requirements Unspecified for South of NE/NW 5 St.	None	None	Front -see Sec 47-13.20 Side – none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential, apply minimum yards of Sec 47-5.38, RMH-60**** Rear - none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential, apply minimum yards of Sec 47-5.38, RMH-60****	6. Cornice – a cornice shall be provided a min of 12 ft above sidewalk or at level similar to adjacent properties (max 35 ft). 7. Street Trees – shade trees per 40 ft (shade trees 14 ft high, palm 18 ft high, ornamental 12 ft high). Alternative configurations are considered. 8. Location of Street Trees – may be located in public right-of-way.		2. Additional Criteria – along N. & S. New River Dr. development must follow regulations in Section H. Ground level uses must contain pedestrian oriented designs.	
RAC-RPO	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Manufacturing, Public Purpose Facilities, Residential Uses (Note 1), Retail Sales, Services/Office Facilities, and Accessory Uses, Buildings and Structures	55 ft. up to 150 ft.***, unless subject to neighborhood compatibility requirements and adequacy requirements	None	35 du/acre – up to 50 du/acre***	Front - see Sec 47-13.20 Side – none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential apply minimum yards of Sec 47-5.38, RMH-60**** Rear - none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential apply minimum yards of Sec 47-5.38, RMH-60****	9. Building stepbacks – at cornice (see Section H.6) a min stepback of 10ft. At a level between 4 th and 10 th floor an additional min 10 ft stepback or multiple ones, or alternative approved design. 10. New develop/redevelopment – shall meet all of the ULDR and all other requirements of streets within 50ft of the closest street. 11. This code does not apply to structures built before 1997, unless 50% is voluntarily demolished/replaced			
RAC-TMU EMU WMU SMU	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Manufacturing, Public Purpose Uses, Residential Uses (Note 1), Retail Sales, Services, and Accessory Uses, Buildings and Structures.	None, except for neighborhood compatibility requirements**, and adequacy requirements	None	None; greater than 25 du/acre see Sec. 47-13.20.	Front - see Sec 47-13.20 Side – none for nonresidential and mixed use unless otherwise provided for in Sec. 47-13.20; For residential, apply minimum yards of Sec. 47-5.38, RMH-60****, Greater side yard may be required see Sec. 47-13.20. Rear - none for nonresidential and mixed use, unless otherwise provided for in Sec. 47-13.20; For residential, apply minimum yards of Sec. 47-5.38, RMH-60****, Greater rear yard may be required see Sec. 47-13.20.				

*Side and rear setbacks as provided herein, except as regulated by Section 47-25.3, Neighborhood Compatibility Requirements.

** No maximum height, unless otherwise provided in those subsections of Section 47-25.3, Neighborhood Compatibility Requirements.

*** Height: Heights above fifty-five (55) feet and up to one hundred fifty (150) feet shall be reviewed subject to the requirements of Section 47-24.3, Conditional Use Permit, except that parcels abutting Andrews Ave. and Federal Hwy. shall be exempt from Conditional Use Review for height. Density in the RAC-RPO: Above thirty-five (35) du/ac and up to fifty (50) du/ac shall be reviewed subject to the requirements of Section 47-24.3.

**** Setbacks/Yards of one-half building height do not apply.

***** Height at boundary of RAC-CC district shall be one hundred fifty (150) feet; height may be increased one (1) foot for every one (1) foot of setback from the RAC-CC district boundary, for a distance of one hundred (100) feet from the RAC-CC district. (Ord. No. C-97-19, § 1(47-13.5), 6-18-97)

Note 1: Residential units are subject to availability of units in the Regional Activity Pool.

CAPACITY & GREEN SPACE ANALYSIS

DOWNTOWN REGIONAL ACTIVITY CENTER: UNIT COUNT, POPULATION & DENSITY

Urratt Capacity Study

A. DOWNTOWN RAC: AREAS

1	Gross Area=	31,519,310 sf=	749.7 acres	(includes New River and canals)
2	Streets, Public Space, Parks, River, Canals, etc. =		281.7 acres	(approx. 38% of Gross)
3	Net Area=	20,091,914 sf=	468.0 acres	
4	Estimated Land Area for Potential Future Redevelopment		330.3 acres	(approx. 71% of Net)

B. DOWNTOWN RAC: UNIT COUNT, POPULATION & DENSITY EXISTING CONDITIONS

	Unit Allocation	# Units	Density (NET)	Density (GROSS)	Population Estimate (# units x 2 occ.)
1	Current:				
	pre-existing Sept. 2000 count	1529			
	recently built or under construction	2141			
	TOTAL	3,670	7.8 du/ acre	4.9 du/ acre	approx. 7,340
2	Near Future:				
	(approved)				
	from TOTAL above	3670			
	allocated, remaining from original 5,100	1430			
	borrowed from Flex Zone 54, for use south of Broward only	216			
	TOTAL	5,583	11.9 du/ acre	7.4 du/ acre	approx. 11,166
3	Short Term:				
	from TOTAL above	5583			
	next round - not yet allocated	2960			
	TOTAL	8,543	18.3 du/ acre	11.4 du/ acre	approx. 17,086

