2009 Sasaki Master Plan Established Central Beach Vision Based on Past Efforts and Plans
- Helped Realize Current CRA Public Realm Improvements
- Established Foundation and identified opportunities for guiding private development

Current Effort Focuses on Code Amendments to Building Design Standards that will enhance the Central Beach Public Realm
<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
</thead>
</table>
| 2014 | • Mid-2014 – City Commission listed the CBMP as a CAAP initiative  
       • October 2014 – City Commission approved contract with Redevelopment Management & Associates, Inc. (RMA) |
| 2015/16 | • February 2015 to September 2016 – Multiple Stakeholder meetings and workshops |
| 2017 | • January 31, 2017 – Streetscape Workshop re: long/short-term goals  
       • March 27, 2017 – Breakers Avenue Community Investment Plan (CIP) Data Collection / Inter-Department Staff Coordination Meeting  
       • Mid-2017 – City and FAU received two awards from the Fort Lauderdale Chapter of the American Institute of Architects (AIA) |
| 2018 | • May 2017 to March 2018 – City Staff completed the update draft to the Central Beach Architectural Resource Surveys  
       • November 2018 – History and Overview for Newly-elected City Commission |
| 2019/20 | • Jan/Aug 2019 – Draft Language  
         • October 2019 – Public Open House  
         • Oct/Nov 2019 – CBA and CFLCA Presentations  
         • Early 2020 – Anticipated completion of code updates |
# Use Table for Central Beach Districts

<table>
<thead>
<tr>
<th>Use Class</th>
<th>DSD</th>
<th>ABG</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Recreation</td>
<td>SDU, ID</td>
<td>SDU</td>
<td>C: Conditional</td>
</tr>
<tr>
<td>Non-Residential Uses in the North Beach North (as defined in the amendments to Section 14.10.2.4 of the Code)</td>
<td>SDU</td>
<td>SDU</td>
<td>C: Conditional</td>
</tr>
</tbody>
</table>

**Key:**
- **SDU:** Not permitted, if floor area in Column C is not allowed. Use is not permitted.
- **ID:** Permitted.
- **SDU:** Not permitted, if floor area in Column C is not allowed. Use is not permitted.
- **ABG:** Permitted.
- **C:** Conditional.
<table>
<thead>
<tr>
<th>Department of Sustainable Development</th>
<th>Urban Design &amp; Planning</th>
</tr>
</thead>
</table>

**DIMENSIONAL STANDARDS COMPARISON TABLE**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>IOA Intracoastal Overlook Area</th>
<th>PRD Planned Resort District</th>
<th>SBMHA South Beach Marina and Hotel Area</th>
<th>ABA A-1-A Beachfront Area</th>
<th>NBRA North Beach Residential Area</th>
<th>SLA Sunrise Lane District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height (maximum)</td>
<td>120 ft</td>
<td>200 ft</td>
<td>120 ft</td>
<td>200 (240 with Beach Development Permit) 35 along A-1-A</td>
<td>120 ft</td>
<td>120 ft</td>
</tr>
<tr>
<td>Site Plan Process for Residential</td>
<td>Allowed (Level III)</td>
<td>Allowed (Level IV)</td>
<td>Allowed (Level IV)</td>
<td>Not allowed (Level III)</td>
<td>Allowed (Level IV)</td>
<td>Allowed (Level IV)</td>
</tr>
<tr>
<td>Hotel</td>
<td>Level IV</td>
<td>Level IV</td>
<td>Level IV</td>
<td>Level IV</td>
<td>Level IV</td>
<td>Level IV</td>
</tr>
<tr>
<td>Maximum Density (du net acre)</td>
<td>48</td>
<td>48</td>
<td>48</td>
<td>Not Described in ULDR</td>
<td>32</td>
<td>48</td>
</tr>
<tr>
<td>Density (Hotel rooms/acre)</td>
<td>90</td>
<td>Not Described in ULDR</td>
<td>Not Described in ULDR</td>
<td>Not Described in ULDR</td>
<td>50</td>
<td>90</td>
</tr>
<tr>
<td>Maximum FAR</td>
<td>Not Described in ULDR</td>
<td>6</td>
<td>5</td>
<td>4 (Beach Development Permit allows higher)</td>
<td>Not Described in ULDR</td>
<td>2 (commercial retail)</td>
</tr>
<tr>
<td>Setbacks:</td>
<td>Front - 20 ft from A-1-A, 20 ft from any public ROW unless it’s a development of significant impact.</td>
<td>All structures set back 20 ft from A-1-A and Seabreeze Blvd, side 10 ft, rear 20 ft.</td>
<td>20 ft from A-1-A and Seabreeze Blvd, side 10 ft, rear 20 ft.</td>
<td>All structures 20 ft from A-1-A, 20 ft from any public ROW unless it’s a development of significant impact.</td>
<td>Front - 20 Side - Half the height - or Development of Significant Impact Rear - Half the height - or Development of Significant Impact</td>
<td>Front - Half the height - minimum 20 or 0 Side - Half the height - minimum 10 or 0 Rear - Half the height - minimum 20 or 0</td>
</tr>
<tr>
<td>Maximum Length</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Maximum Width</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>200</td>
</tr>
</tbody>
</table>
### Dimensional Standards Comparison Table

