Central Beach Public Presentation

Draft Master Plan

November 9, 2016

Project History

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

Project Scope

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

Stakeholder Input

- Numerous stakeholder meetings:

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

Introduction

Project Consultant

Redevelopment Management Associates (RMA)

Urban Design and Planning

Presentation Outline

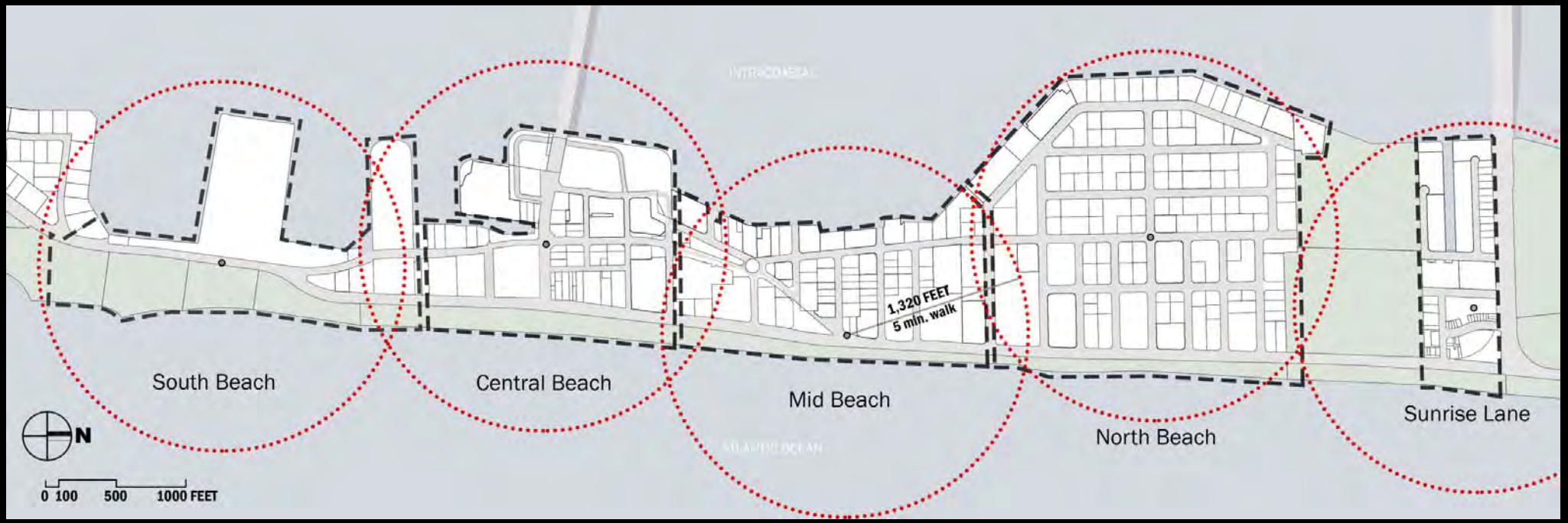
- Introduction
- Part One: Public Realm Analysis and Recommendations
- Q&A
- Part Two: Building Design Standards
- Q&A
- Survey
- Next Steps

Introduction

Study Area


Las Olas Blvd.
Sunrise Blvd.
Intracoastal
Bahia Mar
Seabreeze Blvd.
Bonnet House
A1A
Study Area
CRA Boundary
Atlantic

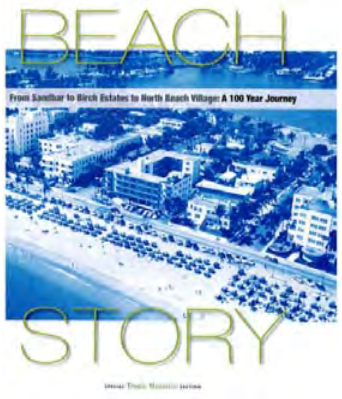
Central Beach Character Areas



Central Beach Zoning Districts

Vision

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



Central Beach Master Plan Goals and Objectives (2009)

1. Enhance connectivity to create a continuous Central Beach experience
2. Expand opportunities for pedestrians to experience the active edge of the Intracoastal waterway
3. Create a symbolic center/gathering place at Las Olas Boulevard and mark the other entries to Central Beach
4. Create a variety of usable public spaces for daily use as well as special events and performances.
5. Make streets more pedestrian oriented with attractive shaded sidewalks with cafes, restaurants, and shop
6. Create places for families and children
7. Preserve and enhance the architectural resources of the Central Beach
8. Promote a mix of uses and a mix of users
9. Establish a comprehensive identity and way finding system







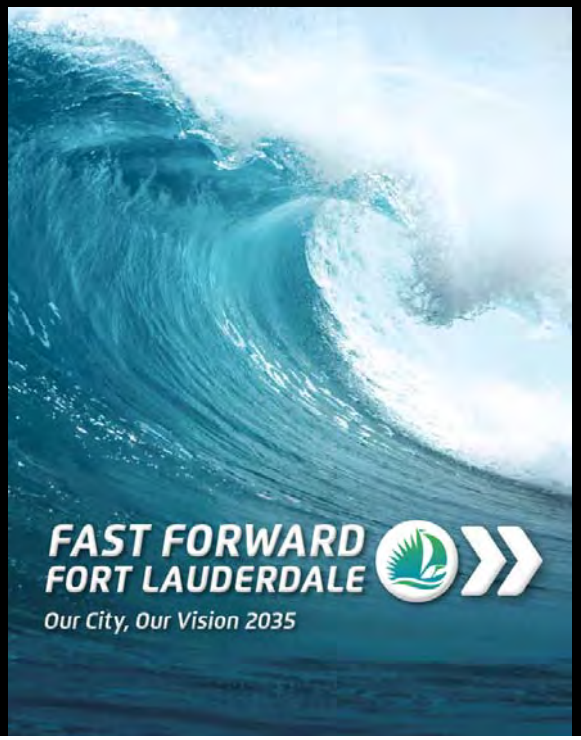

Beach CRA Public Realm Projects

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

Public parking facilities and parks

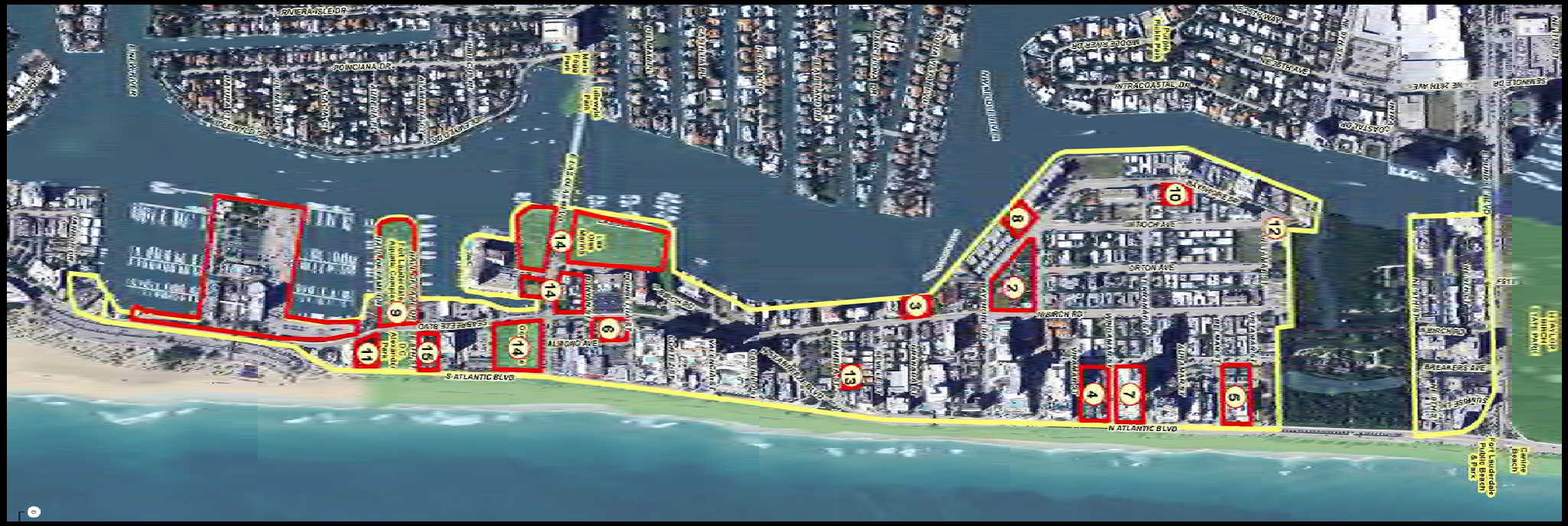
Fort Lauderdale Plans

Fast Forward- 2035 Vision Plan (long-term)



Press Play- 2018 Strategic Plan (short-term)

Recent Developments



Under Construction

Residential Units – 204
Hotel Rooms – 317
Retail – 3,894 sf

Approved

Residential Units – 344
Hotel Rooms – 677
Retail – 3,511 sf

In Review

Residential Units – 0
Hotel Rooms – 198
Retail – 6,861 sf

Part One:
Public Realm Analysis and Recommendations

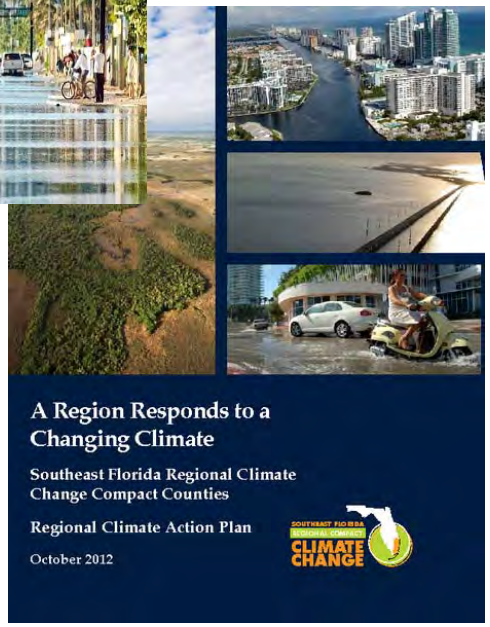
Part 1: Outline

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

Sustainability and Resiliency

Climate Change

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



Adaptation Action Areas

Miami Beach, FL

Adaptation Strategies

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

Miami Beach Adaptation Project

Adaptation Action Areas

Fort Lauderdale, FL

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

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

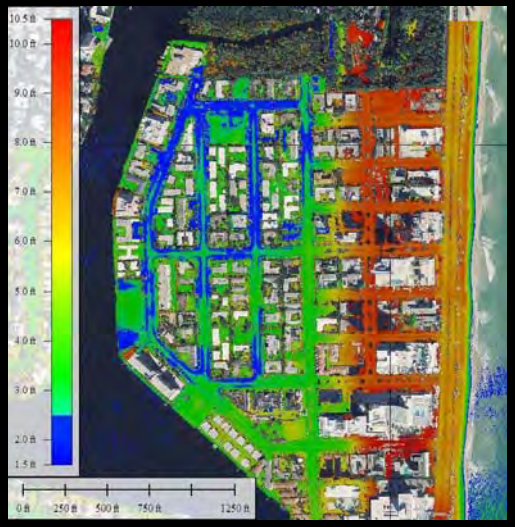
Yellow: Flooding with 1-foot SLR (by 2040)

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

Adaptation Action Areas

Fort Lauderdale, FL

Historic and Architectural Resources in Central Beach



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

Historic Bonnet House

Historic Fort Lauderdale Beach Hotel

Manhattan Tower (MiMO)

North Beach Hotel –Previously Royal Saxon Apartments (MiMO)

Adaptation Action Areas

Fort Lauderdale, FL

Preservation Methods

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

Context Sensitive Development

The Gale Hotel and Residences

Adaptive Reuse

North Beach Hotel

Royal Saxon Apartments

Adaptation Action Areas

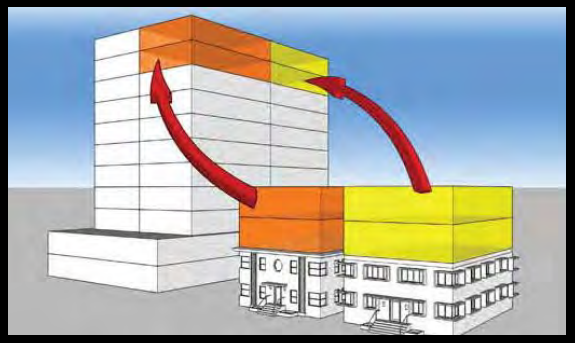
Fort Lauderdale, FL

Preservation Methods

Transfer of Development Rights (TDRs)

Original concept:

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



Implementation Challenges:

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

Adaptation Action Areas

Fort Lauderdale, FL

Landscaping and Tree Canopy

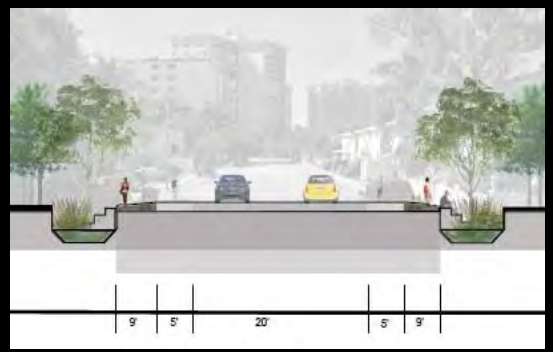
- Tree canopy coverage
  - Central Beach Area- 9.7% (2014)
  - City's 2018 Press Play Strategic Plan goal- 23.6%
- Saltwater tolerant landscaping should be considered in the Central Beach area.

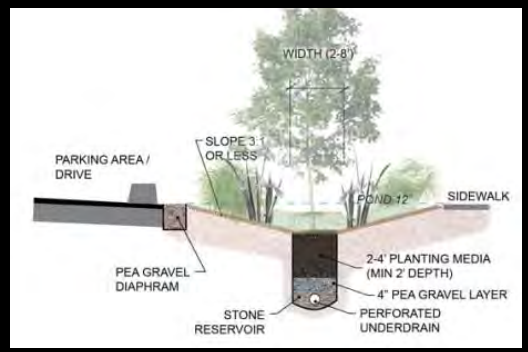
NEA Grant: Botanizing N Beach Village

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

NOAA Florida Sea Grant

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





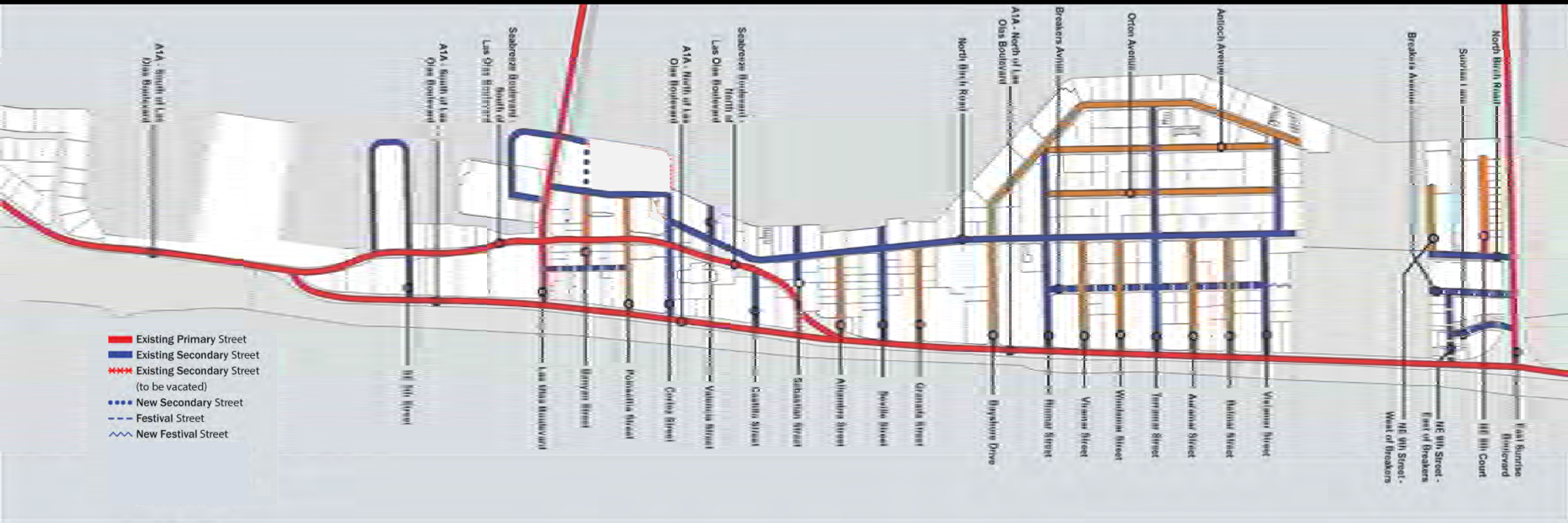
Urban Design Analysis

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

Open Space and Urban Greenways

- Established a system of interconnected greenways and open spaces
- Analyzed potential for pedestrian connections between the Intracoastal Waterway and beach
- Analyzed potential for pedestrian access along Intracoastal Waterway

Street Network and Connectivity



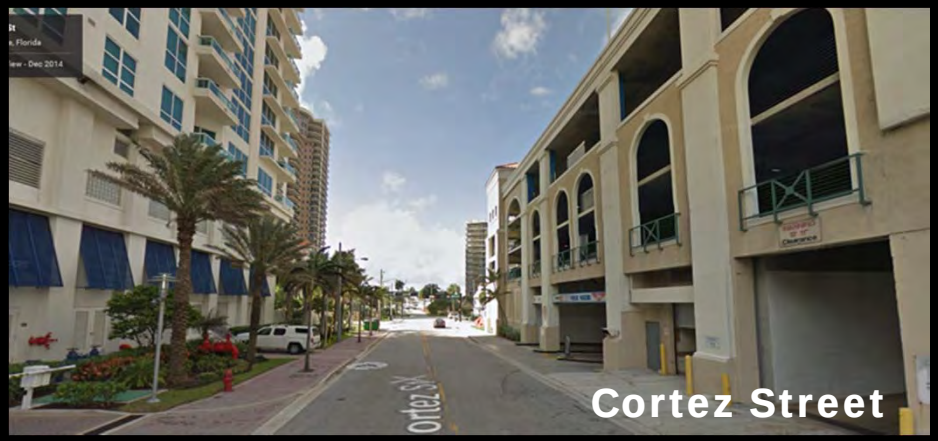
Primary Street: A1A

Secondary Street: Terramar St

Tertiary Street: Granada St

Festival Street: Example

Active Building Facades



Undesired

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

Desired

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

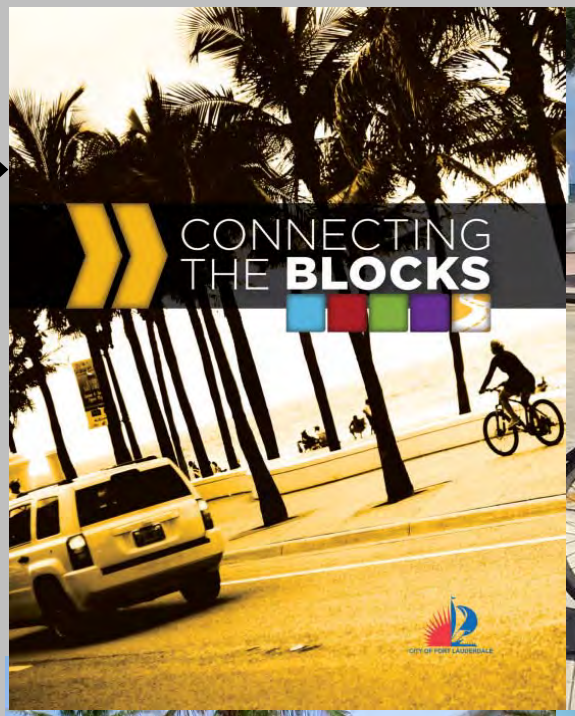
Transportation and Parking

Goal:

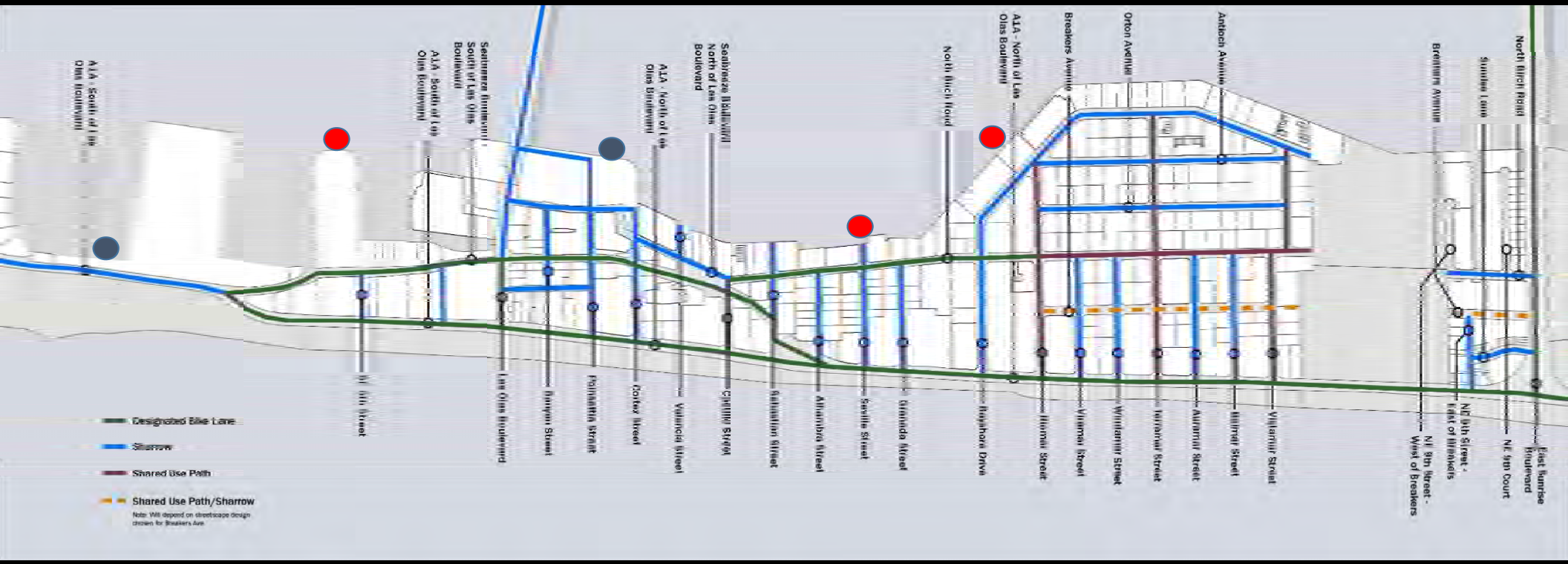
Improve mobility and accessibility throughout the Central Beach to encourage alternate modes of transportation

Strategies:

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



Bicycle Facilities Plan



- EXISTING WATER TAXI STOP
- PROPOSED WATER TAXI STOP

Streetscape Improvements

- **Planned Street Improvements**
- **Existing Street Conditions**
- **Proposed Street Improvements**
  - Short Term
  - Long Term

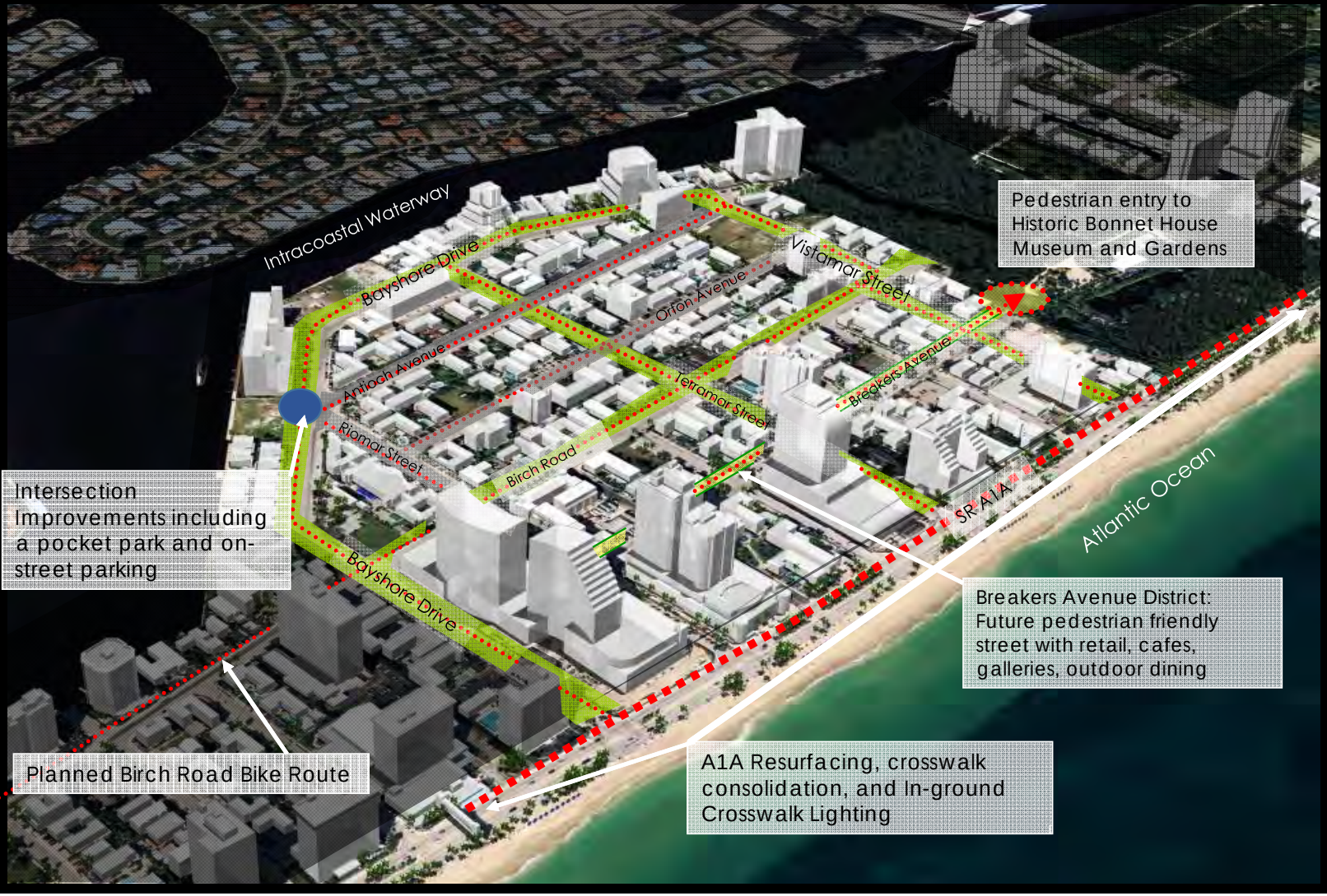
Workshop Overview (March 2016):

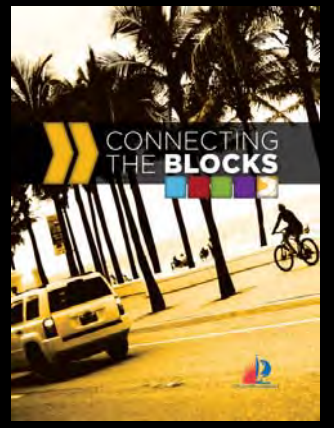
- Safer pedestrian crossings
- More landscaping
- Additional Intersection improvements:
  - N. Birch Road and Terramar Street
  - N. Birch Road and Bayshore Drive
  - Antioch Avenue and Terramar Street






Planned Street Improvements





North Beach Village Street Conditions

Existing Sidewalk Conditions
(Red demonstrates poor conditions)

Existing pedestrian / vehicular conflicts
(Red demonstrates conflicts)

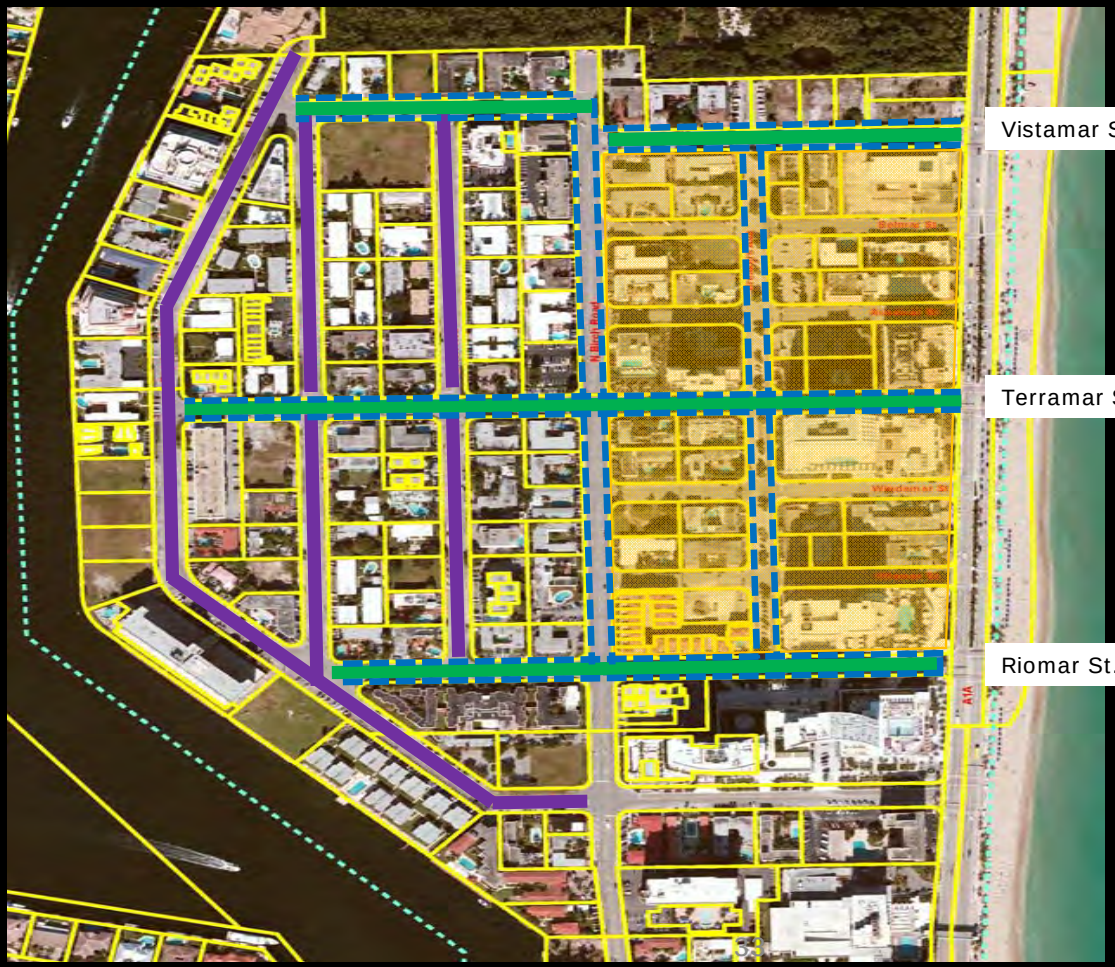
Streetscape Potential

Goal: Improve options for overall mobility and connectivity

1. ***Safer pedestrian ways***
2. ***Reduce traffic speed and pedestrian conflicts***
3. ***Improved Pedestrian connections between Intracoastal and Beach***
4. ***Improve North/South Connections***

Proposed Strategy:

- Remove central parking bay on Vistamar and Riomar Streets;
- Build central green along Terramar, Vistamar and Riomar Streets
- Replace parking in targeted streets.
- Neighborhood Street improvements
- Parking becomes localized as certain sites potentially redevelop



Menu of Complete Street Improvements

Bike lanes /
Parallel parking

Wide Sidewalks /
Shade Trees

Crosswalks

Lighting

Roundabouts

Rain Gardens

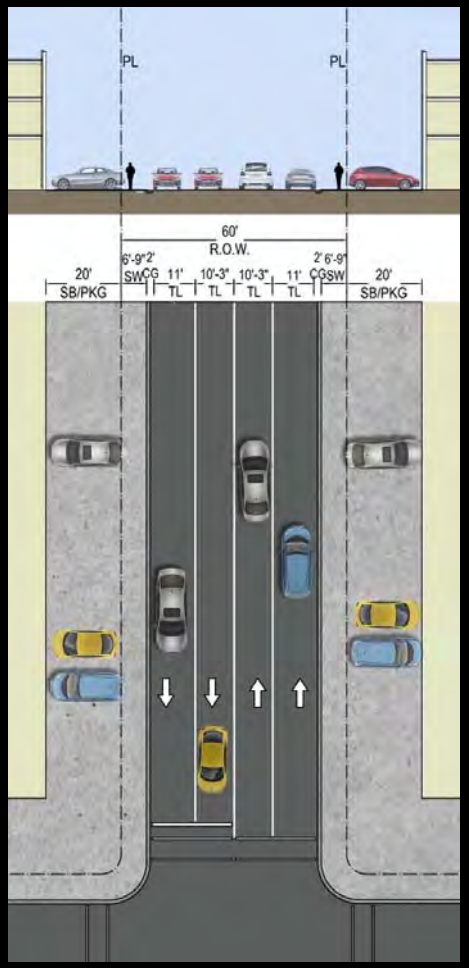
Median Improvements

Intersection Bulb-outs

Paint Treatments /
Visually reduce asphalt

Specific Streetscape Improvements

N. Birch Road



Existing Conditions

Challenges:

- 4 lane road
- Sidewalk widths are too narrow
- No landscaping along street edge

Street Hierarchy Designation:
Secondary Street

Building Setback Required:
Minimum: 10 feet
Maximum: 35 feet

Building Frontage Required:
80%

Specific Streetscape Improvements

N. Birch Road

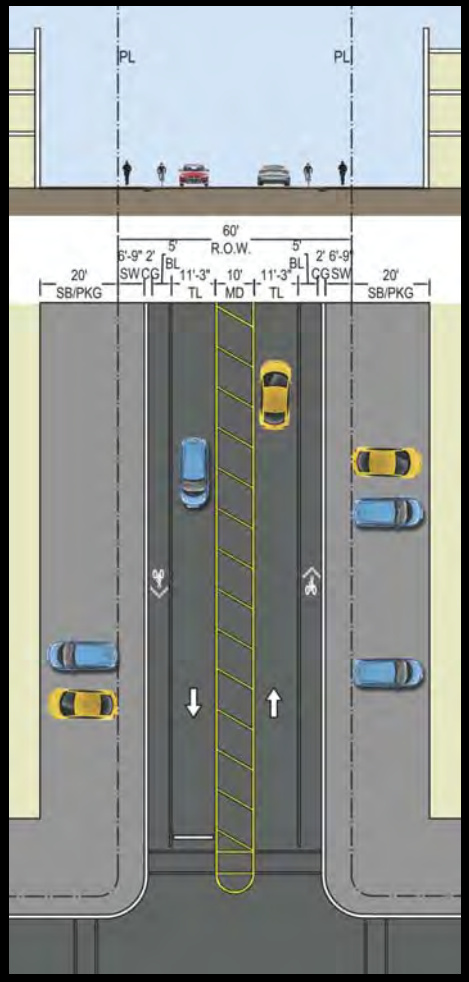
Recommendations:

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

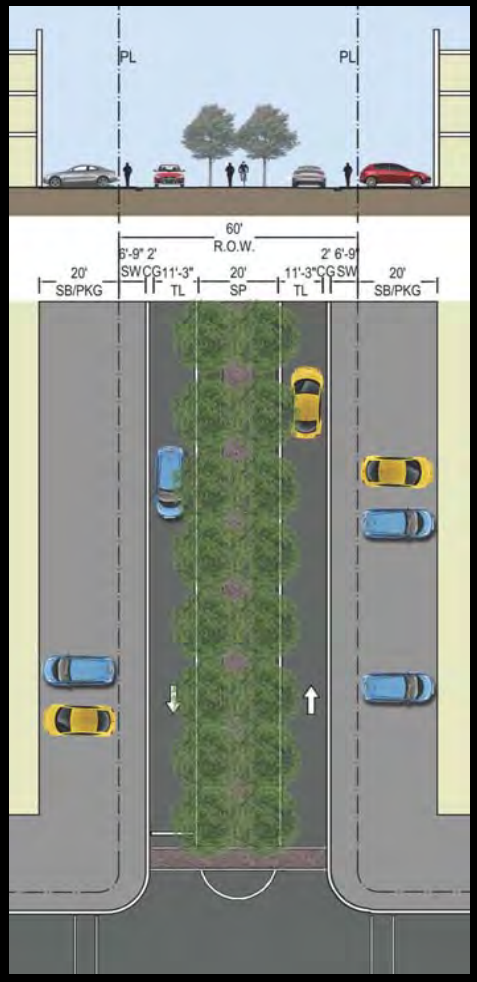
Phase 2
- Convert center turn lane to median with shared-use path
- Maintain existing curb

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

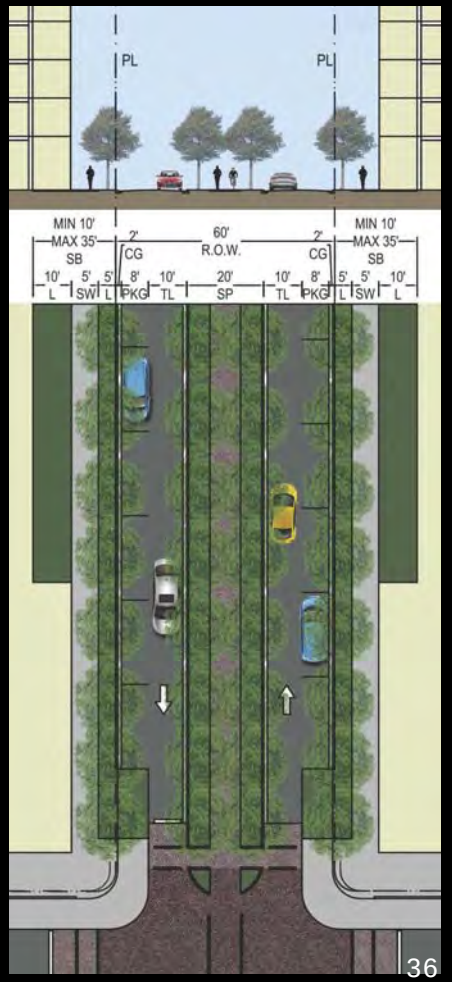
Phase 1



Phase 2

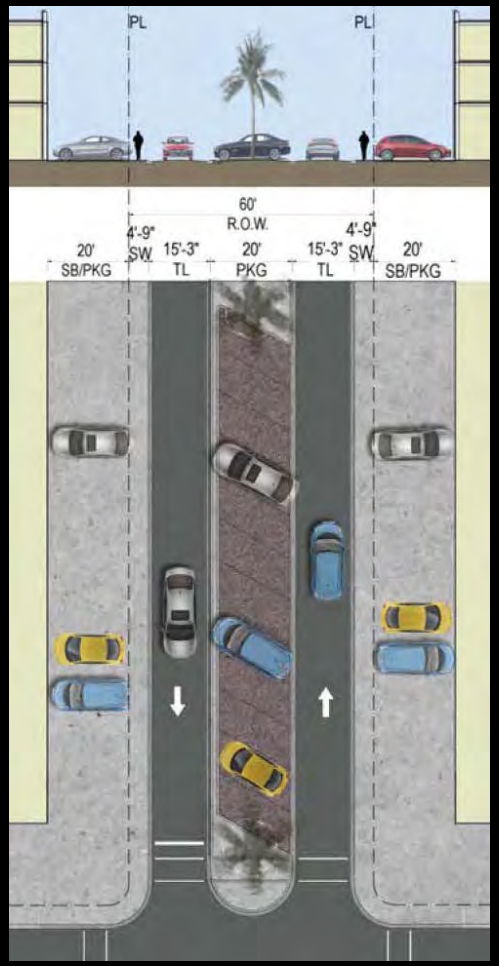


Phase 3



Specific Streetscape Improvements

Breakers Avenue



Existing Conditions

Challenges:

- Sidewalk widths are too narrow
- No landscaping along street edge
- Travel Lanes are too wide

Street Hierarchy Designation:
Festival Street

Building Setback Required:
Minimum: 10 feet (Option A and B); 0 feet (Option C)
Maximum: 35 feet (Option A and B); 25 feet (Option C)

Building Frontage Required:
80%

Specific Streetscape Improvements

Breakers Avenue

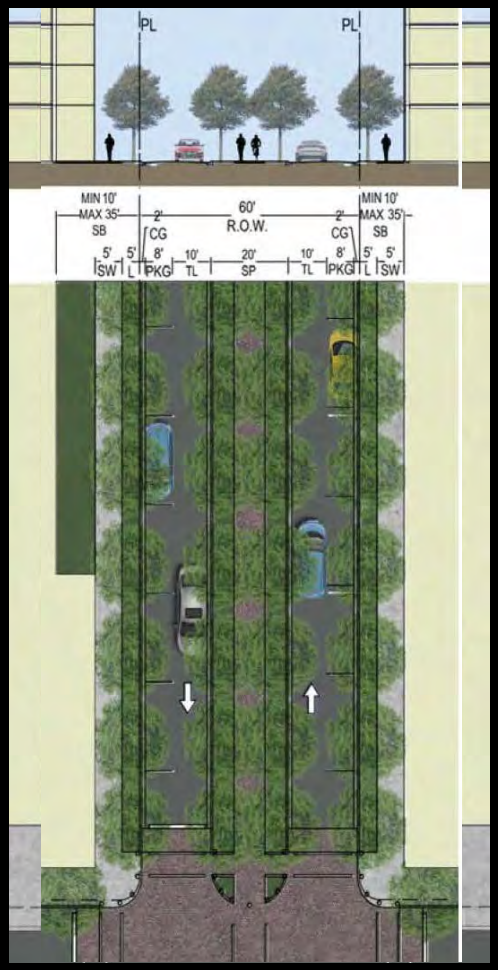
Recommendations:

Option A
- Move existing curb
- Convert center parking to median with shared use path
- Reduce travel lanes to 10’
- Parallel parking
- 10’ easement required for sidewalks and landscaping both sides

Option B
- Same as “A” except
- Median is festival street
- 5’x5’ planters

Option C
- Move existing curb
- No median with shared use path
- Incorporate Sharrows
- Reduce travel lane to 10’
- Parallel parking
- 5’ sidewalk with 5’x5’ planters
- No easement required

Option A

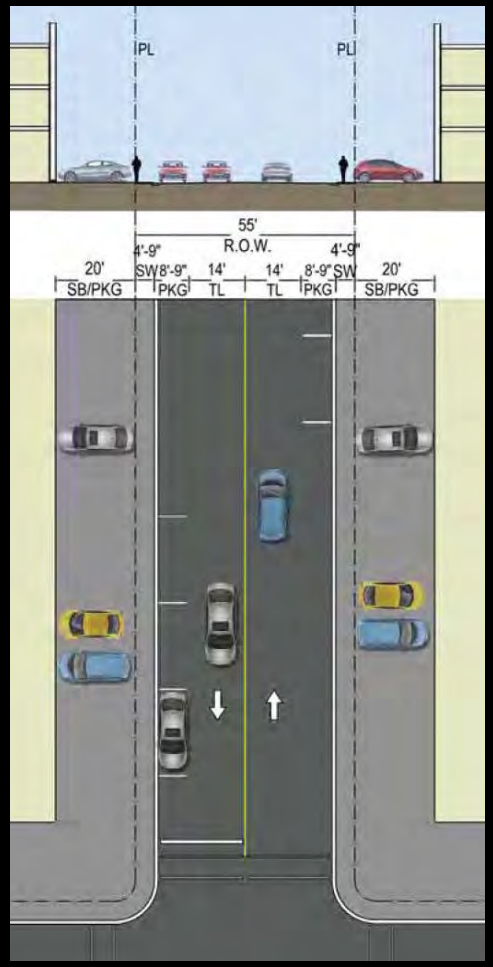


Option B

Option C

Specific Streetscape Improvements

East-West Tertiary Streets (i.e. Auramar)



Existing Conditions

Challenges:

- Sidewalk widths are too narrow
- No landscaping along street edge
- Travel Lanes are too wide

Street Hierarchy Designation:
Tertiary Street

Building Setback Required:
Minimum:
2.5 feet (Option 1);
0 feet (Option 2)
Maximum:
27.5 feet (Option 1);
25 feet (Option 2)

Building Frontage Required:
70%

Specific Streetscape Improvements

East-West Tertiary Streets

Recommendations:

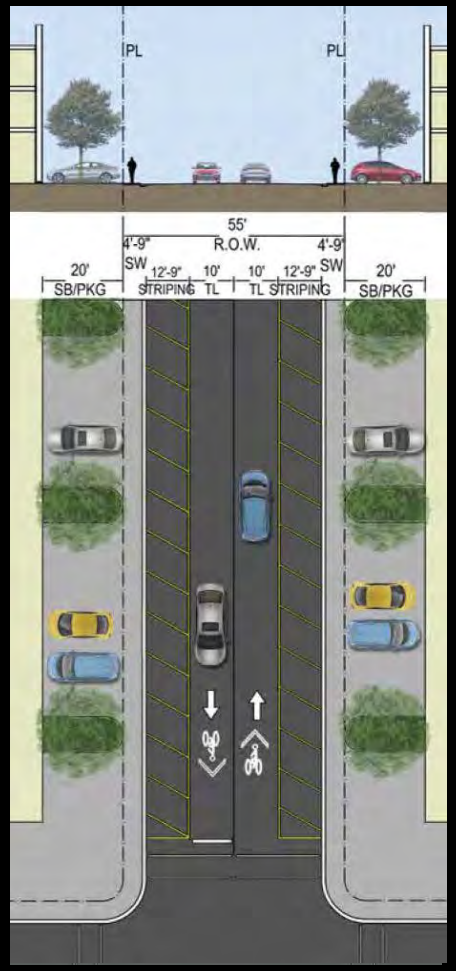
Phase 1
- Maintain existing curb
- Reduce travel lanes to 10’
- Stripe excess pavement area

Phase 2 (Option A) Parking
- 5’ sidewalk & 5’ landscape strip
- 2.5’ easement required for sidewalk & landscaping on both sides
- Incorporate Sharrows

Phase 2 (Option B) No Parking
- 6’ sidewalk & 9’6” landscape strip
- Incorporate Sharrows
- No easement required

Phase 2 (Option C) No Parking
- 6’ sidewalk & 4’6” landscape strip
- Incorporate Bike Lanes
- No easement required

Phase 1



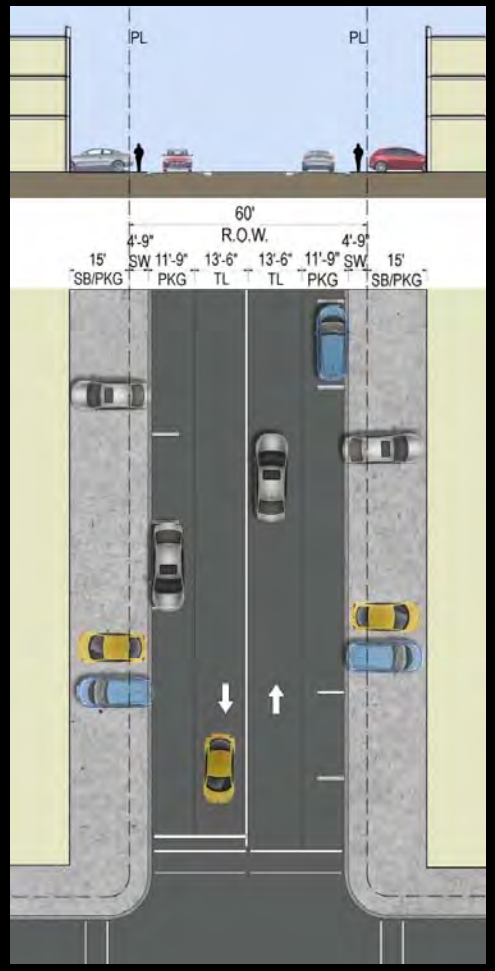
Phase 2 Option A

Phase 2 Option B

Phase 2 Option C

Specific Streetscape Improvements

Bayshore, Antioch and Orton



Existing Conditions

Street Hierarchy Designation:
Tertiary Street

Building Setback Required:
Minimum: 45 feet*
Maximum: 60 feet*
* From centerline of road

Building Frontage Required:
Bayshore Dr.: 70% (east side), 40% west side
Antioch & Orton: 70%

Challenges:

- Sidewalk widths are too narrow (occur behind back-out)
- No landscaping along street edge
- Travel lanes are too wide
- Parallel parking in conflict with back-out parking

Specific Streetscape Improvements

Bayshore, Antioch and Orton

Recommendations:

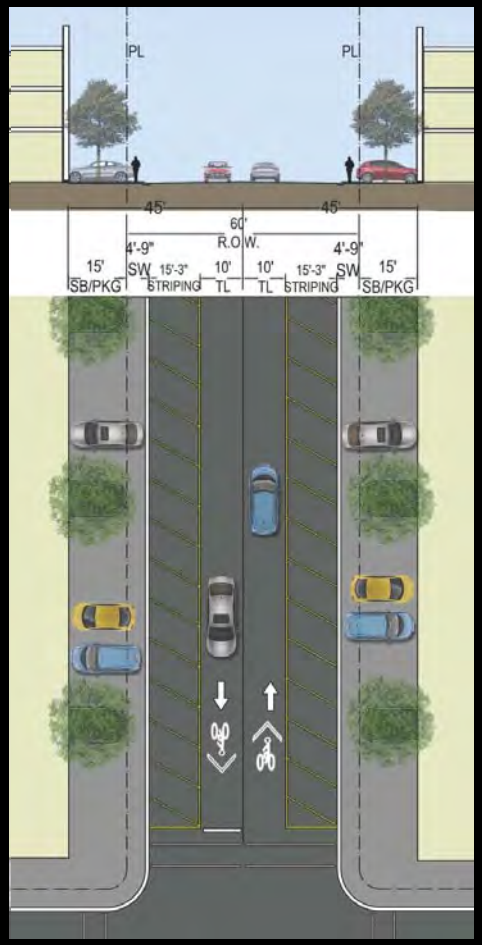
Phase 1

- Reduce travel lanes to 10’
- Maintain existing curbs
- Stripe excess pavement area
- Incorporate Sharrows

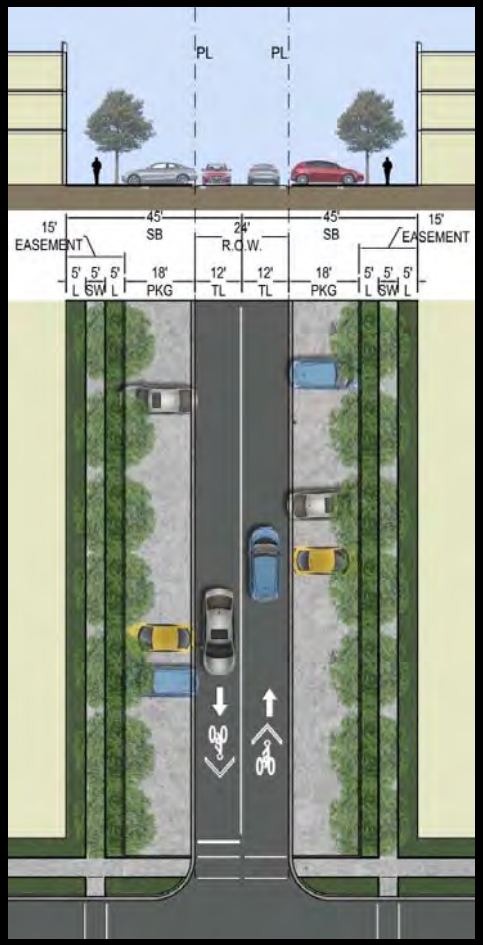
Phase 2

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

Phase 1

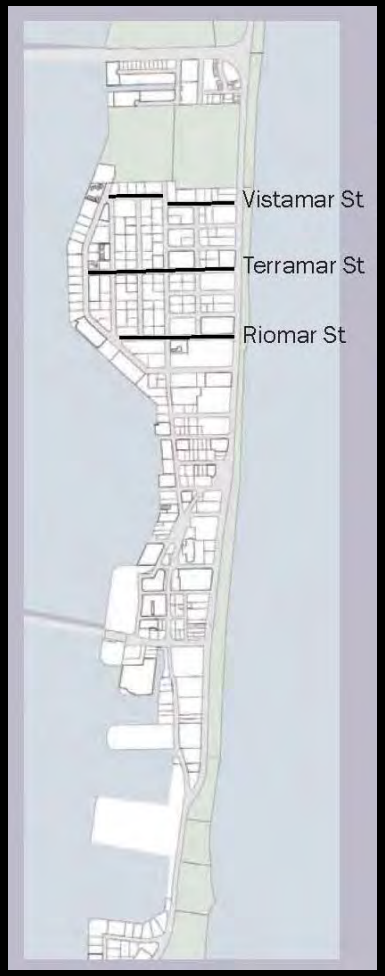


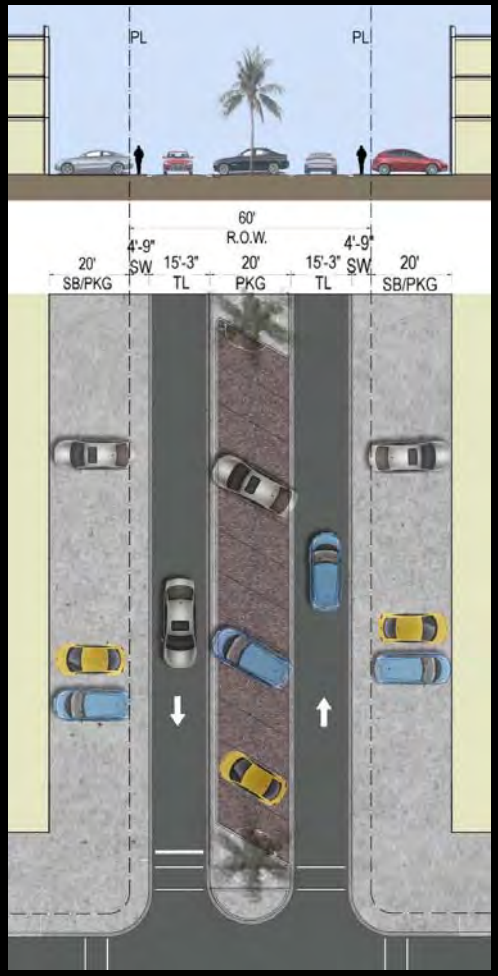
Phase 2



Specific Streetscape Improvements

Riomar, Terramar and Vistamar





Existing Conditions

Street Hierarchy Designation:
Secondary Street

Building Setback Required:
Minimum: 10 feet
Maximum: 35 feet

Building Frontage Required:
Bayshore Dr.: 80%

Challenges:

- Sidewalk widths are too narrow
- No landscaping along street edge
- Travel lanes are too wide

Specific Streetscape Improvements

Riomar, Terramar and Vistamar

Recommendations:

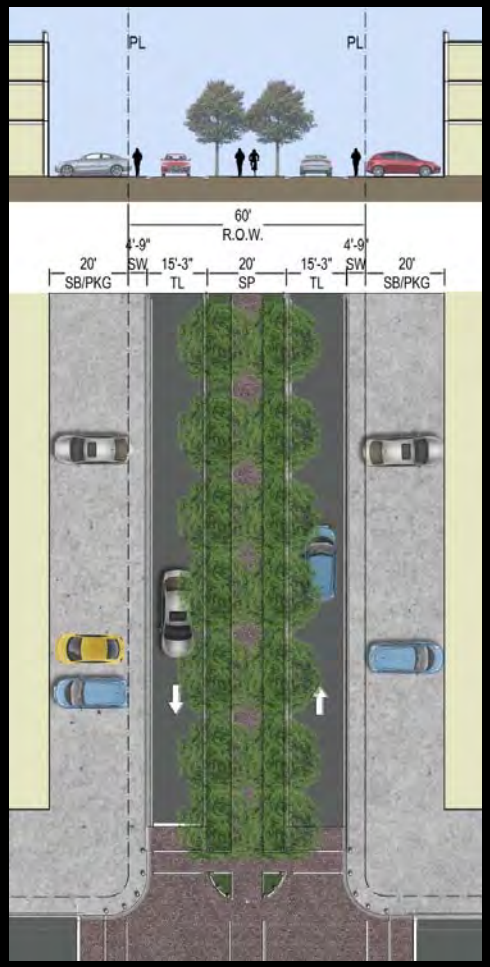
Phase 1

- Convert center parking area to median with shared-use path
- Maintain existing curbs

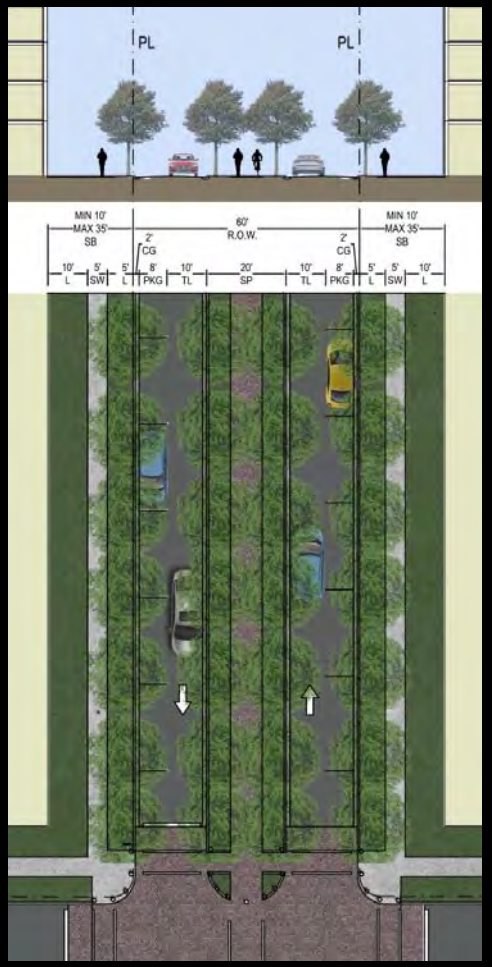
Phase 2

- Move existing curb
- Narrow travel lanes to 10’
- Parallel parking on both sides
- 10’ easement is required for sidewalks and landscaping on both sides
- 5’ sidewalk on both sides
- 5’ x 5’ tree grates or 5’ landscape strip on both sides

Phase 1

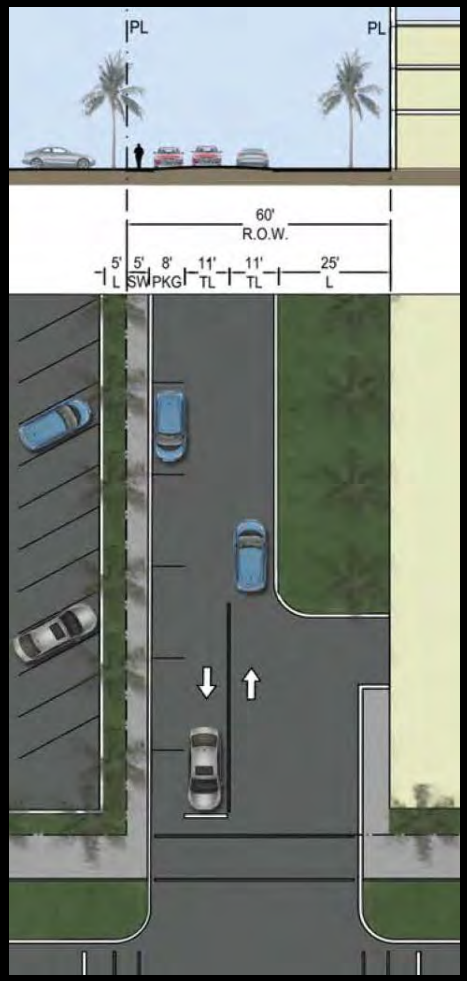


Phase 2



Specific Streetscape Improvements

Breakers Avenue (SLA)



Existing Conditions

Street Hierarchy Designation:
Festival Street

Building Setback Required:
Minimum: 0 feet
Maximum: 25 feet

Building Frontage Required:
Bayshore Dr.: 80%

Challenges:

- Sidewalk width is too narrow on east side & no sidewalk on west side
- No landscaping on east side
- West: no redevelopment potential, no room for expansion R.O.W.
- East: redevelopment potential, no room for expansion R.O.W.

Specific Streetscape Improvements

Breakers Avenue (SLA)

Recommendations:

General:

- Resolve parking deficiency for businesses (i.e. parking structure, off-site lease agreements, valet, etc.)
- When parking deficiency is resolved the following options should be explored:

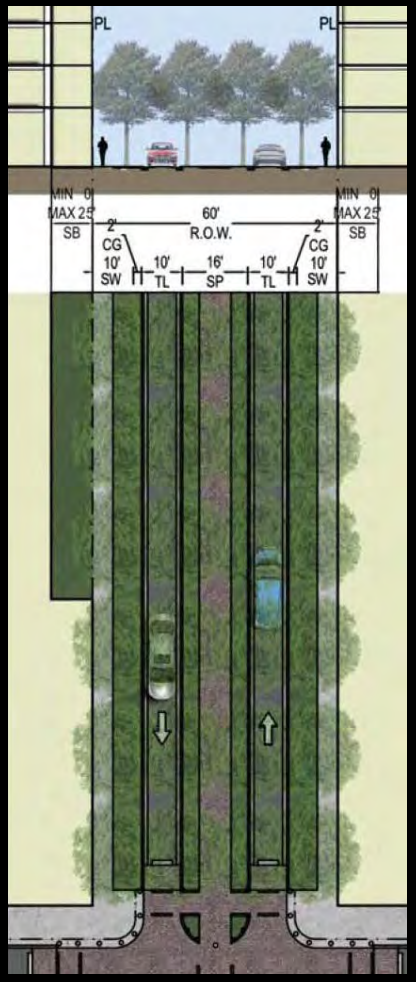
Option A

- Reduce travel lanes to 10’
- Median with shared use path (consistent with improvements to Breakers south of Bonnet House)
- Remove on-street parking on east side
- 5’ landscape strips on both sides
- 5’ sidewalk on both sides

Option B

- Reduce travel lanes to 10’
- Parallel parking on both sides
- 5’ landscape strips on both sides
- 5’ sidewalk on both sides

Option A



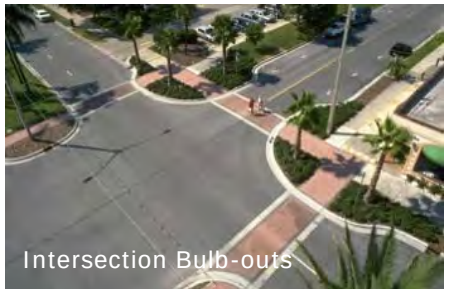
Option B

Q & A (Part 1: Public Realm)

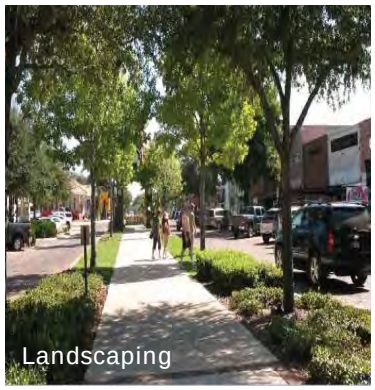
What we heard:

- Enhance the public realm:
  - Reduce asphalt
  - Provide more landscaping and wider sidewalks
  - Encourage active street fronts

- Encourage multi-modal mobility:
  - Provide safer pedestrian crossings
  - Provide bicycle facilities
  - Reduce vehicular speed
  - Provide intersection improvements


Intersection Bulb-outs


Active Use


Landscaping


Bicycles


Wide Sidewalks/trees

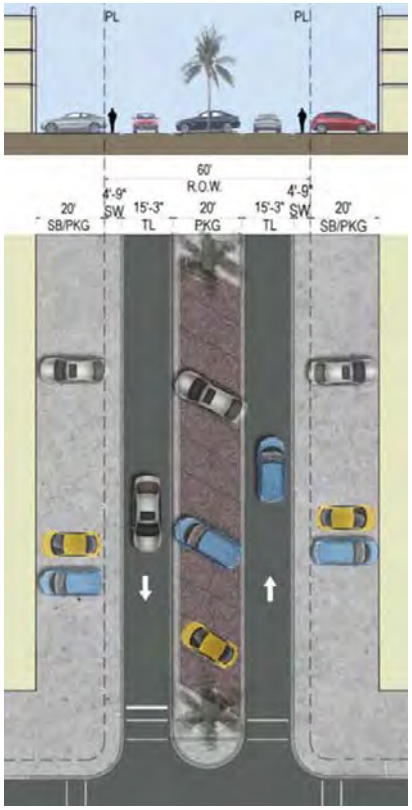
1. Did we address your general concerns?

Q & A (Part 1: Public Realm)

Options:

- Convert center parking median to a median with a greenway or shared-use path and install parallel parking
  or
- Remove center median parking, install parallel parking, and wider sidewalks

Existing



Option A

Option B

Option C

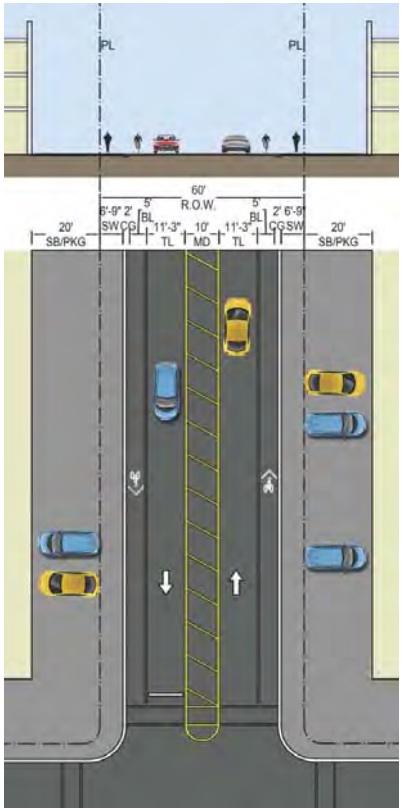
2. Which option for Breakers is preferred?

Q & A (Part 1: Public Realm)

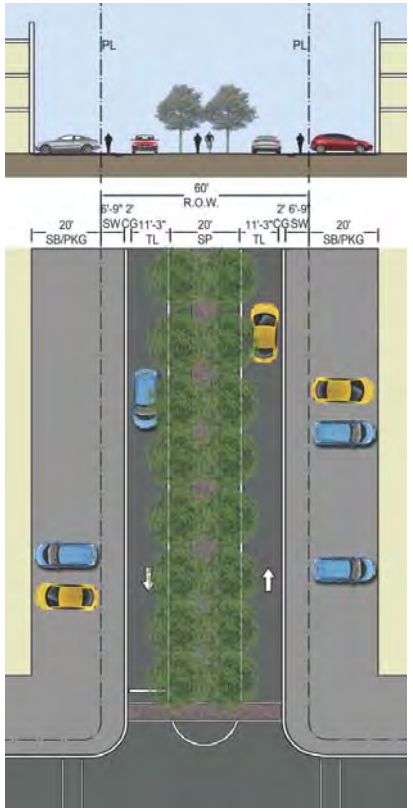
Proposed Improvements:

- Reduce number of lanes from 4 to 2
- Phase 1: Stripe center turn lane
- Phase 2: Convert center turn lane to median with a greenway or shared-use path
- Phase 3:
  - Parallel parking on both sides
  - 10’ easement for sidewalk and landscaping

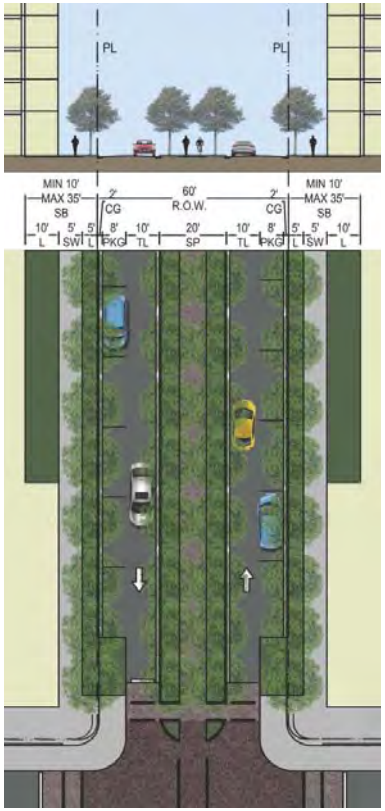
Phase 1



Phase 2



Phase 3



3. Do you like the proposed streetscape design for N. Birch?

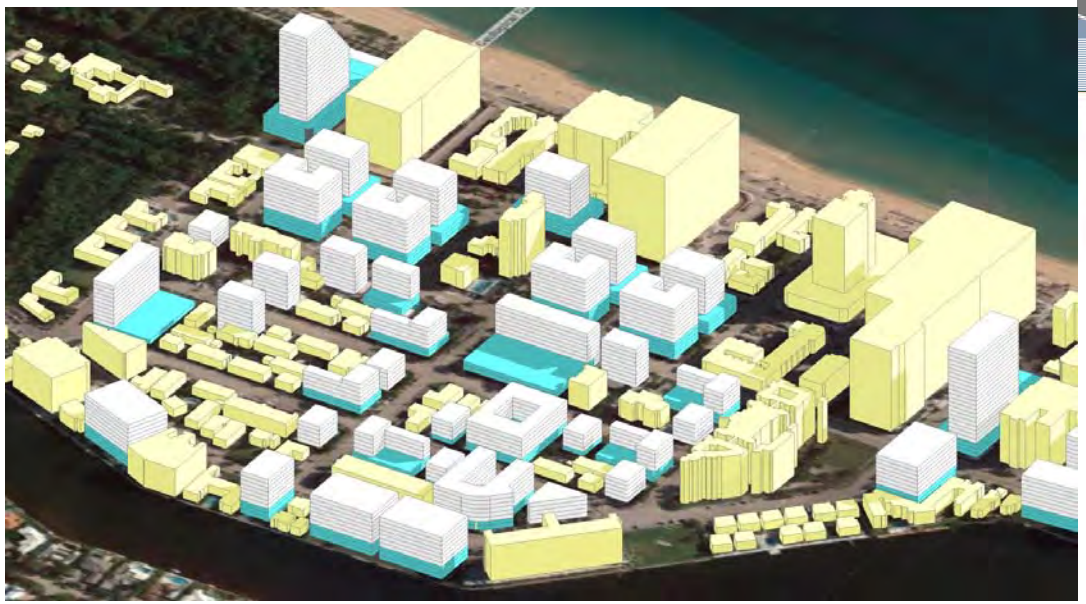
Part Two:
Building Design Standards

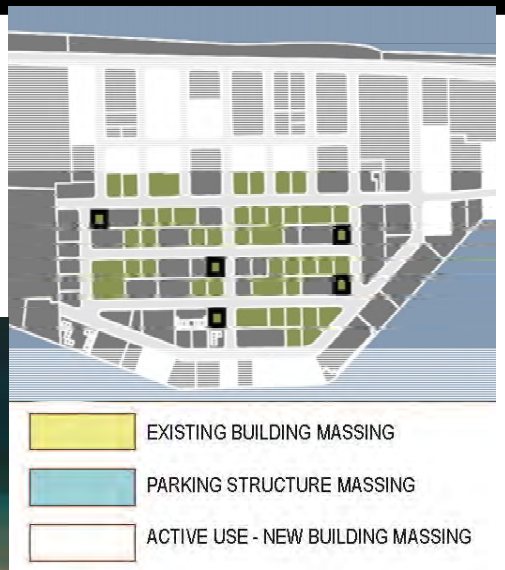
Part 2: Outline

- Land Use Analysis
- Zoning Analysis
  - Existing Development Pattern
  - Proposed General District Regulations
  - Height Bonus Regulations
  - Development Scenarios

Land Use Analysis

- Comprehensive Plan Limitations
- Capacity Analysis





Zoning Analysis

Overview of Existing Regulations

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

Existing Development Pattern

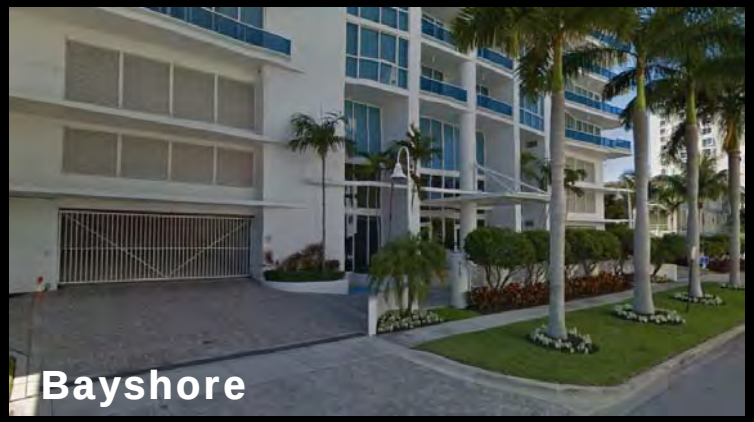
For Each District:

- Building Length
- Building Mass
- Density
- Active Use at Street Level
- Setbacks

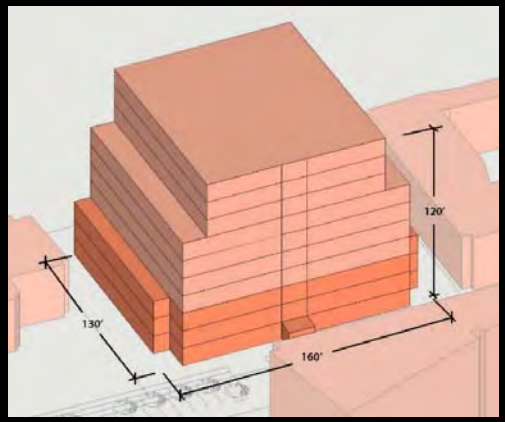
IOA District

La Rive

- Building length: Appropriate
- Building Height: 120’
- Pedestal: 3 floors
- Building mass: Stepped (wedding cake effect)
- Tower Floorplate: Range from approx. 17,550 sf to 13,650 sf
- Density: 46 u/a (max 48 u/a permitted)
- Active Use: 30% on Bayshore, 100% on waterfront
- Private open space: 30% (17% useable)



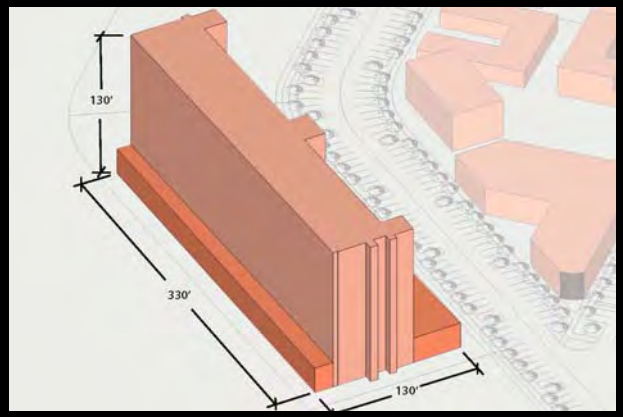
Bayshore



IOA District

Bayshore Tower

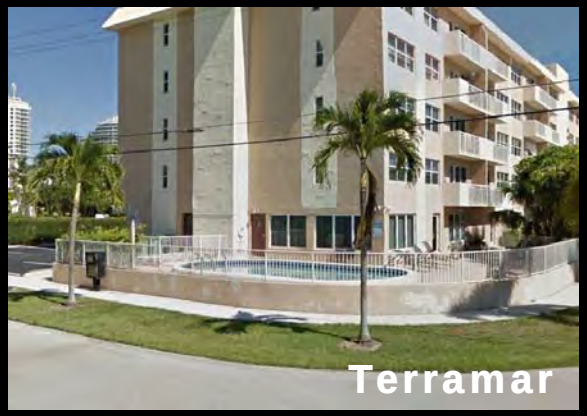
- Building length: Exceeds Max permitted (330')
- Building Height: Exceeds Max permitted (130')
- Pedestal: 1 floor
- Building mass: Tower stepbacks (from street/water)
- Tower Floorplate: approx. 26,500 sf
- Density: 68 u/a (max 48 u/a permitted)
- Active Use: 10% on Bayshore, 0% on waterfront
- Private open space: 27 % (14% useable)

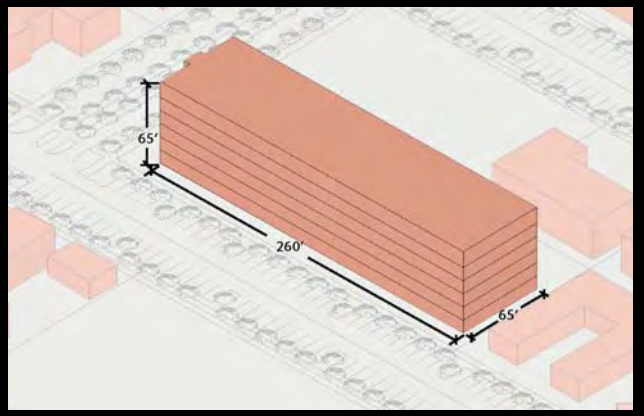


NBRA District

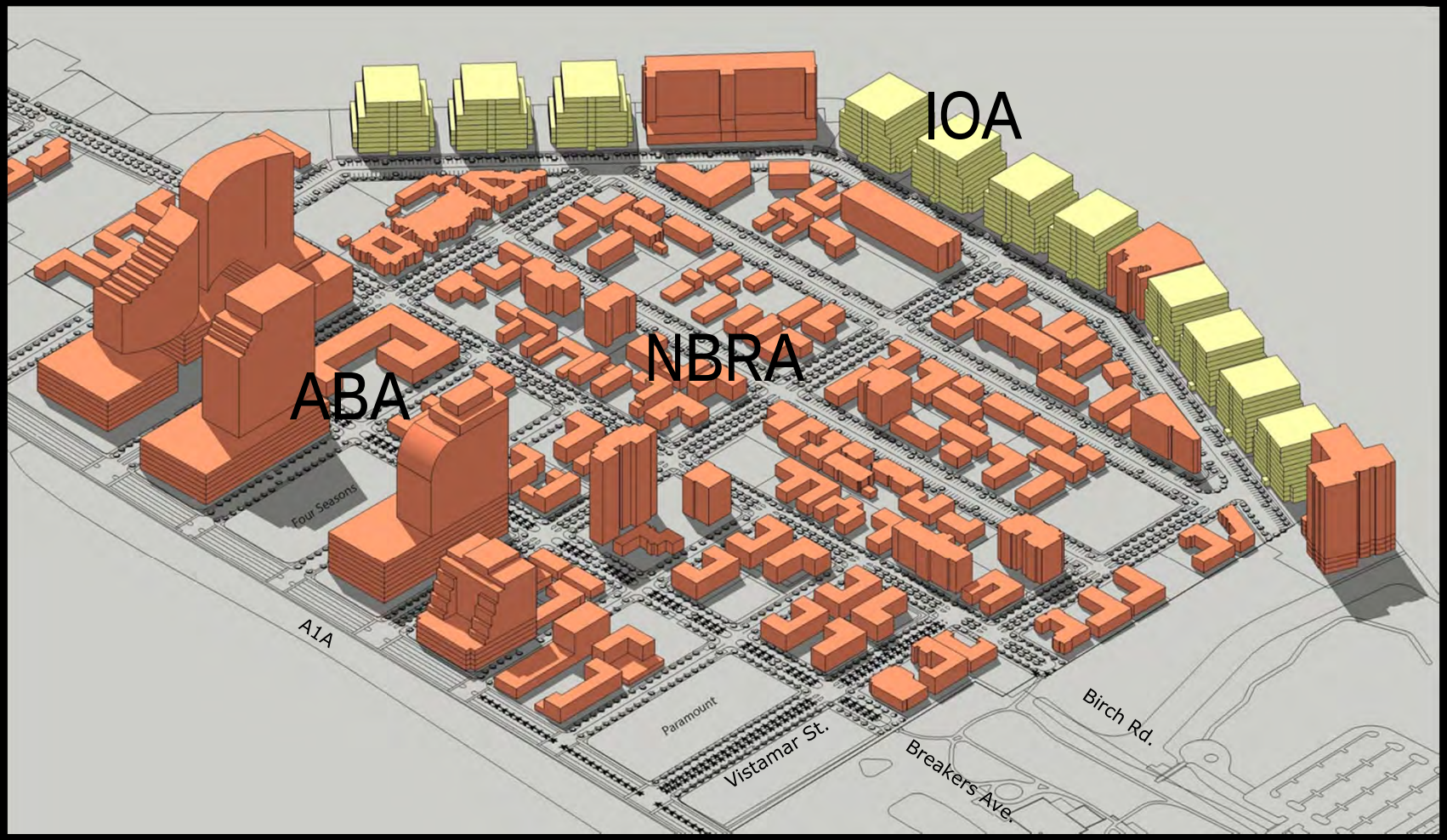
Bayshore Embassy

- Building length: Exceeds Max permitted (260')
- Building Height: 65'
- Pedestal: None
- Building mass: No stepbacks
- Tower Floorplate: approx. 15,600 sf
- Density: 74 u/a (max 32 u/a permitted)
- Active Use: 100% on Bayshore, 50% on Terramar
- Private open space: 7% (7% useable)

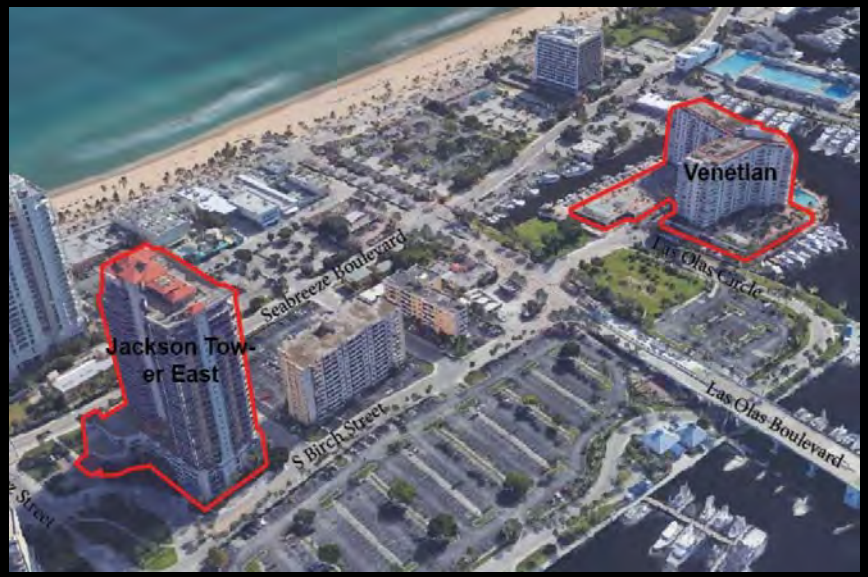




NBRA & IOA District



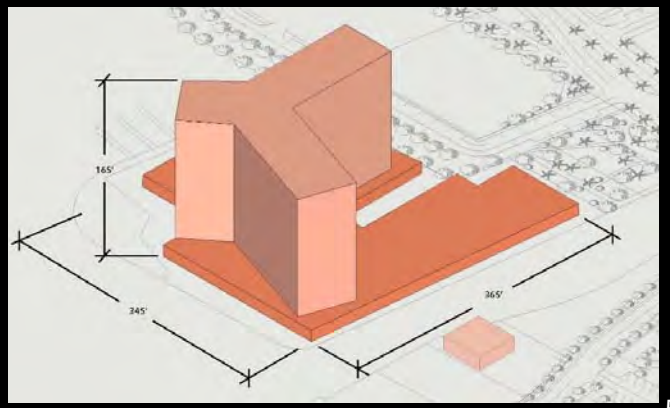
SBMHA District



Venetian

- Building length: Exceeds max permitted (365')
- Building Height: Exceeds max permitted (165')
- FAR: 3.5
- Pedestal: 1 floor
- Building mass: No stepback
- Tower Floorplate: Approx. 28,000 sf
- Density: 69 units/a (max 48 u/a permitted)
- Active Use: 0% waterfront, 0% Las Olas Circle
- Private open space: 12% (8% useable)

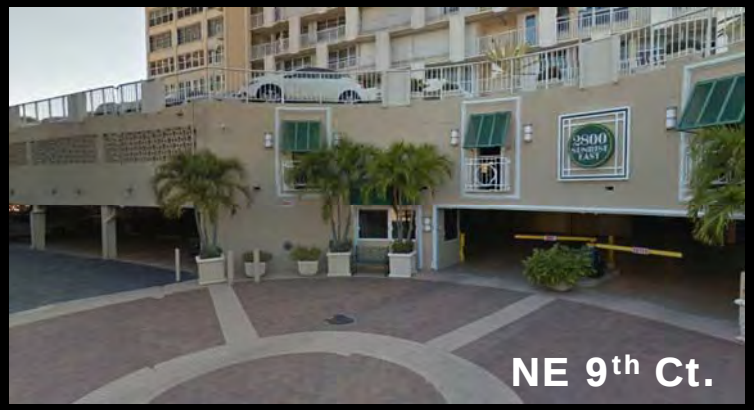

Las Olas Circle

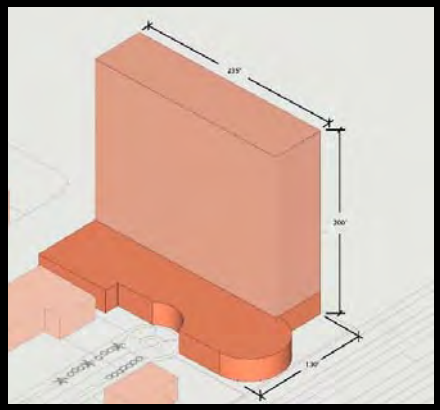


SLA District

Sunrise East

- Building length: Exceeds max permitted (230')
- Building Height: Exceeds max permitted (200')
- Pedestal: 2 floors
- Building mass: No stepbacks
- Tower Floorplate: Range from approx. 14,700 sf
- Density: 81 u/a (max 48 u/a permitted)
- Active Use: 10% on NE 9th Ct., 50% on waterfront
- Private open space: 20% (16% useable)





NBRA, IOA, SLA and SBMHA District

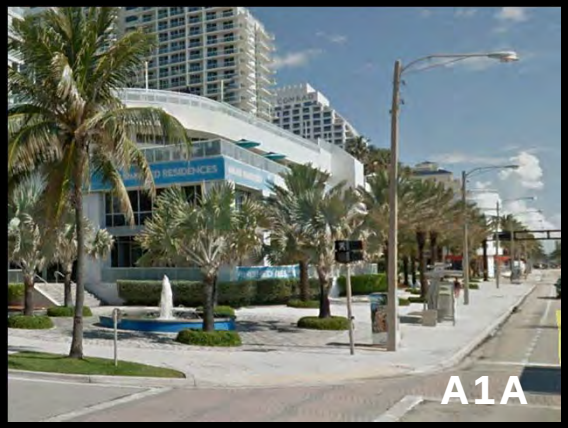
Observations:

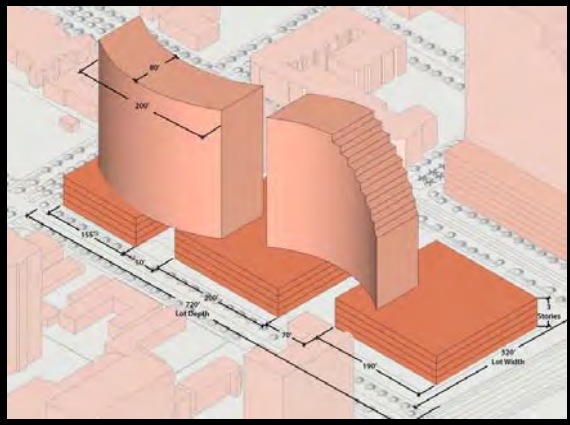
- Some older, existing buildings in all districts exceed max permitted building length, height and density by code.
- Some older, existing buildings greater than 115’ in height did not provide minimum required setback (1/2 height) by code.
- Floor Area Ratio is not applicable for SLA, IOA and NBRA. Applicable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

ABA District

W Hotel

- Building length: Appropriate
- Building Height: Exceeds max permitted (285')
- FAR: Exceeds max permitted (7.3)
- Pedestal: 3 floors
- Building mass: Stepped along A1A
- Tower Floorplate: Average approx. 19,000 sf
- Density: 114 rooms/a; 35 residential units/a (no max)
- Active Use: 80% Bayshore, 90% A1A, 0% Birch, 5% Riomar
- Private open space: 28% (19% useable)

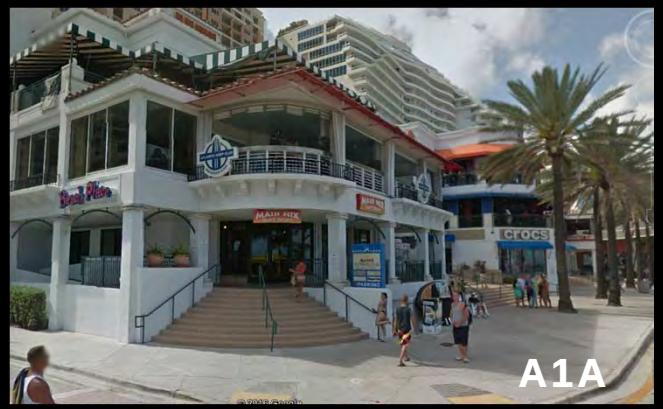


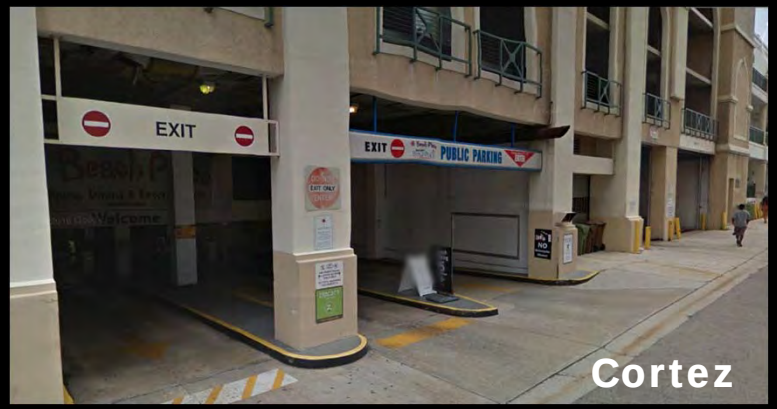


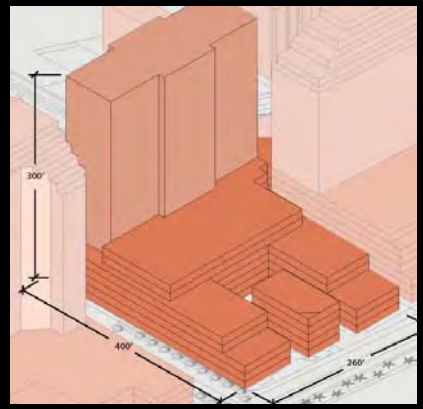
PRD District

Marriott Beach Place

- Building length: Exceeds max permitted (400')
- Building Height: Exceeds max permitted (300')
- Floor Area Ratio: Exceeds max permitted (7.1)
- Pedestal: 3-4 floors
- Building mass: Stepped along A1A
- Tower Floorplate: Approx. 22,600 sf
- Density: 73 rooms/a (no max)
- Active Use: 100% A1A, 0% Cortez, 0% Seabreeze
- Private open space: 14% (12% useable)







ABA and PRD District

Observations:

- Some older, existing buildings in ABA and PRD exceed max permitted building length, height, floor area ratio, and did not provide minimum required setback (1/2 height).
- Lot sizes in ABA and PRD are large, resulting in large developments and long blocks.
- Density is not applicable in ABA and PRD.

Proposed General District Regulations

- Permitted Uses
- Dimensional Requirements
- Building Examples
- Height Bonus Regulations

Permitted Uses

Changes

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

Dimensional Requirements

General:

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

Setback requirements:

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

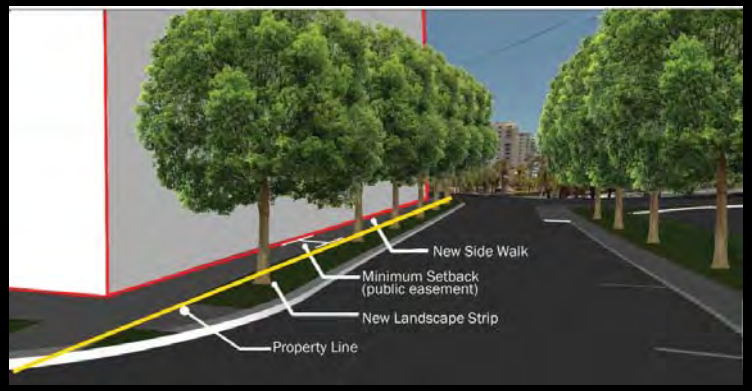
Tower regulations per district:

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

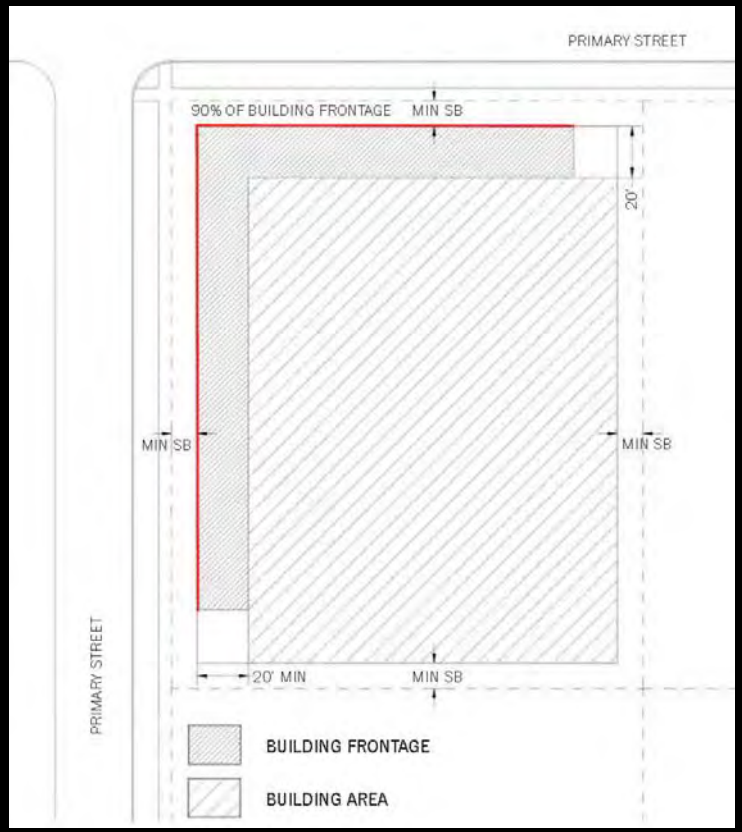
Dimensional Requirements

Setbacks and Building Frontage

Minimum Setbacks

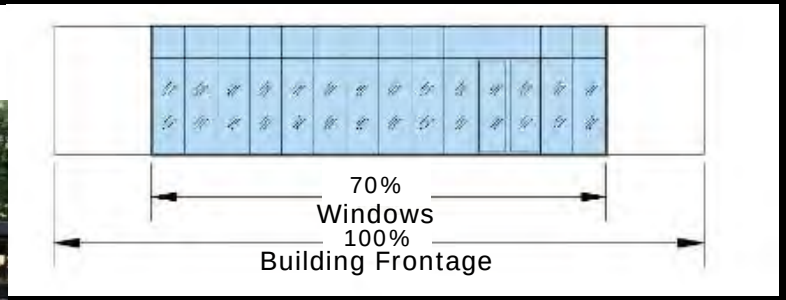


Building Frontage and Active Use

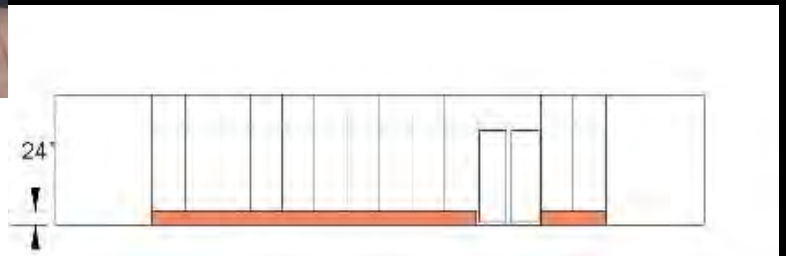


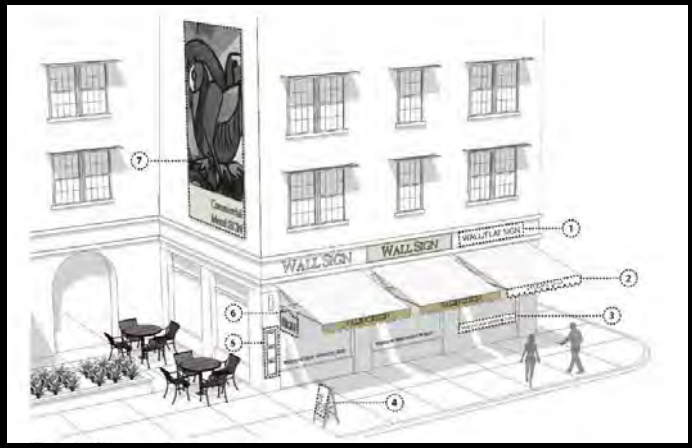
Dimensional Requirements

Fenestrations and Signage



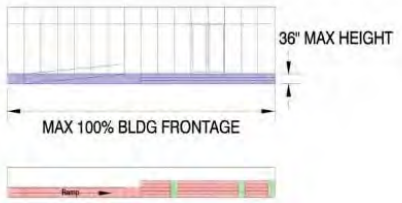
Max. Sill height of 24 inches

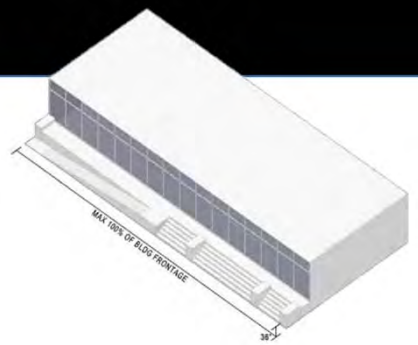


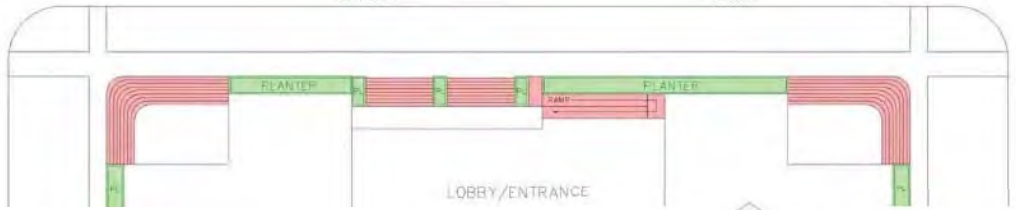


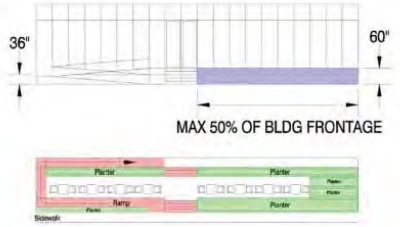
Dimensional Requirements

Articulation of Building Base

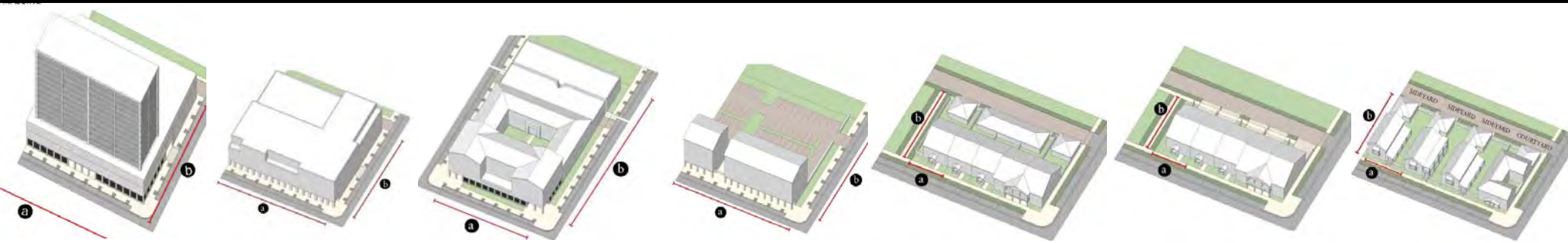








Building Type Examples

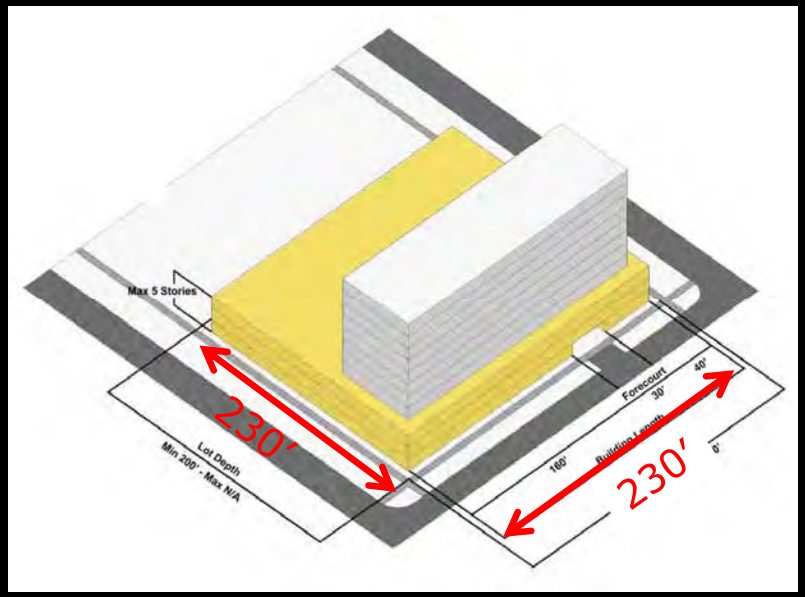


Buildings over 6 floors

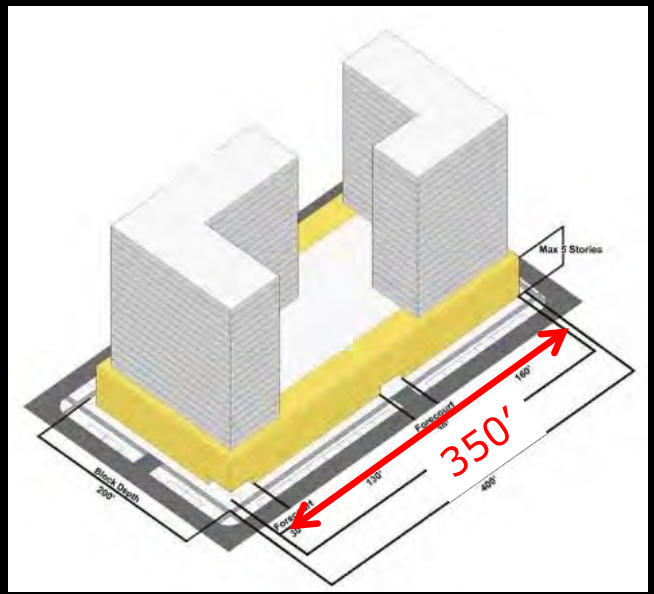
Buildings 6 floors and under

Dimensional Requirements

Building Length Requirements



NBRA, IOA and SLA



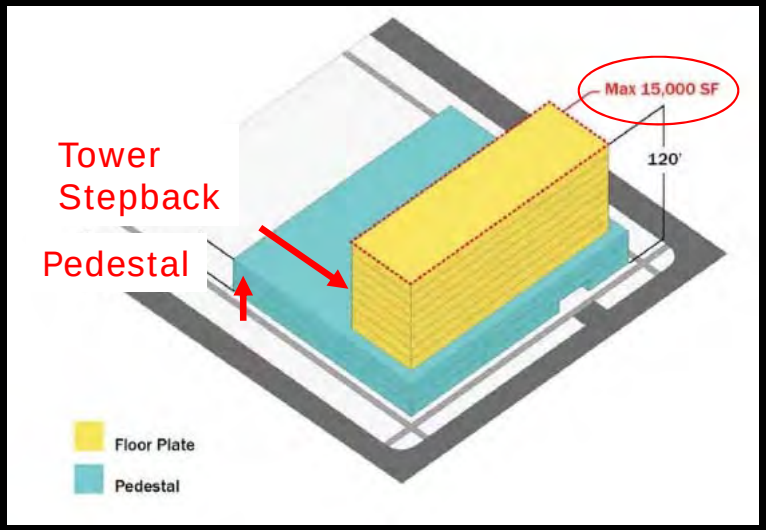
PRD, ABA, SBMHA

Building Break/Forecourt:

- Required every 160’ of frontage at street level
- Min 10’ deep and 30’ wide

Dimensional Requirements

Tower Standards

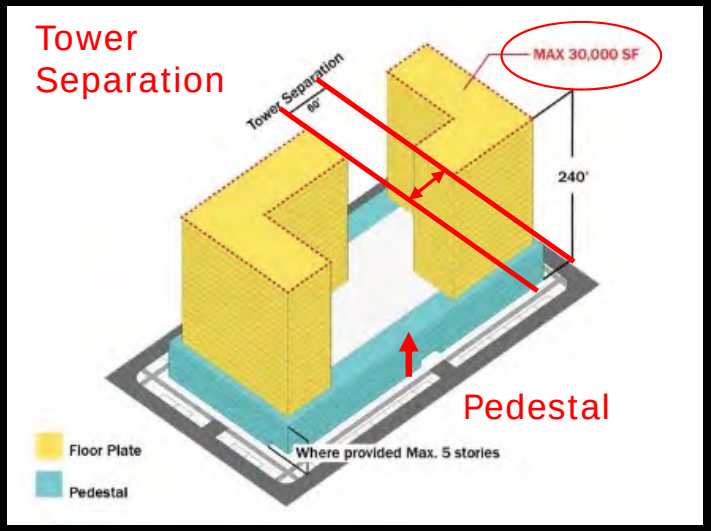


NBRA, IOA and SLA

Floorplate:

- Mixed Use, Residential and Hotel: average 12,000 sf and max 15,000 sf for any single tower

Pedestal: Max 4 stories



PRD, ABA, SBMHA

Floorplate:

- Mixed Use, Residential and Hotel: average 20,000 sf and max 30,000 sf for any single tower

Pedestal: Max 5 stories

Height Bonus Regulations

- Existing criteria for height bonuses:
  - **Sec. 47-12.5.B.6:** Design Compatibility and Community Character & Scale (PRD and ABA)
- Proposed Height Bonus Requirements

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

Architectural

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

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

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

Note: removed

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

Public Benefits and Lot Aggregation

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

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

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

Note: removed and addressed in Height Bonus Requirements

Proposed Height Bonus Requirements

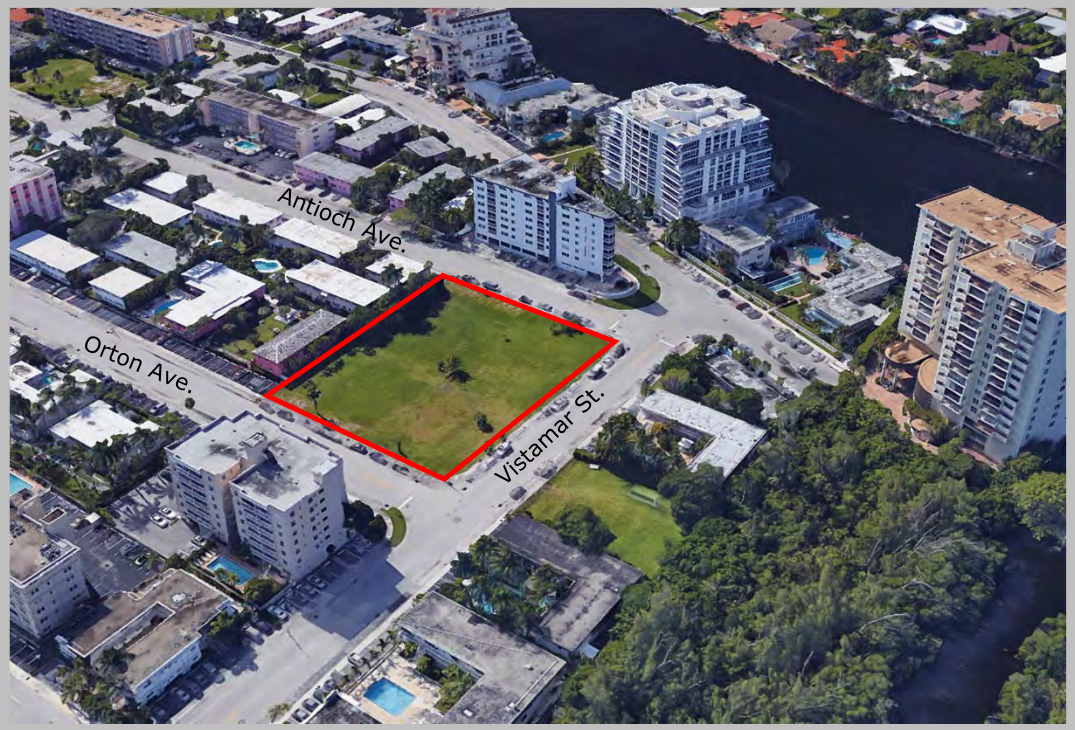
(PRD and ABA)

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

Development Scenarios

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

NBRA

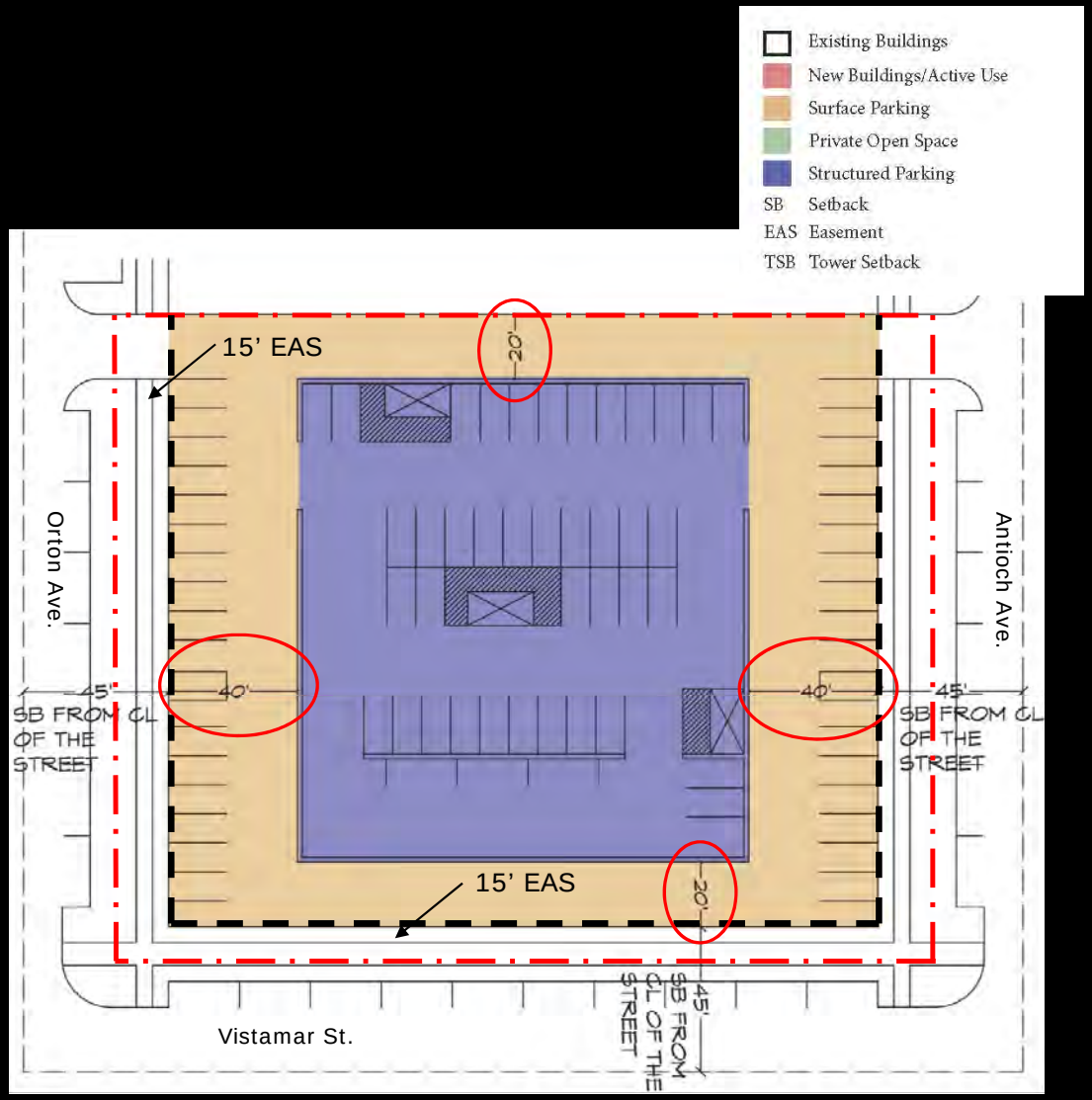


NBRA District

Scenario 1 (Basic Code)

Setbacks:

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



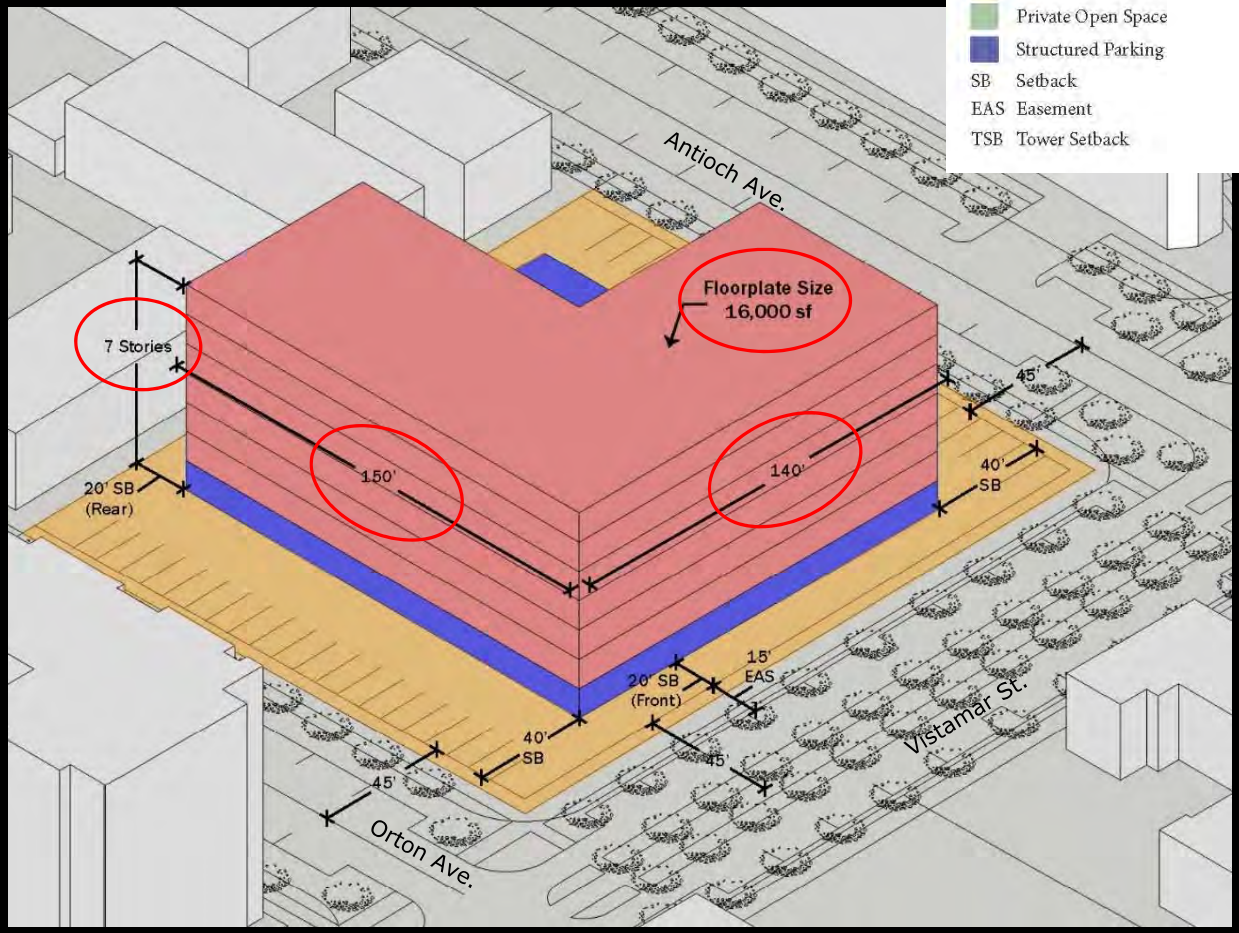
First Floor

NBRA District

Scenario 1 (Basic Code)

Building Envelope:

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

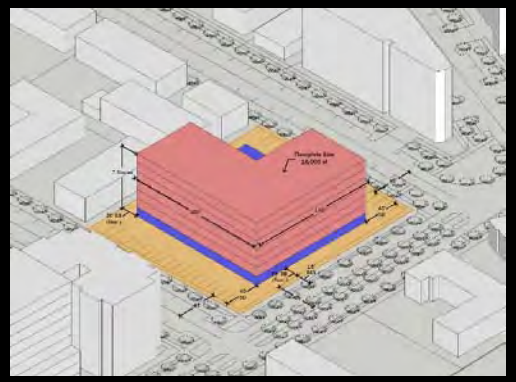


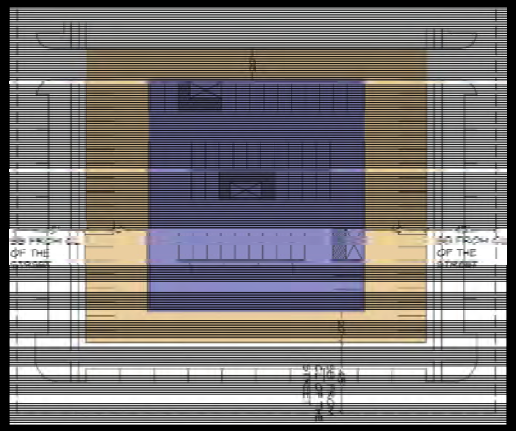
Aerial View

NBRA District

Scenario 1 (Basic Code)

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



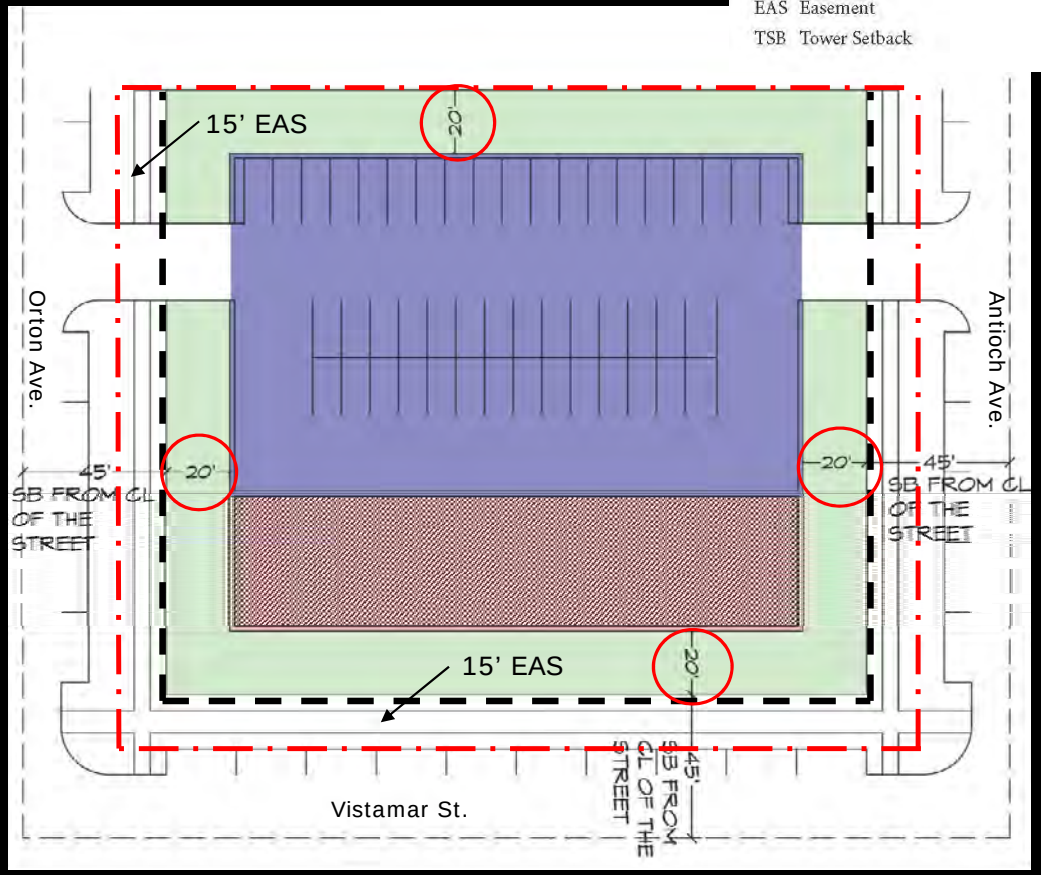


NBRA District

Scenario 2 (Negotiated Standards)

Setbacks:

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



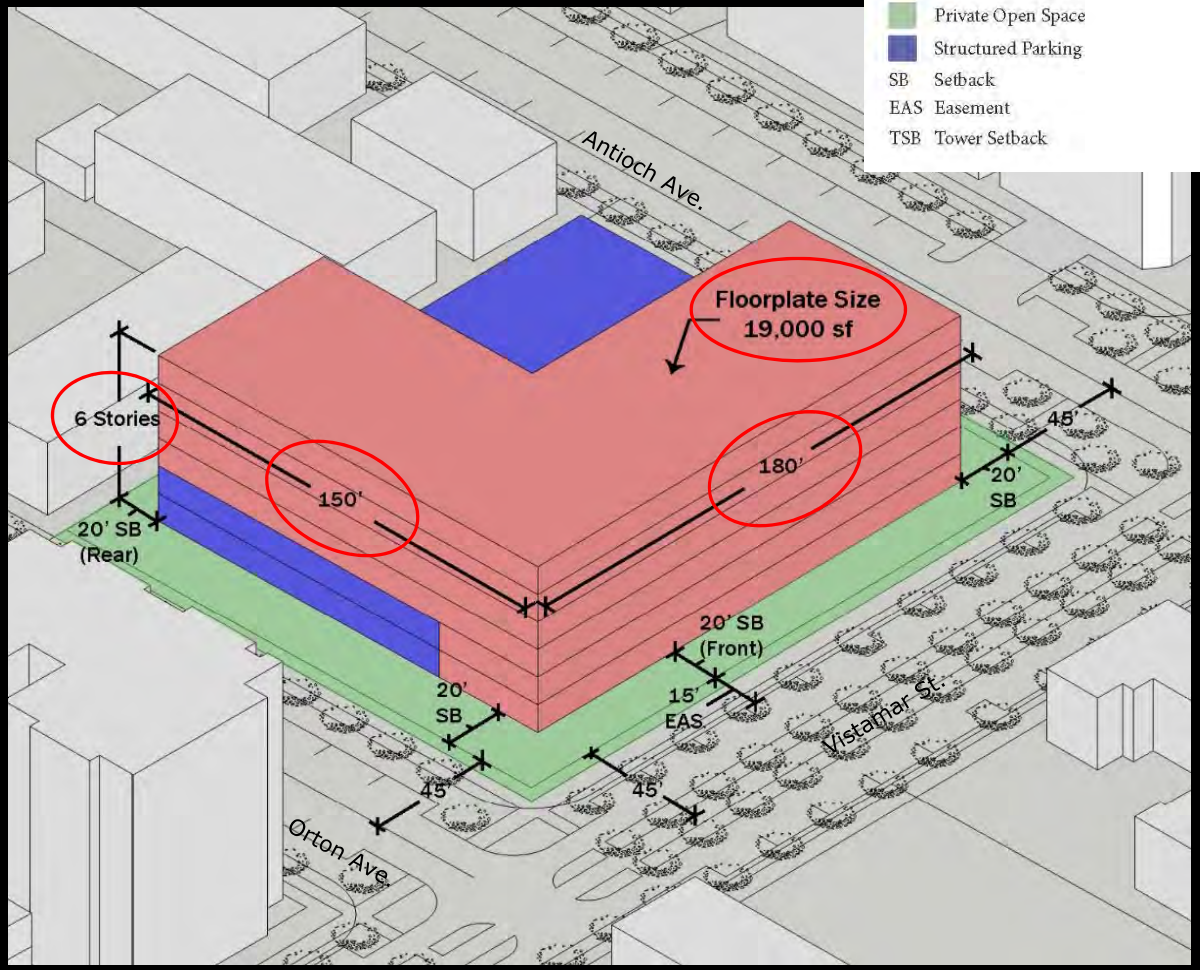
First Floor

NBRA District

Scenario 2 (Negotiated Standards)

Building Envelope:

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

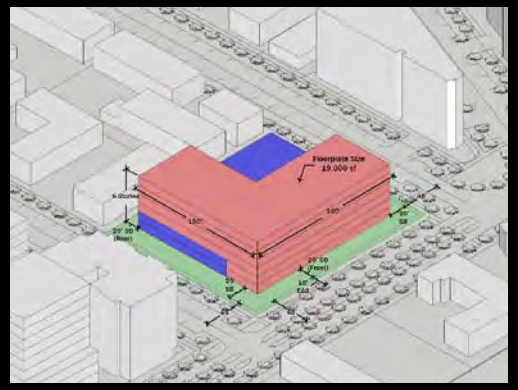


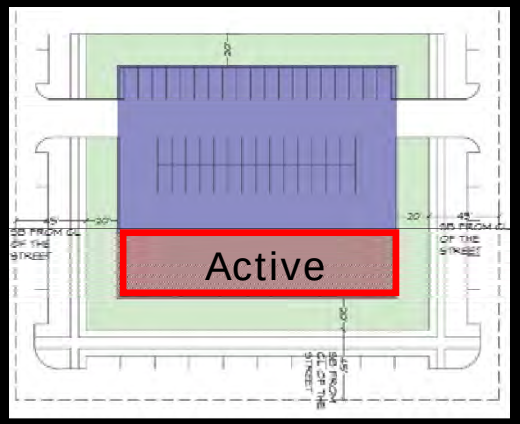
Aerial View

NBRA District

Scenario 2 (Negotiated Standards)

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



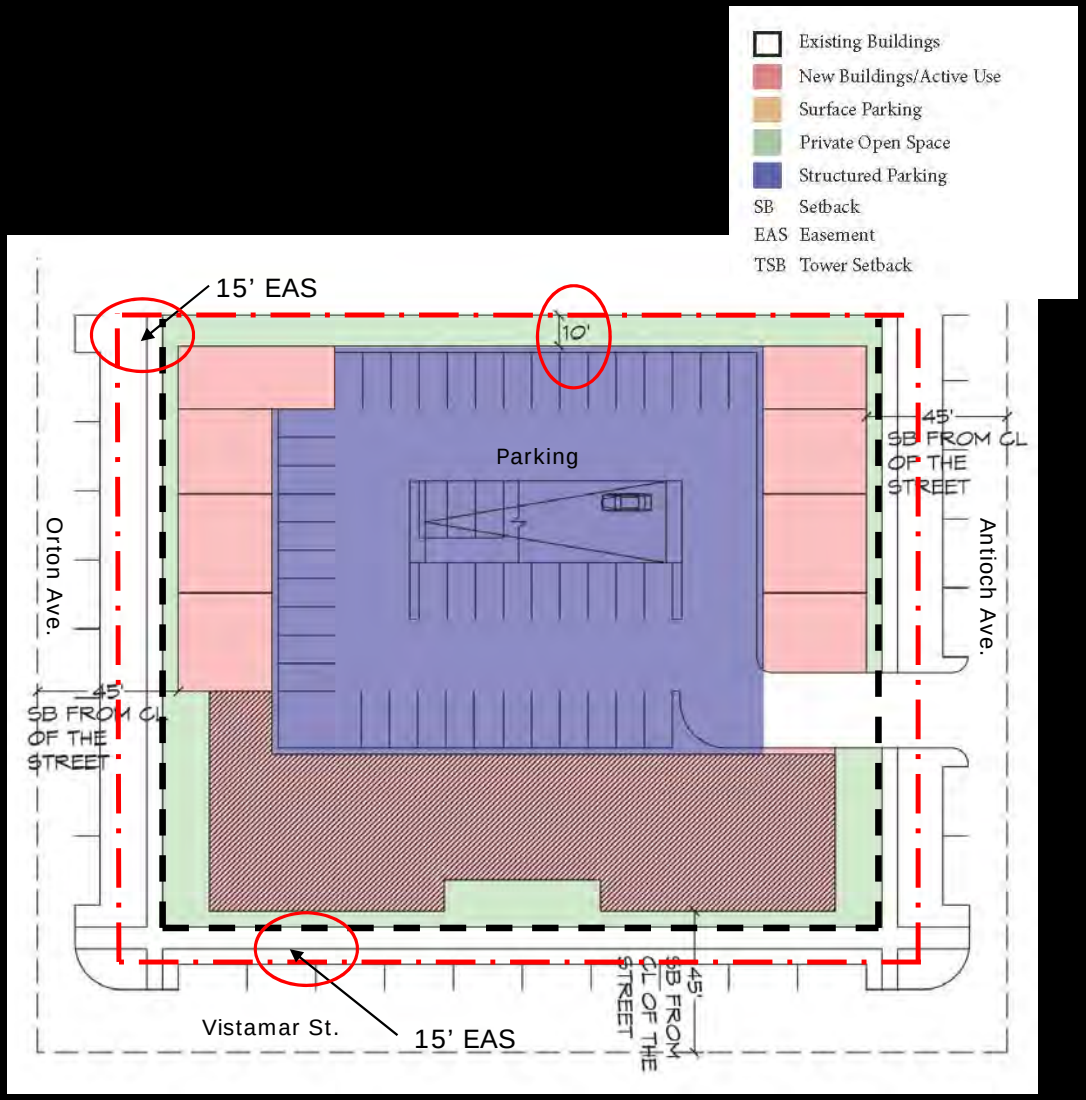


NBRA District

Scenario 3 (Proposed Code)

Setbacks:

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



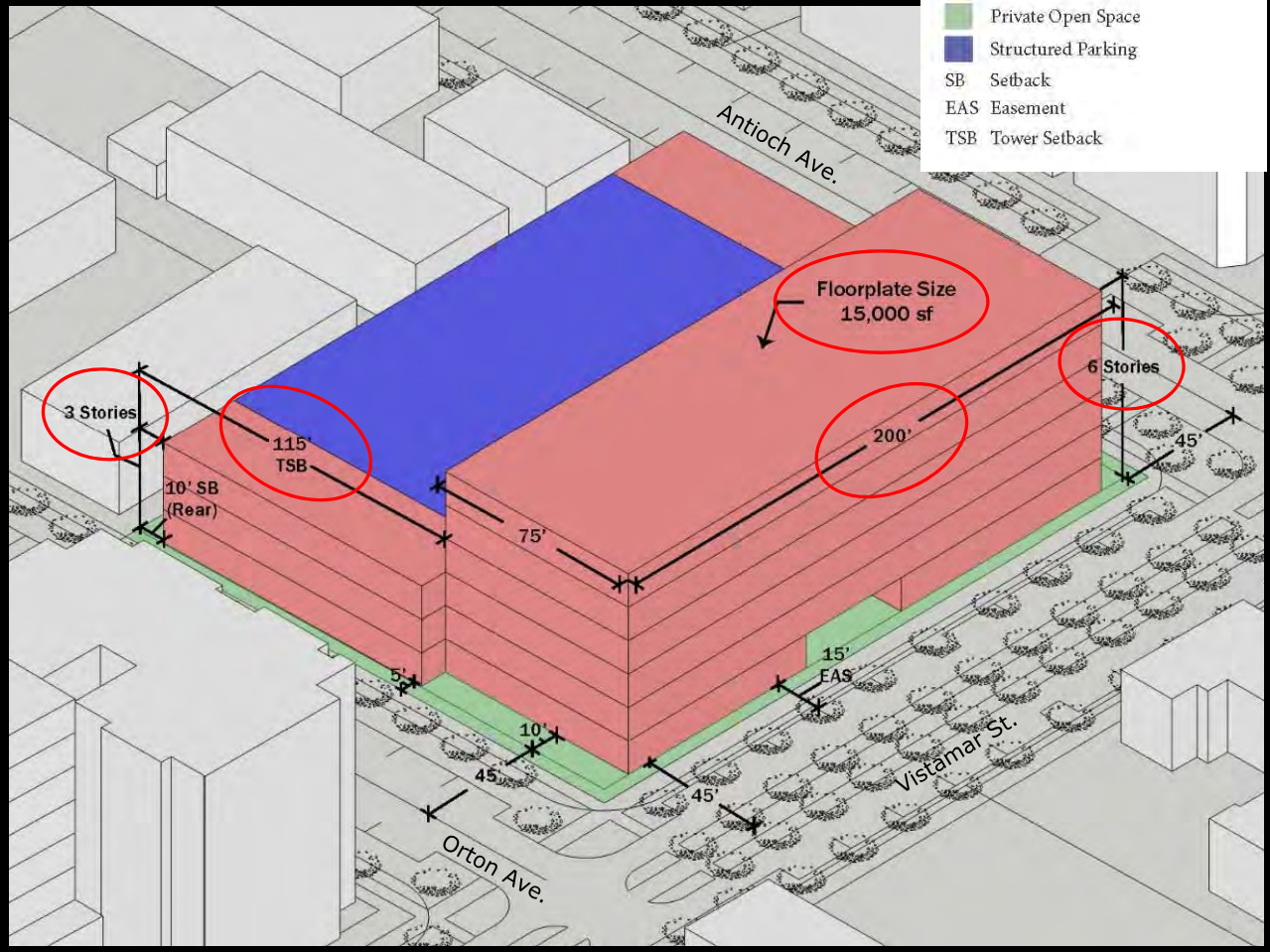
First Floor

NBRA District

Scenario 3 (Proposed Code)

Building Envelope:

- Building Length and Width: Max 230’
- Building Height: Max 120’
- Pedestal Height: Max 4 stories
- Tower stepback from rear property line: Min 115’
- Tower Floorplate Size: Max 15,000 sf
- Tower Separation: Min 60’



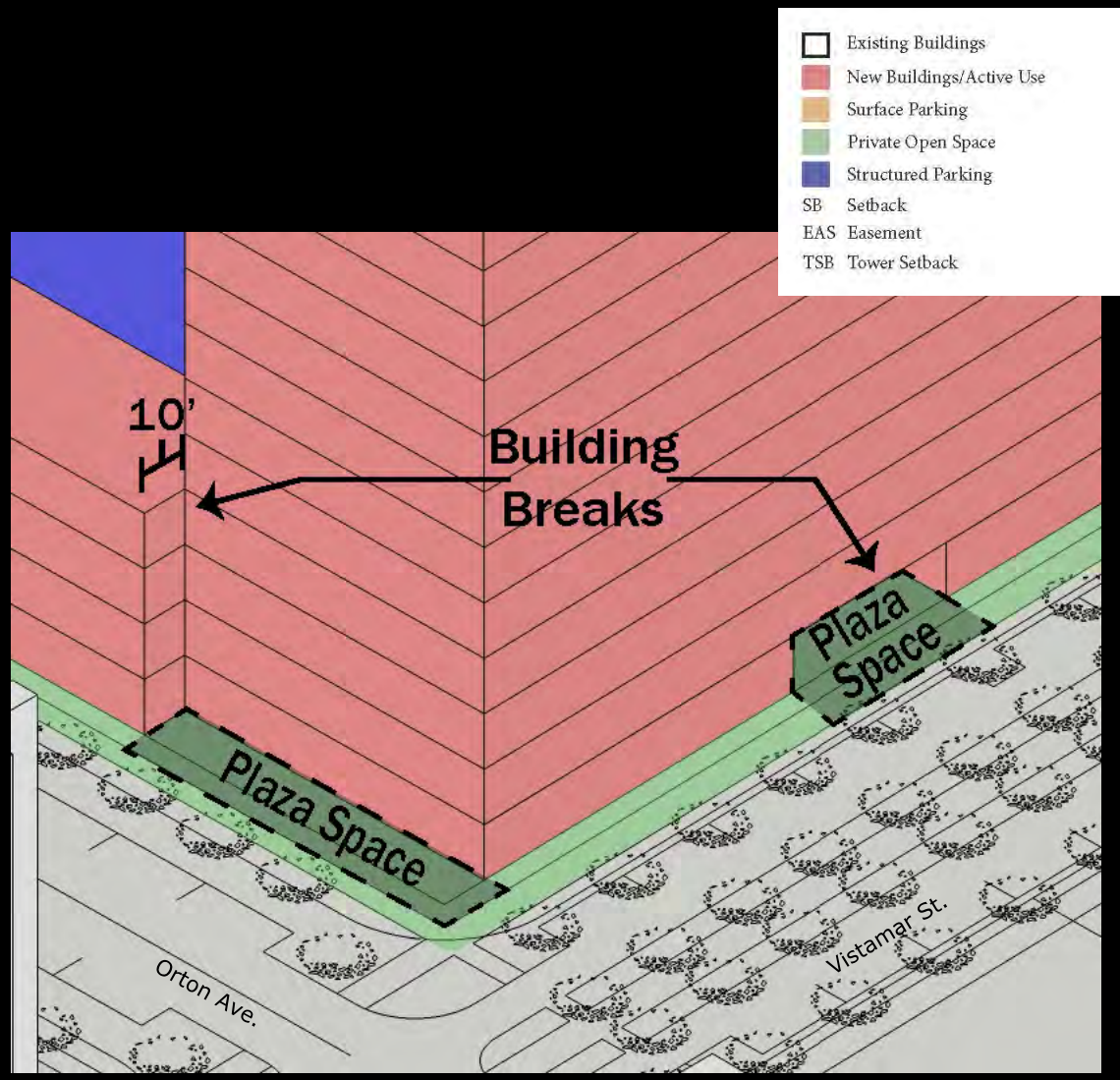
Aerial View

NBRA District

Scenario 3 (Proposed Code)

Building Envelope:

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



Aerial View

NBRA District

Scenario 3 (Proposed Code)

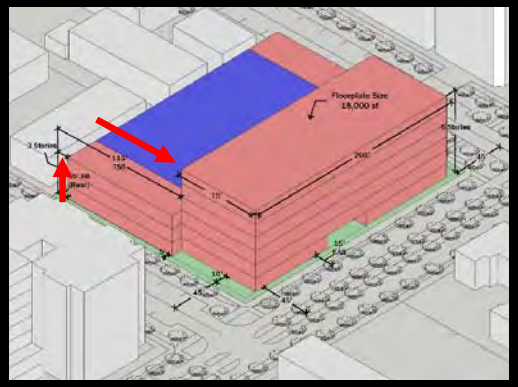
Active Use:

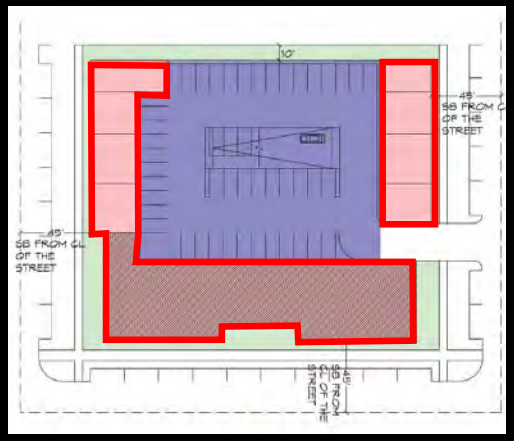
- 80% Min Required along Vistamar St.
- 70% Min Required along Antioch and Orton Ave.

Private Open Space:

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

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

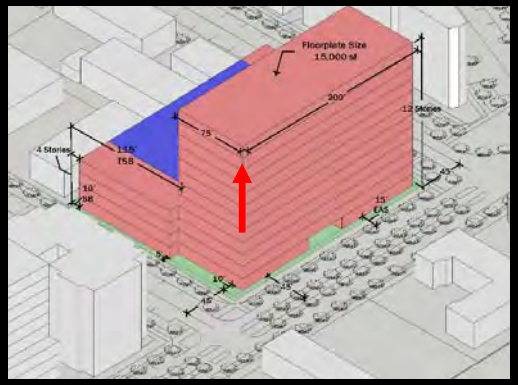


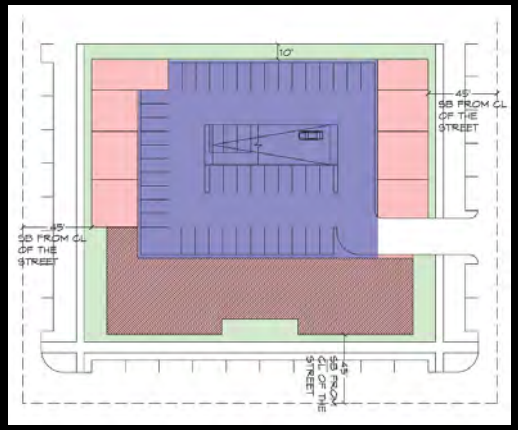


NBRA District

Scenario 3 (Proposed Code)

- Un-prescribed Density
  - Density limited by building envelope and comprehensive plan
- Allows additional capacity (max height)
- “High rise” construction
- Makes other required improvements more feasible (i.e. street improvements and raised floor 3’ above freeboard instead of 1’ above freeboard to address sea level.)

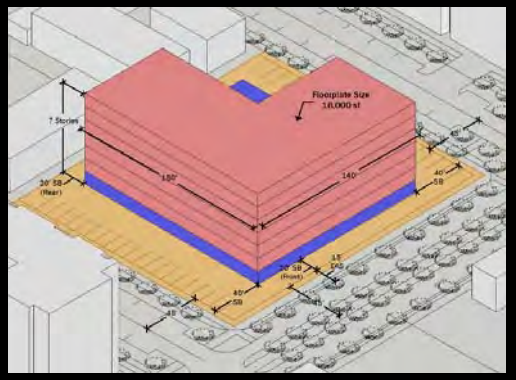


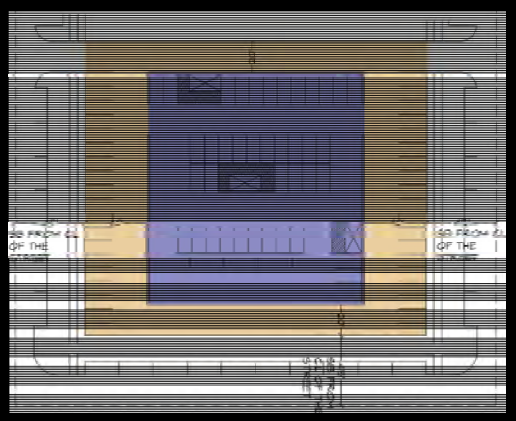


NBRA District

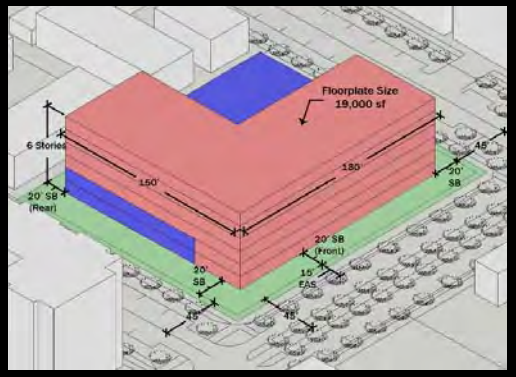
Comparison

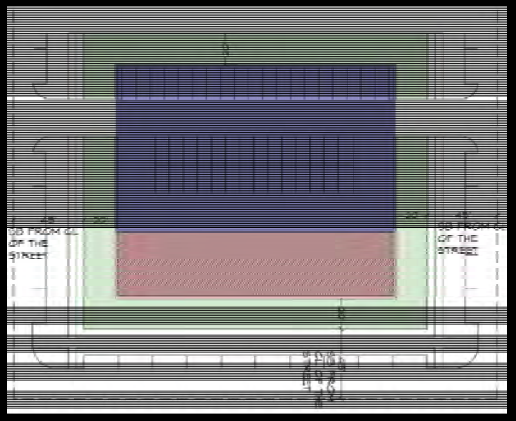
- Non-specific code standards
- Unpredictable building and site configuration
- Requires negotiated standards through the Site Plan Level IV process



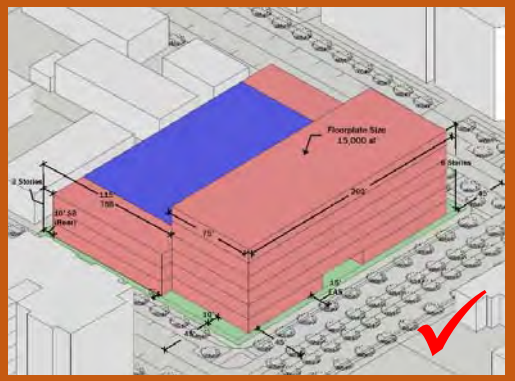


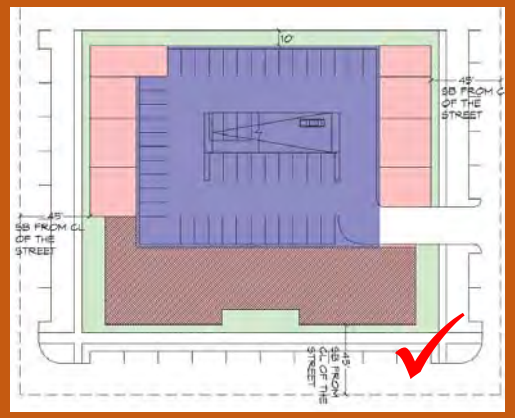
Scenario 1
(Basic Code)





Scenario 2
(Negotiated Standards through Site Plan Level IV)



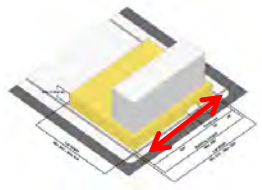


Scenario 3
(Proposed Code)

Q & A (Part 2: Building Design Standards)

What we heard:

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

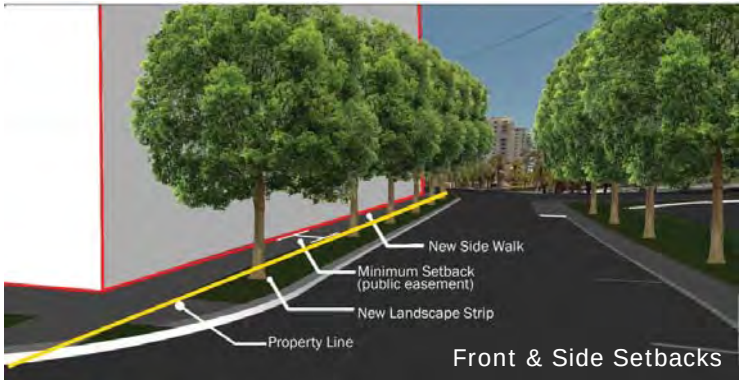


1. Did we address your general concerns?

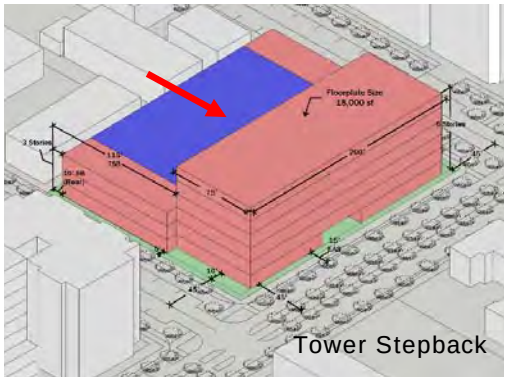
Q & A (Part 2: Building Design Standards)

Setbacks:

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



Front & Side Setbacks

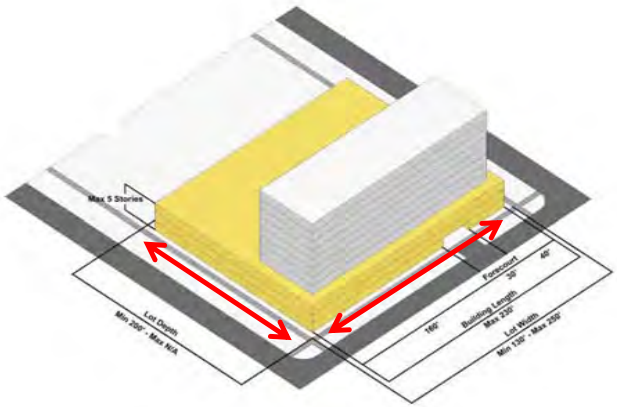

Tower Stepback

2. Do you agree with the proposed setback regulations?

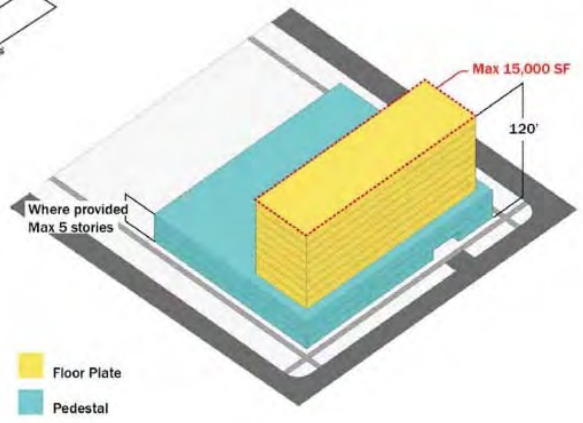
Q & A (Part 2: Building Design Standards)

Building Envelope:

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



Building Length



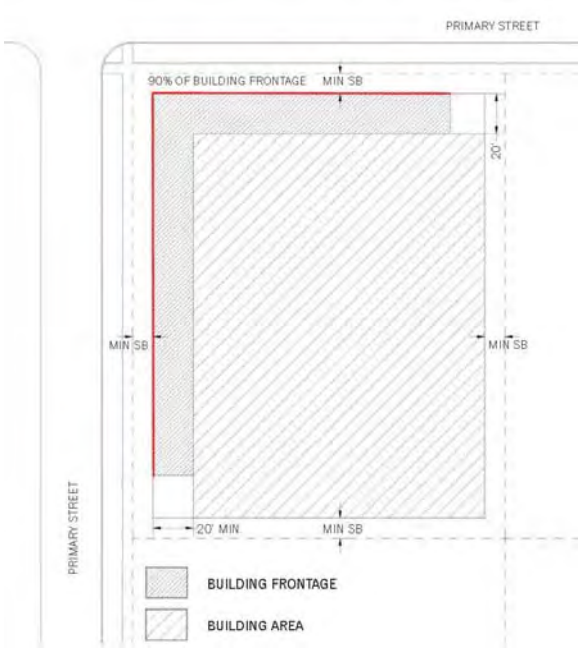
Tower Floorplate Sizes

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

Q & A (Part 2: Building Design Standards)

Active Use:

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



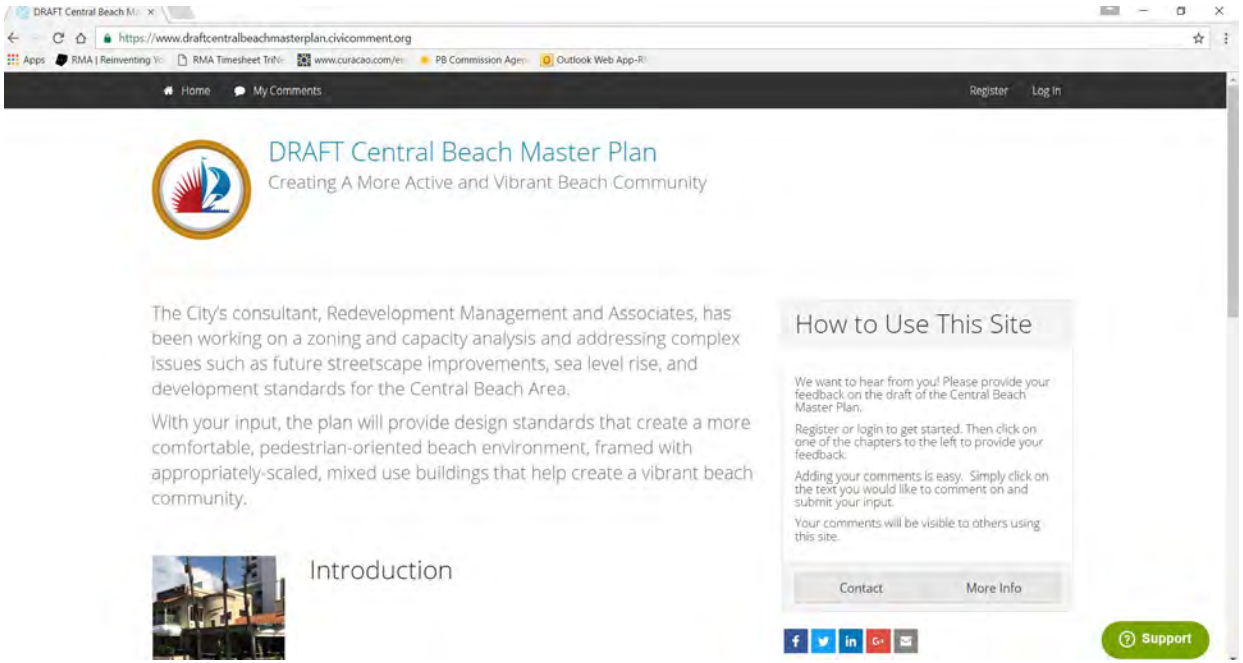
Building Frontage and Active Use

No Active Use

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

Review the Draft

Please visit to read and submit comments!



www.draftcentralbeachmasterplan.civicomment.org

Next Steps

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

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