C. DOWNTOWN RAC: UNIT COUNT, POPULATION & DENSITY FUTURE ESTIMATES @ POTENTIAL FULL BUILD-OUT

	Unit Allocation	# Units	Density (NET)	Density (GROSS)	Population Estimate (# units x 2 occ.)
4	Long Term:				
	(Master Plan Est.)				
	from TOTAL above	8543			
	next round - not yet allocated; SEE BELOW* range from:	3157 to 14857			
	TOTAL	range from: 11,700 to 23,400	25.0 to 50.0 du/ acre	15.6 to 31.2 du/ acre	approx. 23,400 to 46,800
4	Long Term:				
	(Full Build-out of all soft sites under Current Regulations)				
	from TOTAL above (existing and allocated for short-term)	8543			
	RAC-CC	151.4 acres	18925 to 22710	125 to 150 du/acre	
	RAC-RPO	24.8 acres	1240	50 du/acre	
	RAC-WMU	23.1 acres	1155 to 2310	50 to 100 du/acre	
	RAC-LV	77.8 acres	3890 to 7780	50 to 100 du/acre	
	RAC-SMU	21.3 acres	1065 to 2130	50 to 100 du/acre	
	RAC-EMU	22.7 acres	1135 to 2270	50 to 100 du/acre	
	RAC-AS	7.3 acres	255.5	35 du/acre	
	H-1	2 acres	30	15 du/acre	
	TOTAL	range from: 36,239 to 47,269	77.4 to 101.0 du/ acre	48.3 to 63.0 du/ acre	approx. 72,477 to 94,537

D. DENSITY COMPARISONS

Savannah, GA	GROSS	approximately	30 du/ acre	†anecdotal
South Beach, Miami FL	GROSS	approximately	35 du/ acre	†anecdotal

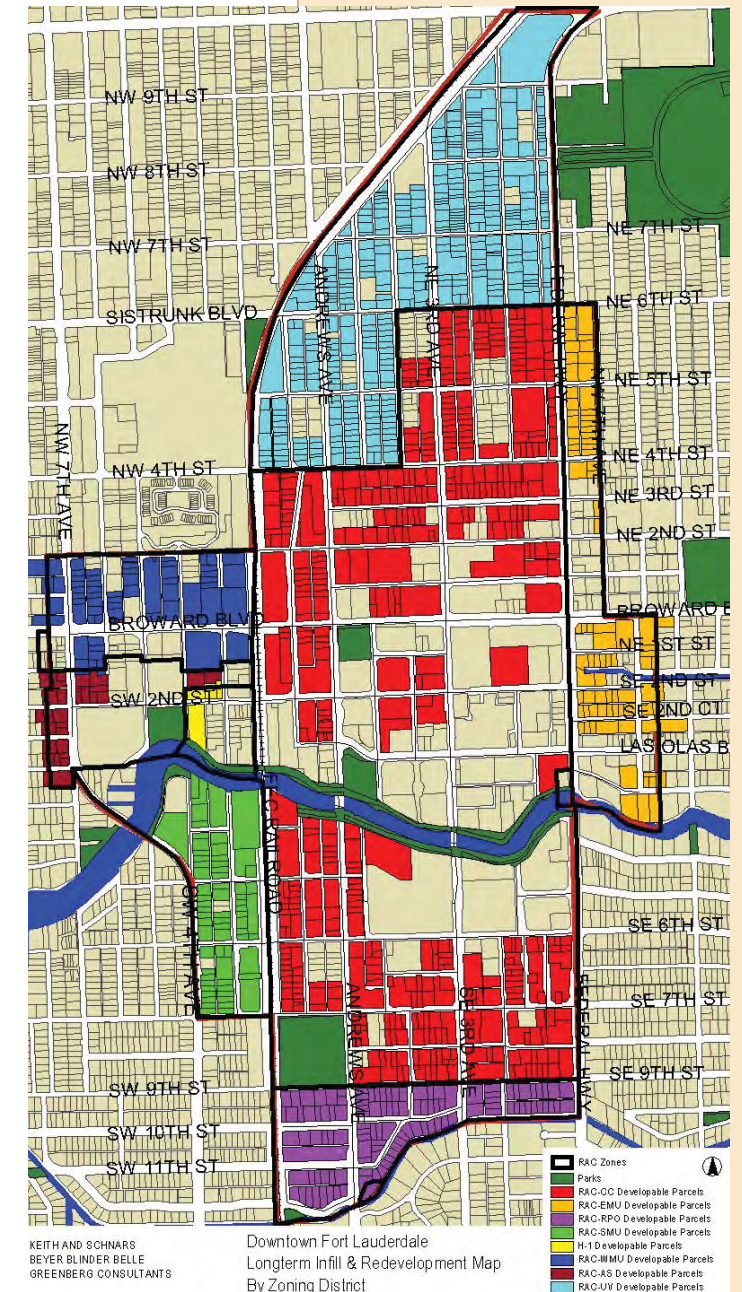
Draft Capacity Study

E. DOWNTOWN RAC: NET DENSITIES OF CURRENT PROJECTS

Project Name	# Units	Density (NET)	
1 River House	280	147.4 du/ acre	
2 Summit	420	133.3 du/ acre	
3 Las Olas Grand & Water Garden	552	122.3 du/ acre	
4 Waverly	304	122.0 du/ acre	
5 Jefferson	234 (incl. workforce)	107.0 du/ acre	5 levels + 1 level retail (9000 sf); 506 pkg; 80'
6 4th & 4th phase I; phase II; & Putnam	390	85.0 du/ acre	
7 Flagler Junction	131 (large/luxury)	59.5 du/ acre	11 levels; 30,000 sf office/retail; 380 pkg; 143'
8 Avenue Lofts	100	51.0 du/ acre	
9 Ellington	50	25.0 du/ acre	