#### Proposed

<table>
<thead>
<tr>
<th>REQUIREMENT</th>
<th>IOA</th>
<th>PRD</th>
<th>SBMHA</th>
<th>ABA</th>
<th>NBRA</th>
<th>SLA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoulder Height (Podium)</td>
<td>60 ft</td>
<td>60 ft</td>
<td>60 ft</td>
<td>60 ft</td>
<td>60 ft</td>
<td>60 ft</td>
</tr>
<tr>
<td>Tower Stepback (Abutting ROW)</td>
<td>12 ft</td>
<td>15 ft</td>
<td>12 ft</td>
<td>15 ft</td>
<td>12 ft</td>
<td>12 ft</td>
</tr>
<tr>
<td>Tower Separation</td>
<td>30 ft</td>
<td>30 ft</td>
<td>30 ft</td>
<td>30 ft</td>
<td>30 ft</td>
<td>30 ft</td>
</tr>
<tr>
<td>Front Setback (when abutting right-of-way)</td>
<td>20 ft</td>
<td>20 ft</td>
<td>20 ft</td>
<td>20 ft</td>
<td>20 ft</td>
<td>20 ft</td>
</tr>
<tr>
<td>Side Setback (height 0 - 35 ft)</td>
<td>10 ft</td>
<td>0 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>10 ft</td>
<td>0 ft</td>
</tr>
<tr>
<td>Side Setback (height 35 - 75 ft)</td>
<td>20 ft</td>
<td>0 ft</td>
<td>20 ft</td>
<td>20 ft</td>
<td>20 ft</td>
<td>0 ft</td>
</tr>
<tr>
<td>Side Setback (height 75 - 115 ft)</td>
<td>30 ft</td>
<td>0 ft</td>
<td>30 ft</td>
<td>30 ft</td>
<td>30 ft</td>
<td>0 ft</td>
</tr>
<tr>
<td>Side Setback (height above 115 ft)</td>
<td>40 ft</td>
<td>0 ft</td>
<td>40 ft</td>
<td>40 ft</td>
<td>40 ft</td>
<td>0 ft</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>20 ft</td>
<td>0 ft</td>
<td>20 ft</td>
<td>Same as Side</td>
<td>20 ft</td>
<td>Same as Side</td>
</tr>
</tbody>
</table>
DIMENSIONAL STANDARDS

IOA, NBRA, SBMHA

ABA
DIMENSIONAL STANDARDS

SLA

60-foot tower separation

Podium at 60 feet in height

Property line

12-foot tower stepback requirement at 60 feet in height

PRD

60-foot tower separation

Maximum Height: 200 feet

Based on approved using point system

15-foot tower stepback requirement at 60 feet in height

Maximum Height: 240 feet

Property line
BUILDING PODIUM/SHOULDER HEIGHT & TOWER STEPBACK

**Intent:**

- Helps address building scale
- Encourages a more “human framing” of the street
- Provides more light and air at the pedestrian level
Intent:

- Maintains minimum 60 feet between towers to limit impact of building massing
- Provides light and air between buildings and at street level
- Provides more opportunities for open space between buildings
Existing language is vague and difficult to administer...