F. DOWNTOWN RAC: PARKS & GREEN SPACE AREAS

1 Existing Parks & Green Space:	Riverwalk & attached parks (Huizenga, Smoker, Esplanade, space in front of courts)	725,190 sf=	16.6 acres	
	Stranahan Park	75,771 sf=	1.7 acres	
	Hardy Park	184,955 sf=	4.2 acres	
	Tarpon River Park	33,992 sf=	0.8 acres	
	TOTAL	1,019,908 sf=	23.4 acres=	3% of Gross RAC area
	plus additional park space near or adjacent to study area (Holiday Park, etc.)	approx.	90 acres	
TOTAL			113.4 acres=	14% of altered Gross area
2 Normative Standards:	5 to 10% of gross area** =	5% of 749.7	37.5 acres to	5% of Gross RAC area
		to 10% of 749.7	75.0 acres	10% of Gross RAC area
	or			
	minimum of 3.5 acres per 1,000 (pop.) ¹	3.5 x 23.4 (low pop. estimate)=	81.9 acres min.	11% of Gross RAC area
		3.5 x 46.8 (mid-range pop. estimate)	163.8 acres min.	23% of Gross RAC area
		3.5 x 94.5 (high pop. estimate)=	330.8 acres min.	46% of Gross RAC area
	or			NOT POSSIBLE
average of 7.2 acres per 1,000 (pop.) ²	7.2 x 23.4 (low pop. estimate)=	168.5 acres min.	23% of Gross RAC area	
	7.2 x 46.8 (mid-range pop. estimate)	337.0 acres min.	47% of Gross RAC area	
	7.2 x 94.5 (high pop. estimate)=	680.4 acres min.	94% of Gross RAC area	
	based on actual % in High-Density U.S. cities			NOT POSSIBLE
	** taken from Calthorpe, <i>The Next American Metropolis</i> , p. 91.			
	*** taken from Harnik, <i>Inside City Parks</i> , p. 124.			
3 Future: (Master Plan)	Minimum Additional Park/ Green Space =	14.1 acres		
	Maximum Additional Park/ Green Space =	657.0 acres		



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Downtown Fort Lauderdale
Longterm Infill & Redevelopment Map
By Zoning District

- RAC Zones
- Parks
- RAC-CC Developable Parcels
- RAC-EMU Developable Parcels
- RAC-RPO Developable Parcels
- RAC-SMU Developable Parcels
- HI-1 Developable Parcels
- RAC-HIMU Developable Parcels
- RAC-AS Developable Parcels
- RAC-LUV Developable Parcels

[Figure B.1] Map showing soft site assumptions

MARKET ANALYSIS

To: Bruce Chatterton
City of Fort Lauderdale

From: Paul Lambert
Lambert Advisory

Date: February 18, 2003

Subject: Downtown Fort Lauderdale – Demand Projections by Use through 2010

This memorandum sets forth Lambert Advisory's preliminary findings related to the Downtown Fort Lauderdale Demand Projections by Use (through 2010). The basis for our analysis contemplates historical and forecast economic, demographic and market trends both locally and regionally that have an impact on demand for specific uses in Downtown Fort Lauderdale, including: Office, Rental Housing, For-Sale Housing, Retail, and Hotel. Our initiative was primarily restricted to "desk-top" analysis.

The analysis used to assess prospective market demand is summarized herein and segmented into two main areas:

- 1.) **Employment Demand** – Employment in the downtown area is one of the principal factors to projecting demand for residential, office and retail. Therefore, projecting employment for Downtown Fort Lauderdale through 2010 provides the basis for many underlying assumptions.
- 2.) **Demand by Use** – From employment demand, as well as other factors that will be discussed, we will determine demand by use.

Employment Demand

Presently, there is no specific source profiling employment in downtown Ft. Lauderdale. Therefore, in an effort to determine the existing and projected employment base, we concentrated on three major employment sectors within the downtown Ft. Lauderdale market: Office, retail/hospitality and hospital employment.

Downtown Office Employment – Black's Office Guide and the Ft. Lauderdale Downtown Development Authority indicate approximately 5.0 million square feet of (private sector) office space in the CBD. We estimate an additional 225,000 square feet of public sector space in the area. Utilizing a ratio of 225 square feet per private office worker¹ and 225 square feet per public sector worker, and an average occupancy of 90 percent, current downtown office employment approximates 25,000 persons.

In an effort to support the estimate of base employment, as well as the estimates for employment projections, we prepared the following table to illustrate our analysis:

¹ BOMA Experience Exchange Report

Broward County and Downtown Fort Lauderdale Office Employment (Existing and Projected Demand) 2002 and 2010					
Broward County Employment Projections by Industry (2002 and 2010)					
	2002	2010	Annual Change	Annual %Change	
Agricultural & Mining	10,848	12,986	267	2.3%	
Construction	41,310	44,722	427	1.0%	
Manufacturing	38,120	34,234	(486)	-1.3%	
Trans., Comm. & Utility	32,825	37,626	600	1.7%	
Wholesale Trade	47,489	53,491	750	1.5%	
Retail Trade	148,286	163,715	1,929	1.2%	
FIRE	51,970	57,418	681	1.3%	
Services	318,299	380,455	7,770	2.3%	
Government	92,146	103,585	1,430	1.5%	
Total	781,293	888,232	13,367	1.6%	
*Self Employed and Unpaid Family labor included within Services sector					
Broward County Office Employment by Industry (2002 and 2010)					
	2002	2010	Annual Change	Annual %Change	
Percent of FIRE:	95%	49,372	54,547	647	1.3%
Percent of Services:	27.5%	87,532	104,625	2,137	2.3%
Percent Other	10.0%	41,102	45,036	492	1.1%
Total Office Employment	178,006	204,208	3,275	1.7%	
Downtown Ft. Lauderdale Office Employment (2002 and 2010)					
% of County:	15.0%	26,701	30,631	491	1.7%
% of County:	20.0%	35,601	40,842	655	1.7%

Source: Florida Dept. of Labor; Black's Office Guide; Lambert Advisory

Based upon Florida Department of Labor statistics, Broward County's total employment in 2002 was 781,293. Accordingly, the Department of Labor projects employment to be 888,232 in 2010, or an average annual increase of 13,367 jobs during the next eight years. To ascertain the need for office space among the employment sectors, we estimate that approximately 95 percent of FIRE sector jobs require office space, 27.5 percent of Services sector require office space, and 10 percent of all other sectors require office space. Based upon these assumptions, office employment for the County is currently in the range of 180,000, increasing to 205,000 (or 3,300 office jobs per annum) in 2010. Considering that Downtown Fort Lauderdale represents approximately 15 percent of the County's inventory (reported to be roughly 35 million square feet), the analysis indicates approximately 26,500 office jobs currently in downtown Ft. Lauderdale, which is directly in line with the 25,000 jobs estimated above. Therefore, as indicated in the table above, downtown Fort Lauderdale employment is projected to increase to 30,600 by 2010, or nearly 500 office jobs per year. If downtown captures slightly more than its "fair share" of office development during the next several years, the demand increased to between 650 to 700 office jobs per year.

Retail/Hospitality – Again, there is no formal source of data that provides downtown employment statistics within the retail/hospitality sector. Nonetheless, we estimate

approximately 600,000 square feet of retail space within the downtown market which considers the major retail facilities (Riverwalk and Las Olas) as well as smaller retail centers/stores. This represents slightly less than 5 percent of the County's total retail inventory (reportedly 15 million square feet), which is generally supported by Ft. Lauderdale DDA statistics. At an estimated 500 square feet per worker², downtown retail employment is estimated to be 1,200 workers. Accordingly, we assume 300 additional (professional) employees working within the area's hotel facilities. Utilizing the employment growth rate projections prepared by the Department of Labor, retail/hospitality employment should increase by 1.7 percent per year, or 25 to 30 jobs annually. However, it is reasonable to assume that with the amount of new development and related activity currently taking place in downtown Fort Lauderdale, it is reasonable to assume that retail/hospitality employment growth may actually be 50 to 60 jobs per year.

Broward General Hospital – Broward General Hospital reportedly employs a total of 2,300 workers, and is estimated to add an average 17 new employees per year.

Based upon the analysis above, the following provides a summary of downtown Ft. Lauderdale employment currently and projected 2010, which will provide the basis for determining demand by use:

Downtown Ft. Lauderdale Employment Profile (2002 and 2010)	2002	2010	Annual Change	Annual %Change
Office Employment	26,701	30,631	491	1.7%
Retail/Hospitality	1,550	1,950	50	2.9%
Broward General	2,300	2,436	17	0.7%
Total Employment Downtown	30,551	35,017	558	1.7%

Demand by Use

As noted above, employment demand is one of the most significant drivers to determining demand among various development uses. However, there are also several other factors that provide the basis for determining demand that must be considered. Following provides a summary of demand by use, which contemplates three projection scenarios summarized as:

- Scenario 1:* Represents a “conservative” approach to assumptions and estimates and would reflect a significant unexpected downturn in economic and/or market conditions;
- Scenario 2:* Represents an “expected” approach to the process and is largely based upon historical trends;
- Scenario 3:* Represents an “aggressive” approach whereby downtown Fort Lauderdale exceeds growth expectations and “fair share” capture of market demand.

Office Space Demand

The demand for office space is directly related to projected office employment. As noted above, office employment in downtown Fort Lauderdale is projected to increase by

² ULI, Dollars and Cents of Shopping Centers 2000

approximately 500 to 700 jobs per year. Utilizing the factor of 225 square feet of space per employee, following is a summary of projected demand for three scenarios:

Downtown Ft. Lauderdale Office Space Demand (Projected 2010)	Scenario 1	Scenario 2	Scenario 3
Projected Annual Employment Growth:	500	700	900
Sq.Ft. per Employee	225 s.f.	225 s.f.	225 s.f.
Total Office Space Demanded (annual):	112,500 s.f.	157,500 s.f.	202,500 s.f.
Total Office Space Demanded 2003 to 2010:	900,000 s.f.	1,260,000 s.f.	1,620,000 s.f.

As a measurement against historical office development trends in downtown Fort Lauderdale, an average of approximately 190,000 square feet of space has been added to the market annually since 1980.

Housing Demand

Housing demand for downtown Ft. Lauderdale is driven by employment growth, and from non-downtown workers and second home residents; accordingly, the distinction between rental and for-sale demand has been contemplated. Following is a summary of assumptions and factors used to project demand for housing:

Employment Conversion – In an effort to derive a factor to “convert” downtown employment to residential demand, we reference a study conducted by the Miami Downtown Development Authority (1998) that surveyed downtown office workers to measure their interest in living within the CBD (in either rental or for-sale). The survey indicated that 18 percent of all office workers were “very likely” to live downtown (provided desirable available product) and an additional sixteen percent indicated that they would be “somewhat likely” to live downtown. Therefore, if we assume that 70 to 100 percent of the “very likely” candidates will actually move downtown, and 10 to 20 percent of the “somewhat likely” move downtown, we estimate an office worker-to-resident “conversion” factor of 18 percent to 26 percent.

In terms of converting retail/hospitality employment to residential demand, we assume that since wages are typically lower than that of the professional services, a worker-to-resident “conversion” factor of 7.5 to 12.5 percent has been applied. Furthermore, assuming a maximum 50 percent of hospital workers are financially qualified for downtown housing, we apply a higher potential “capture” ratio for this employment base given their odd working hours and need to be close to work, estimated between 25 to 35.

Downtown Ft. Lauderdale Residential Demand from Employment	Scenario 1	Scenario 2	Scenario 3
Est. Annual Employment Growth (thru 2010)	600	700	800
% DT Office Employee (prefer DT residence)	18%	22%	26%
Est. Retail/Hospitality DT Employment Growth	60	60	60
% DT Retail Employee (prefer DT residence)	8%	10%	13%
Est. Broward General/Other ⁸	17	17	17
% DT			

MARKET ANALYSIS

Based upon the number of downtown workers and applying the appropriate “conversion” factors outlined above, projected demand (rental and for-sale) from downtown employment is estimated to range between roughly 120 and 220 households.

To determine the demand for rental and for-sale product within the downtown market, we apply the following factors:

Housing Tenure - To break down the proportion of for-sale and rental demand, we apply a 50/50 ownership to rental factor. Although 2000 Census data indicates that rental inventory represents as much as 75 percent of housing downtown, we apply an upward adjustment to for-sale housing to account for an increasing younger, professional and second home demand base seeking to buy within this urban environment.

Multi-family Dwelling – We estimate that 90 percent of the renter demand will reside within multi-family dwellings (essentially the only development type that is feasible to build in the downtown area), as opposed to purchasing existing single family homes.

Non-Downtown Employee Demand – Obviously not all downtown rental and for-sale demand will come solely from downtown employment. As noted, upwards of 80 percent of downtown housing demand is generated from downtown workers. However, an adjustment is warranted to account for the fact that downtown Ft. Lauderdale provides a desirable urban community that has historically lacked quality downtown housing product; therefore, there should be an increased level of demand from areas outside of the CBD. For this, we apply a non-downtown employee demand adjustment for rental product to range between 60 and 80 percent, while for-sale housing will have an adjustment of between 50 and 70 percent due to the fact that there is a significant second home market in the for-sale product.

Downtown Ft. Lauderdale	Rental Housing			For-Sale Housing		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
Residential Demand from Employment						
Sub Total - DT Employee Resident Base	117	165	221	117	165	221
% Housing Tenure (Rental)	50%	50%	50%	50%	50%	50%
DT Employee Renter/Owner Base	58	82	111	58	82	111
% Residing in Multi-Fam. Complex	90%	90%	90%	90%	90%	90%
DT Employee Rental/Owner Market	52	74	100	52	74	100
Adjust for Non-DT Employee Demand	80%	70%	60%	70%	60%	50%
Total Rental/Owner Market Demand (annual)	65	106	166	75	124	199
Total Housing Demanded 2003 to 2010:	525	848	1,328	600	990	1,593

After applying the above factors to the total estimated housing demand, we estimate that the total demand for rental housing in downtown Ft. Lauderdale is in the range of 65 to 165± units per year, or a total of 525 to 1,325 units through 2010. Accordingly, we estimate that the total demand for for-sale housing in downtown Ft. Lauderdale is in the range of 75 to 200± units per year, or a total of 600 to 1,600 units through 2010. In aggregate, total housing demand (rental and for-sale) is estimated to be roughly 145 to 365 units per year, or 1,125 to nearly 3,000 units through 2010.

Retail Demand

We have developed a retail trade model for downtown Fort Lauderdale which uses income and expenditure trends in a defined market area to determine demand for retail space by major retail category. Capture estimates take into account the strength of major retail nodes of activity outside of the trade area.

It should be noted that our retail model has two components. The first model is based upon primary area resident, inflow from residents in the surrounding region, and visitor expenditure in the primary trade area. The second model is based upon the inflow of day time worker expenditure into downtown Fort Lauderdale driven by surveys of daytime worker expenditure conducted by the International Council of Shopping Centers in 1997. The Lambert Advisory Retail Trade Model is provided in detail, including a summary of our methodology, as an attachment to this memorandum. Following is a summary of retail demand by category:

Downtown Ft. Lauderdale	Scenario 1	Scenario 2	Scenario 3
Avg. Annual Retail S.F. Demand by Category			
Shoppers Goods*	6,000	8,500	11,000
Food Stores	5,000	7,500	10,000
Eating & Drinking Establishments	5,000	7,000	9,000
Pharmacies	1,000	2,000	3,000
Other Retail (Building, Liquor Stores)	2,100	3,500	5,000
Total Retail Sq.Ft. Demanded (annually)	19,100	28,500	38,000
Total Retail Sq.Ft. Demand (2003 to 2010)	133,700	199,500	266,000

* General Merchandise, apparel, furniture and home equip., hardware & misc.)

We estimate that retail space demand resident and day worker expenditure in downtown Fort Lauderdale will average approximately 22,000 to 38,000 square feet per year through 2010, or total 160,000 to 260,000 square feet during the period. This breaks down approximately 90 percent from expenditures of trade area residents, other inflow of resident sales from outside the trade area, and their visitors and 10 percent from non-resident day workers.

Hotel Demand

Downtown Fort Lauderdale’s hotel market primarily comprises the Riverside Hotel and the new Hampton Inn, or a combined total of less than 300 rooms. Throughout the surrounding area, basically extending south to 17th Street, east to the beaches and north to Sunrise Boulevard, there is more than 4,500 hotel rooms which is deemed to adequately service existing and near term (future) demand.

It is our belief that the downtown Fort Lauderdale hotel market should remain at least at current levels for the next twenty four to thirty six months. Beyond that time frame, we project that there may be an opportunity to build up to 250 rooms in the downtown area, representing the only addition to hotel supply in the downtown area through 2010.

Conclusions

Based upon the research and analysis outlined above, following is a summary of projected demand by use for downtown Fort Lauderdale through 2010:

Downtown Fort Lauderdale Projected Demand by Use (Annually and Total 2010)			
Use	Scenario 1	Scenario 2	Scenario 3
Office Space (Average Annual)	112,500	157,500	202,500
Office Space (Total Through 2010)	900,000	1,260,000	1,620,000
Rental Housing (Average Annual)	66	106	166
For-Sale Housing (Average Annual)	75	124	199
Rental Housing (Total Through 2010)	525	848	1,328
For-Sale Housing (Total Through 2010)	600	990	1,593
Total Housing (Average Annual)	141	230	365
Total Housing (Total Through 2010)	1,125	1,838	2,921
Retail Space (Average Annual)	19,100	28,500	38,000
Retail Space (Total Through 2010)	133,700	199,500	266,000
Hotel Rooms (Average Annual)	N/A	N/A	N/A
Hotel Rooms (Total Through 2010)	100	200	250

STREET DESIGN REQUIREMENTS

	Current Standards		Master Plan Standards
	Local	County/State	
ROW (Existing)			
Broward Blvd (Arterial)	85-100ft	100ft ¹	85-100ft
Federal Hwy (Arterial)	100ft	120ft ²	120ft
Andrews Ave (Arterial)	60-70ft	88ft ³	70ft
3 rd Ave (Arterial/Collector)	70-80ft	80ft ⁴	80ft
Local Streets	40-80ft	-	Varies
Number of Travel Lanes			
Broward Blvd (Arterial)	6-Lane & turn; non-designated bike line	?? verify	6 + turn; no bike lane
Federal Hwy (Arterial)	6-Lane & turn	8-lane & turn	6+ turn
Andrews Ave (Arterial)	4-Lane & turn	?? verify	3+ turn + 1 bike lane
3 rd Ave (Arterial/Collector)	4-Lane & turn	?? verify	3+ turn + 1 bike lane
Lane Width			
Arterial		12ft ⁵ , 11ft ⁶	11ft
Collector		11ft ⁷	10ft-6in
Local		10-11ft ⁸	10ft
Transportation Design for Livable Communities (TDLC) Projects		11ft & 10ft ⁹	10ft
On-Street Parking			
Required Locations	Not required	Not required	Required on all streets except Broward and Federal
City of Fort Lauderdale Standard for Parallel (unclear where it's measured from)	8ft-8in ¹⁰		8ft (art./coll.) 7ft (local)
TDLC Projects		8ft & 7ft ¹¹	7ft
Bike Lanes			
Next to On-Street Parking		5ft ¹²	5ft
Next to Travel Lane		4ft ¹³	4ft
Non-Designated Bike Lanes		3ft	3ft
Street Corner			
Turning Radius		35ft ¹⁴	15ft max
Corner Clearance or Sight Triangles (at curb)			

¹ Broward County Planning Council (Feb. 2002), *Broward County Trafficways Plan*

² Broward County Planning Council (Feb. 2002), *Broward County Trafficways Plan*

³ Broward County Planning Council (Feb. 2002), *Broward County Trafficways Plan*

⁴ Broward County Planning Council (Feb. 2002), *Broward County Trafficways Plan*

⁵ Note: This is for an Arterial through or travel lane.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁶ Note: Is permitted on an Arterial given specific conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁷ Note: For a Collector through or travel lane.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁸ Florida Department of Transportation (May 2002), *Manual of Uniform Minimum Standards for Design, Construction and Maintenance, for Streets and Highways (The Greenbook)*, pg 3-58

⁹ Note: TDLC lane widths are 11ft, and can be reduced to 10ft given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 21-5.

¹⁰ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-20.11

¹¹ Note: TDLC parking lanes can be reduced to 7ft (measure from face of curb) in residential areas.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, Ch. 21.

¹² Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, Ch 8, pg 8-5 and Ch 21, pg 21.5

¹³ Note: Measured from the lip of the gutter i.e. 5.5 ft wide.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, Ch 8, pg 8-5 and Ch 21, pg 21.5

¹⁴ Note: Florida Building Code requires a 35ft min turning radius, and the CRA has been able to use a 20ft-turning radius, however, no information was found on this subject.

	Current Standards		Master Plan Standards
	Local	County/State	
Minor/Minor intersection	25ft ¹⁵		none required
Minor/Major intersection	25ft ¹⁶		none required
Major/Major intersection	25ft ¹⁷		none required
Corner Cords (Utility easement at property line for building setback)			
Minor/Minor intersection		20ft ¹⁸	None required
Minor/Major intersection		25ft ¹⁹	None required
Major/Major intersection		30ft ²⁰	None required
Setback (from property line)			
RAC Pedestrian Priority Street	10ft ²¹ (75% min), 5ft ²² (25% or <)		No longer applicable: See Urban Design Guidelines Street Sections
RAC Image Street	10ft ²³ , (75% min), 5ft ²⁴ (25% or <)		No longer applicable: See Urban Design Guidelines Street Sections
All other RAC Streets	5ft ²⁵		5'
New River Corridor (all properties within 100ft of seawall)	60ft ²⁶ , (20-45ft ²⁷)		Varies; create Riverwalk Master Plan guidelines
Street Edges (Shoulder)			
Street Trees			
- Tree Spacing	Ped. Priority reg.: Shade-at least 40ft o.c. ²⁸ , Palm at least 20ft o.c. ²⁹		Shade-30 ft o.c. max. Palm-22 ft o.c. max.
- Clear Sight (measured from roadway to bottom of tree canopy)	6ft shade & 8ft of wood palm ³⁰	8ft-6in ³¹	6' shade, 8' palm
- Horizontal Clearance if, Caliper > 4in (from face of curb to face of tree trunk)		4ft(new trees) ³² , 1.5ft (existing trees or design speed < 25mph) ³³	Min. 3ft ; Max. 5ft (new) 1.5ft (existing trees or design speed < 25mph)
- Frangible Plants/Trees < 4in caliper and > 18in tall		No min distance from curb	No min. dist. from curb
Tree Canopy (face of building to face of tree trunk)			
- Shade Tree		15ft ³⁴	12ft
- Palm Tree		7.5ft ³⁵	6ft
Tree placement relative to curb		No requirement	Primary row of street trees adjacent to curb
Low Hedges (measured from roadway to top of hedge)			
- Clear Sight		< 18in ³⁶	18in max.

¹⁵ Note: Can have a hedge up to 30in measured from crown of roadway within limits of sight triangle. City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-19.5

¹⁶ Note: Can have a hedge up to 30in measured from crown of roadway within limits of sight triangle. City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-19.5

¹⁷ Note: Can have a hedge up to 30in measured from crown of roadway within limits of sight triangle. City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-19.5

¹⁸ Note: This is said to be a County Requirement, and most County requirements refer back to FDOT standards.

¹⁹ Note: This is said to be a County Requirement, and most County requirements refer back to FDOT standards.

²⁰ Note: This is said to be a County Requirement, and most County requirements refer back to FDOT standards.

²¹ Note: 75% of building frontage must be at a 10ft setback.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²² Note: Other parts of building can be at a 5ft setback.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²³ Note: 75% of building frontage must be at a 10ft setback.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁴ Note: Other parts of building can be at a 5ft setback.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁵ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁶ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁷ Note: Depending on the condition the setback can be 20ft, 35ft, or 45ft.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁸ Note: This is for roadways within the RAC.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

²⁹ Note: This is for roadways within the RAC.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

³⁰ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

³¹ Note: This is from the sight distance at intersections.

Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 546.

³² Note: This is for horizontal clearance to trees.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-78

³³ Note: This is the TDLC Horizontal clearance to trees for EXISTING PLANTINGS.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 21-7.

Note: Florida Greenbook it calls for 1.5ft of clear zone on streets with design speeds of 25mph or less. Also if conditions due not permit clear zone can be reduced to 1.5ft, in cases of design speed > 25mph.

Florida Department of Transportation (May 2002), *Manual of Uniform Minimum Standards for Design, Construction and Maintenance, for Streets and Highways (The Greenbook)*, Pg. 3-60.

³⁴ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-21.6

³⁵ City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-21.6

³⁶ Note: This is from the sight distance at intersections.

Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 546

STREET DESIGN REQUIREMENTS

	Current Standards		Master Plan Standards
	Local	County/State	
Curbs (type F)		2ft ³⁷	18in
Sidewalk Width (min 3ft ADA)	5ft ³⁸	4-6ft ³⁹ , 6ft ⁴⁰	5ft min; actual varies
Center Median			
Arterial		12ft ⁴¹ , 11ft ⁴² , 10ft ⁴³	No min.
Collector		11ft ⁴⁴ , 10ft ⁴⁵	No min.
Local		??	No min.
Trees			
- Horizontal Clearance if, Caliper > 4in (from edge of inside traffic lane where median curb is present, <i>not measured from face of curb</i>)	4ft ⁴⁶	6ft (new trees) ⁴⁷ 3ft (existing trees) ⁴⁸	Min. 3ft (new and existing)
- Clear Sight (measured from roadway to bottom of tree canopy)		8ft-6in ⁴⁹	8ft-6in
Low Hedges (measured from roadway to top of hedge)		< 18in ⁵⁰	18in max
Tree Spacing	Ped. Priority reg.: Shade-at least 40ft o.c. ⁵¹ , Palm at least 20ft o.c. ⁵²		Shade-40ft o.c. max. Palm-20ft o.c. max.
Curbs (type F)		2ft ⁵³	18in
Turning Lane			
Arterial		12ft ⁵⁴ , 11ft ⁵⁵ , 10ft ⁵⁶	10ft
Collector		11ft ⁵⁷ , 10ft ⁵⁸	10ft
Local			No turn lanes
TDLA Projects		11ft & 10ft ⁵⁹	10ft
Stacking Lengths			
- Unsignalized Intersections (for low volume streets and no turning study)		100ft ⁶⁰	Encourage reduced stacking lengths (See Urban Design guidelines)
- Signalized Intersections (At signalized intersections, the required queue length depends on the signal cycle length, the signal phasing arrangement, and rate of arrivals and departures of turning vehicles.) Assumes 35mph design speed.		145ft plus queue length ⁶¹	Encourage reduced stacking lengths (See Urban Design guidelines)

³⁷ Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 300

³⁸ Note: This information comes from the Subdivision requirements.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec. 47-24.5

³⁹ Note: Standard width of a sidewalk should be 5 feet when separated from the back of curb by a buffer strip. A 4 foot sidewalk may be considered when physical constraints exist and where necessary right of way is unavailable or prohibitively expensive. When sidewalks must be constructed adjacent to the curb, the minimum width should be 6 feet.

Florida Department of Transportation (May 2002), *Manual of Uniform Minimum Standards for Design, Construction and Maintenance, for Streets and Highways (The Greenbook)*, Pg. 3-17.

⁴⁰ Note: Measured from back of curb (not face).

Florida Department of Transportation (2002). *Florida Intersection Design Guide (on Florida State Hwy System)*

⁴¹ Note: For medians on an Arterials.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁴² Note: Is permitted for medians on Arterials given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁴³ Note: Is permitted for medians on Arterials given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁴⁴ Note: Is for a median on a Collector.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁴⁵ Note: Is for a median on a Collector.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁴⁶ NEED TO VERIFY, SAID TO BE A CITY REQUIREMENT AND MEASURED FROM FACE OF CURB

⁴⁷ Note: Is for the horizontal clearance to trees.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-78

⁴⁸ Note: This is the TDLC horizontal clearance to trees for EXISTING PLANTINGS.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 21-7

⁴⁹ Note: This is from the sight distance at intersections.

Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 546.

⁵⁰ Note: This is from the sight distance at intersections.

Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 546.

⁵¹ Note: This is for roadways within the RAC.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

⁵² Note: This is for roadways within the RAC.

City of Fort Lauderdale (Sept. 2002), *Code of Ordinances and Unified Land Development Regulations*, Sec 47-13.20

⁵³ Florida Department of Transportation (Jan. 2002). *Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System*, Index 300

⁵⁴ Note: This is for turn lanes on an Arterial.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁵⁵ Note: Is permitted for turning lanes on an Arterial given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁵⁶ Note: Is permitted for turning lanes on an Arterial given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁵⁷ Note: Is permitted for turning lanes on a Collector given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁵⁸ Note: Is permitted for turning lanes on a Collector given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 2-40

⁵⁹ Note: TDLC turn lane widths are 11ft, and can be reduced to 10ft given conditions.

Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, pg 21-5

⁶⁰ Florida Department of Transportation (Jan. 2003), *Plans Preparation Manual – Design Criteria and Process*, Sec. 2.13.2

⁶¹ Note: Can almost assume a 1:1 ratio for queuing length, where 10 cars per hour equals 10 feet in length of turning lane queue length.

Florida Department of Transportation (May 2002), *Manual of Uniform Minimum Standards for Design, Construction and Maintenance, for Streets and Highways (The Greenbook)*, Pg. 3-58

PRELIMINARY CAPITAL COST ANALYSIS

The major capital cost analysis includes a list of specific capital projects that are identified in the Master Plan. This list does not include other capital projects for utilities, roadways and parks that are currently planned or programmed by the City or other applicable agencies. The list of capital projects should be regarded as examples of projects that are specifically needed to implement the Master Plan and are in addition to those identified in various other plans. It is anticipated that the concepts for the design of the projects will be defined by public agencies and included with public capital facility plans. The funding and development of the projects will be accomplished incrementally over time involving the public and private sectors.

Downtown Fort Lauderdale Master Plan List of Typical Major Capital Project Costs	
Major Capital Projects	Conceptual Level Cost Estimates
New River Pedestrian Crossing	
* Standard FDOT Movable Bridge (or)	\$ 7.0 M
* Tramway (15 person gondola)	\$5 to \$8 M
* Ferry (15 person vessel only)	\$ 200K
Roundabout (at Sunrise Blvd. and Federal Hwy.)	
* Diameter ranging from 375 ft to 475 ft (area = 2.5 to 4 acres)	\$3.0 to \$6.0 M
Community, Neighborhood and Pocket Parks (10.5 acres)	\$8.5 to \$14.2 M
Improved Stranahan Park (1.72 acres)	\$700k to \$1.9 M
Typical Streetscape Improvements (400 ft long section)	\$325K to \$575K
Gateway Projects (includes 4 gateways)	\$250K to \$1 M

NOTES:

- All estimates shown are based on experiential knowledge and research of similar projects.
- All estimates represent only design and construction costs and do not include land acquisition or R-O-W costs.
- All estimates are based on 2003 dollars.
- All calculations are for planning purposes only and are not based on preliminary design costs.
- Roundabout features are limited to: roadway, landscaping and architectural treatments.
- Typical park improvements can include: lighting, plazas, landscaping, art, and play equipment where applicable.
- Typical streetscape improvements can include: street trees, enhanced lighting, sidewalks, furnishings and landscaping.
- Gateways can include: a variety of architectural features and landscaping.