• Distinctive design that reflects positively on the overall character of the city: one point;

• Architectural character that reflects a particular sensitivity to the history and culture of south Florida: one point;

• Color and composition that reflects the natural colors and composition of south Florida: one point;

• Architectural design that represents a deviation from "sameness": one point;

• Building orientation that relieves the monotony of building massing and scale along A-1-A: one point;

• Accessible pedestrian spaces that are integrated into public pedestrian spaces and corridors along A-1-A: one to three points depending on the area of the pedestrian area according to the following:
  
  • Up to five thousand (5,000) square feet of pedestrian area: one point; and
  • Greater than five thousand (5,000) square feet of pedestrian area: one-tenth (0.1) point for each additional two thousand (2,000) square feet of pedestrian area above five thousand (5,000) square feet up to a maximum of two points;

• Distinctive public facilities that contribute to the destination resort character of the central beach area including plazas, courtyards and parks: one-tenth (0.1) point for each 1,000 square feet of distinctive public facilities up to a maximum of two points;

• Lot aggregation: one-tenth (0.1) point for each 1,000 square feet of land area proposed for development above twenty-five thousand (25,000) square feet up to a maximum of two points; and

• Consolidation of previously parcelized land: five-tenths (0.5) point for each five thousand (5,000) square feet of land that is assembled into the parcel of land proposed for development up to a maximum of two points.
Proposed language is more prescriptive resulting in more substantial improvements...

- Line parking facility above 1st floor with habitable space: two points;

- Provide parking that serves as a valid municipal purpose, with the City retaining all revenues associated with the public parking operations: three points;

- Internalize loading zone: three points;

- Implement sustainable practices that include, but are not limited to flood resiliency, additional stormwater storage capacity in flood prone areas, solar access to reduce demands for cooling and lighting, cool roofs, and green roofs: half point for each up to two points;

- Provide ten percent (10%) more open space above the minimum standard with five percent (5%) at grade: two points.
NEW OPEN SPACE REQUIREMENTS

Residential

• 50 units or less: Minimum 200 square feet of open space per unit
• Between 51-150 residential units: Minimum 150 square feet of open space per unit
• Over 150 residential units: Minimum 100 square feet of open space per unit

Non-Residential

• 20% of lot size
• 50% at grade level

Mixed Use

• Provide the highest open space requirements of the non-residential and residential
NEW STANDARDS TO ADDRESS SAFE AND ACTIVE PEDESTRIAN REALM

- Promote Active Uses at the Ground Level
- Minimum sidewalk width requirement added (13 feet Primary Streets / 7 feet Secondary Streets)
- Require Street Trees (appropriate species)
NEW STANDARDS TO ADDRESS SAFE AND ACTIVE PEDESTRIAN REALM

EXISTING:

“People Streets”
Streets previously identified to accommodate intensive pedestrian traffic or serve as gateway into Central Beach Area

PROPOSED:

“Primary and Secondary Streets”
Instead of “People Streets” additional streets identified and distinguished as:

Primary: Main streets that accommodate pedestrian and vehicular traffic, characterized by commercial ground floor uses and more intensive buildings fronting the street, creating a consistent streetwall.

Secondary: Streets other than primary streets which offer a combination of a mix of uses, but at less intensity and vehicular traffic while maintaining a pedestrian friendly environment, with active ground floor uses.
• Open House – October 21, 2019
• Central Beach Alliance - October 24, 2019
• Council of Fort Lauderdale Civic Associations – Late 2019
• Planning & Zoning Board - Late 2019
• City Commission – Early 2020
Public Comments

*We look forward to your participation and input!*

Please contact us:
954-828-6163 or e-mail: planning@fortlauderdale.gov

For additional information please visit: