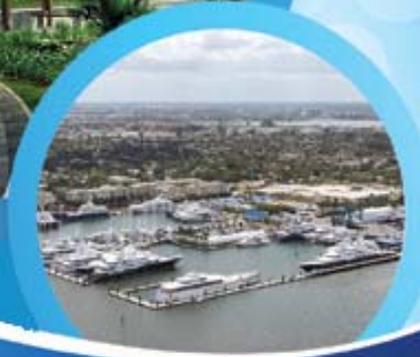


Broadway Mixed Use District (BMUD) Amendments to Comprehensive Plan and Zoning Regulations

June 24, 2015

Public Kick-Off Meeting and Workshop

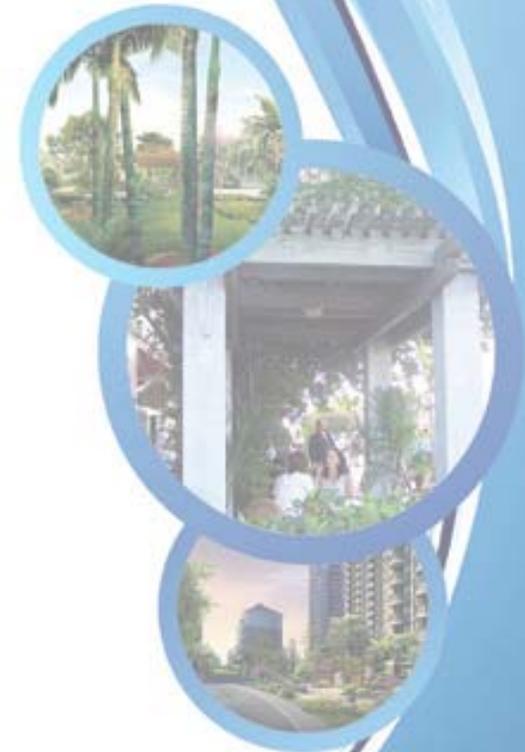


Public Workshop

Amendments to BMUD Regulations

Agenda

1. Presentation by CRA of North End Visioning Workshop Recommendations for BMUD
2. Broadway Corridor Streetscape Design and F.D.O.T. Process
3. Comprehensive Plan Amendment
4. Zoning Regulations
 - a. Purpose of District
 - b. Uses
 - c. Heights
 - d. Building Frontage and Setbacks
 - e. Lot Depths and BMUD Boundary
5. Timeline



North End Visioning Workshop Recommendations for BMUD



Study Area

Neighborhoods and Districts

1. Currie Park Area
2. **Broadway Corridor**
3. Pleasant City
4. The Neighborhoods
5. Northwood Village
6. Industrial District



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Design Objectives

- Improve walkability and safety on roadway
- Improve and Stabilize Adjacent Neighborhoods
- Encourage redevelopment

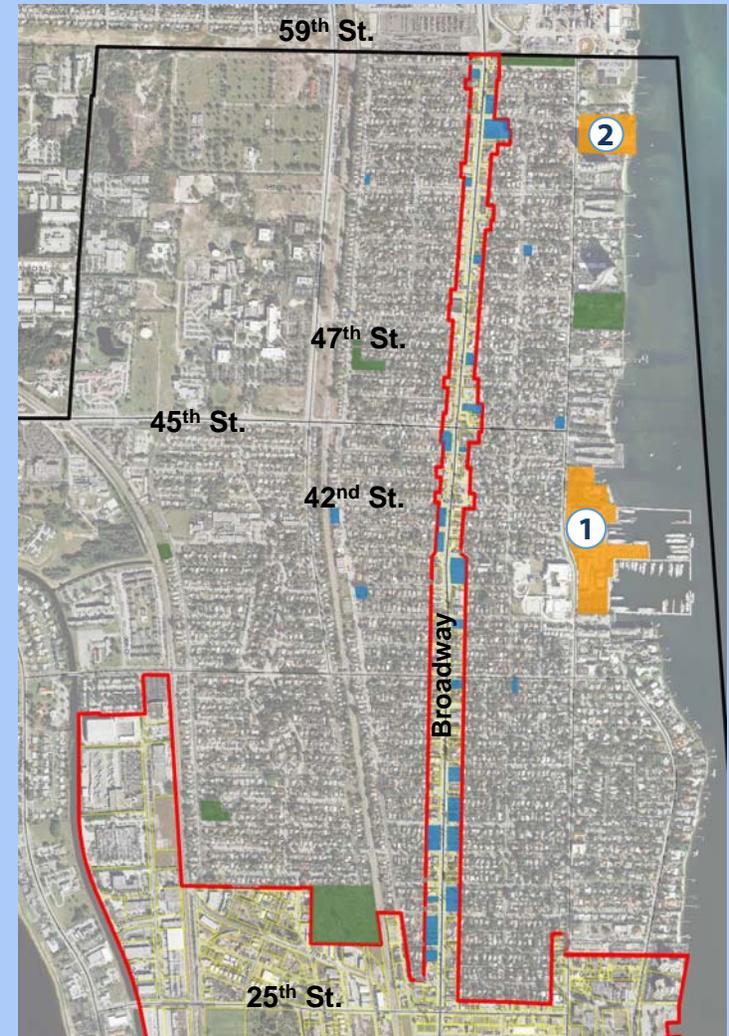


Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Planned Developments

1. Rybovich Marina Development (1059 units)
2. 80 Points West (173 units)



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

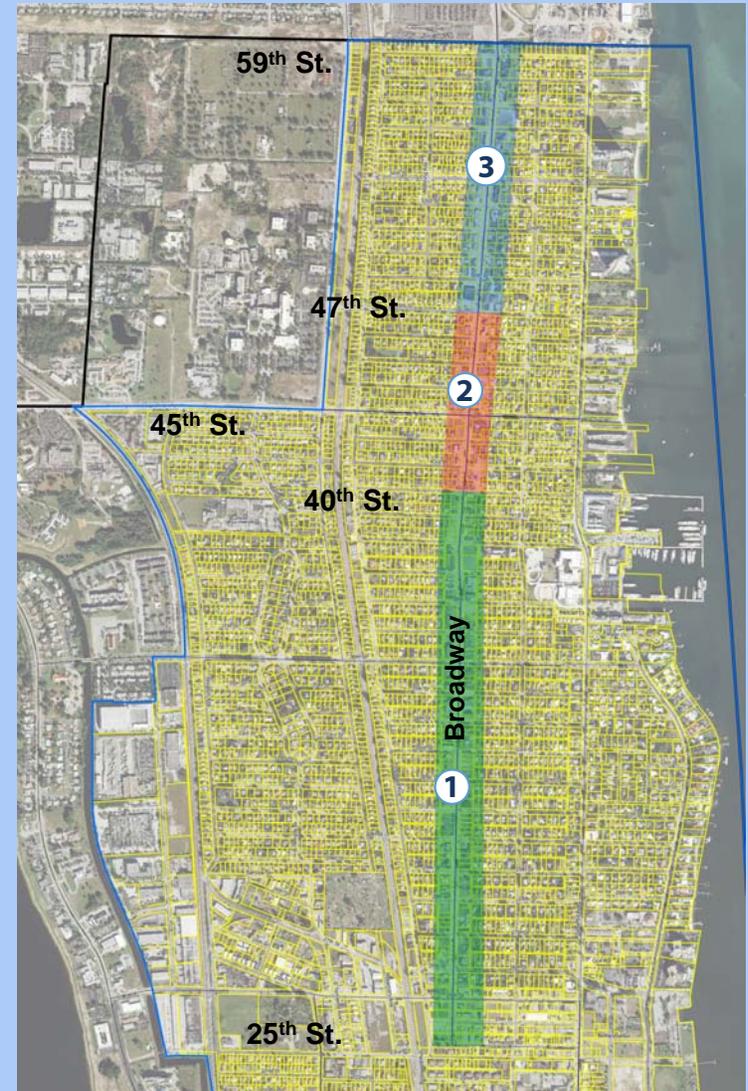
Uses Along Corridor

Zone 1: Multi-Family Residential with some Mixed Uses south of 40th Street

Zone 2: Mixed Use between 47th Street and 40th Street

Zone 3: Commercial uses north of 47th Street

- Varies by Zone
- Dependent on:
 - Roadway Improvements
 - Existing depths of lots
 - Stabilization needs of the adjacent neighborhoods



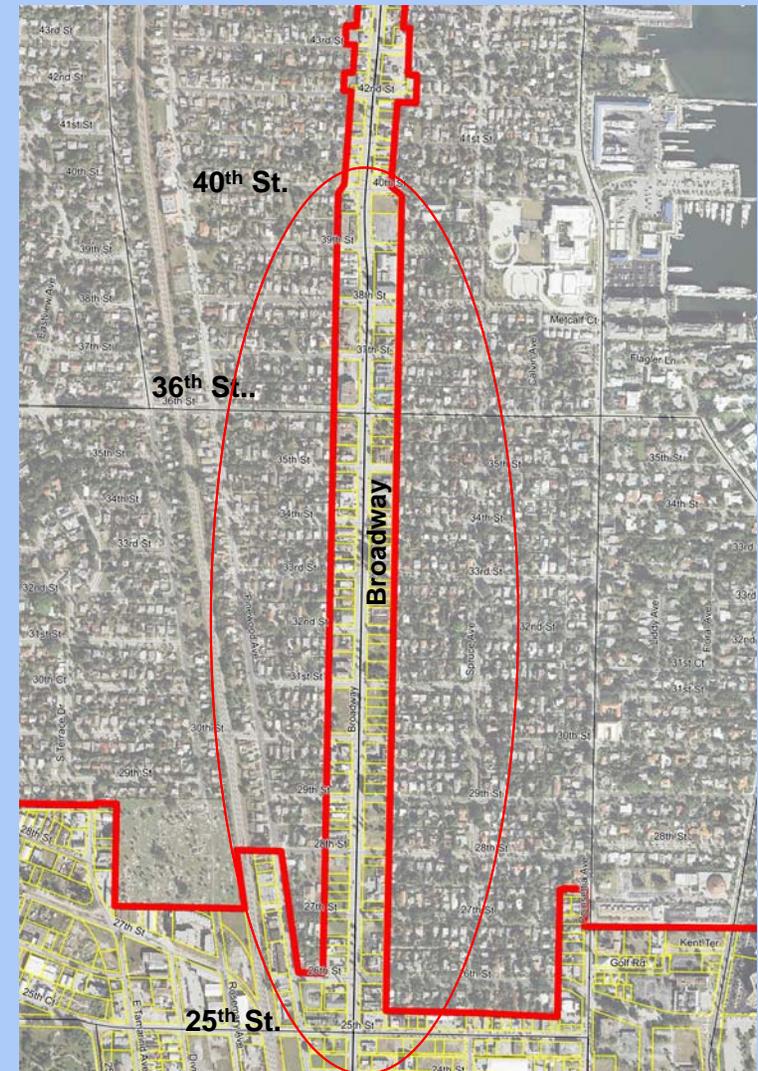
Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Characteristics

Zone 1 :

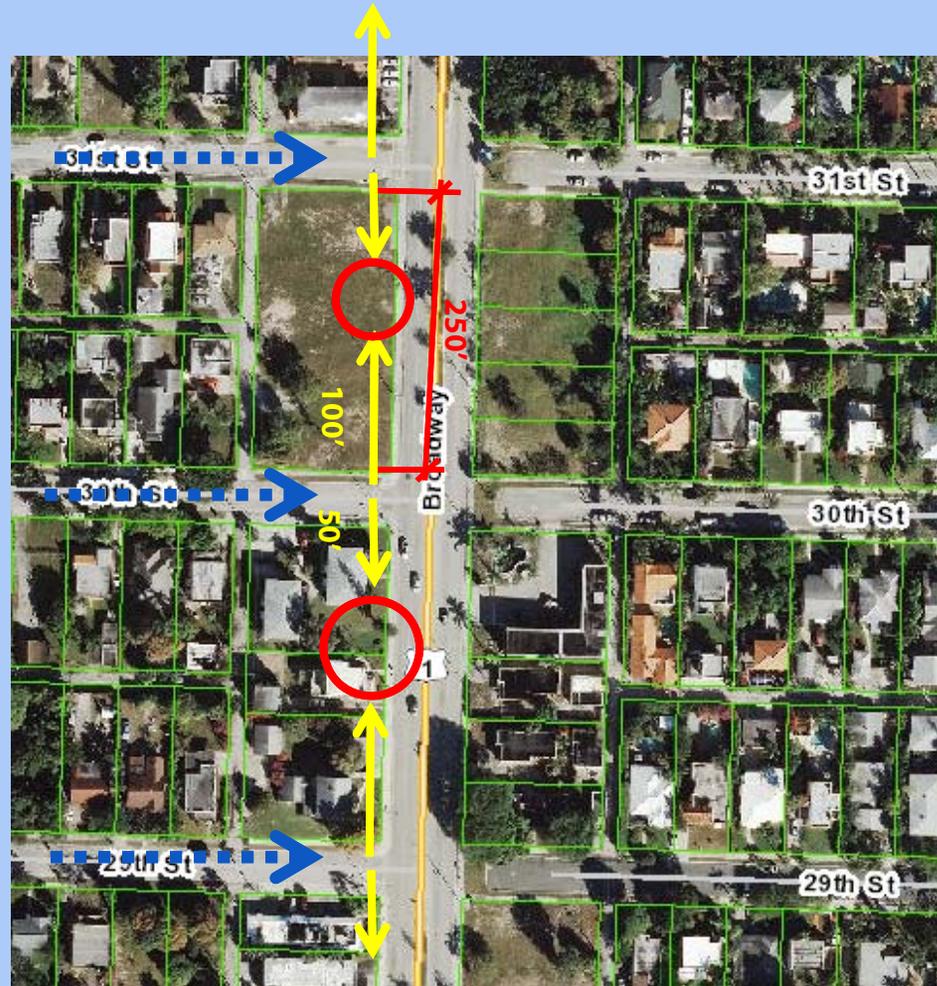
- ✓ Deep Lots
- ✓ Existing Secondary Access Ways (Alleys)
- ❖ Poor Street Frontage
- Multi-Family Residential with some Mixed Uses south of 40th Street



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

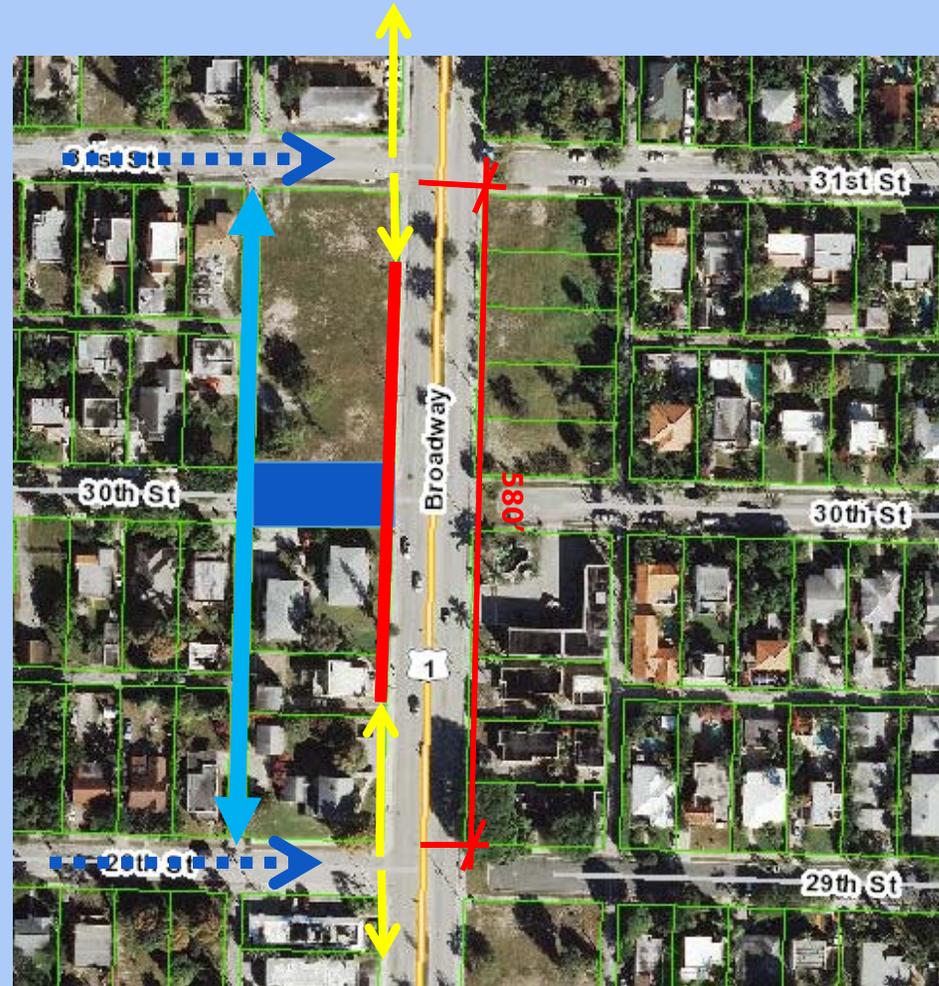
Existing Conditions



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Proposed Improvements

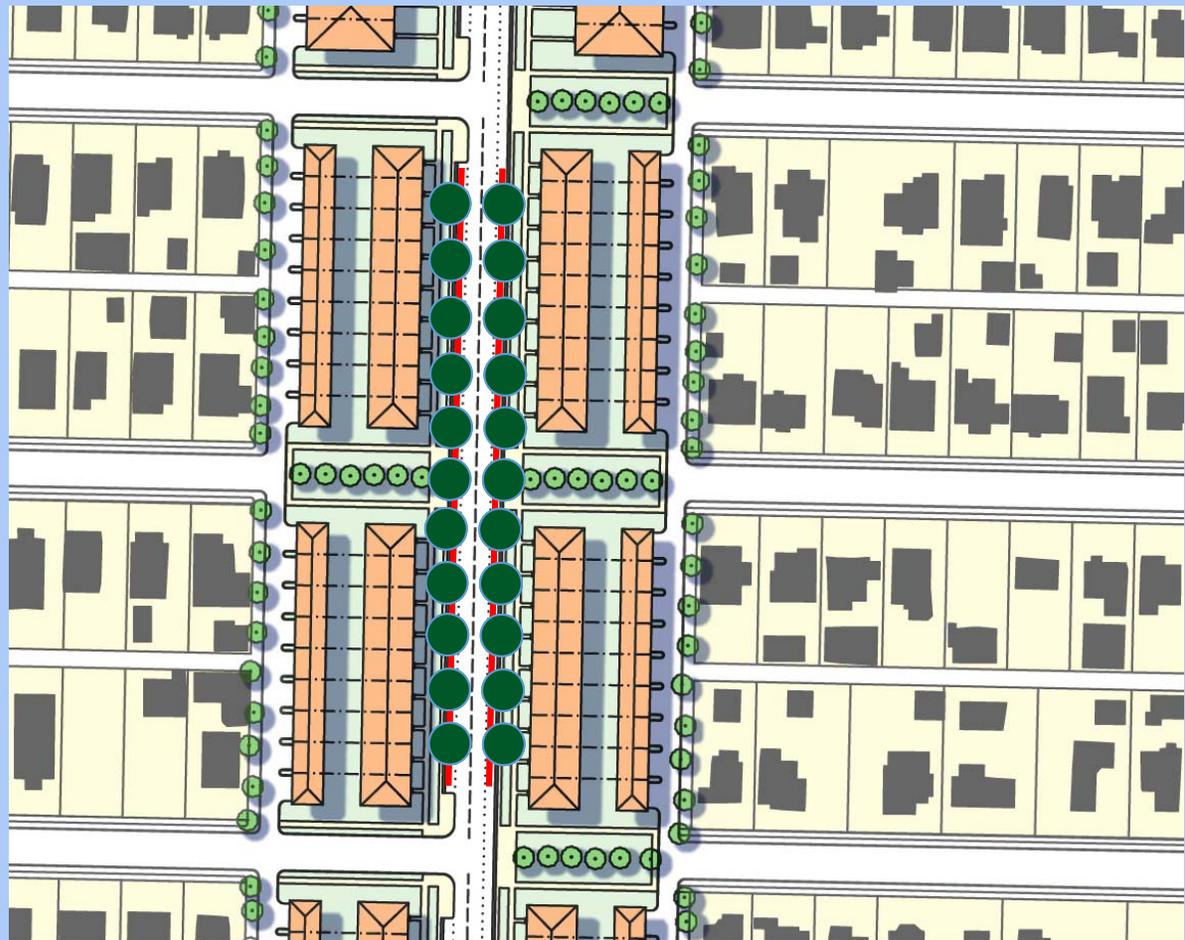


Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Proposed Development Pattern in Zone 1

Goal: Establish a livable environment

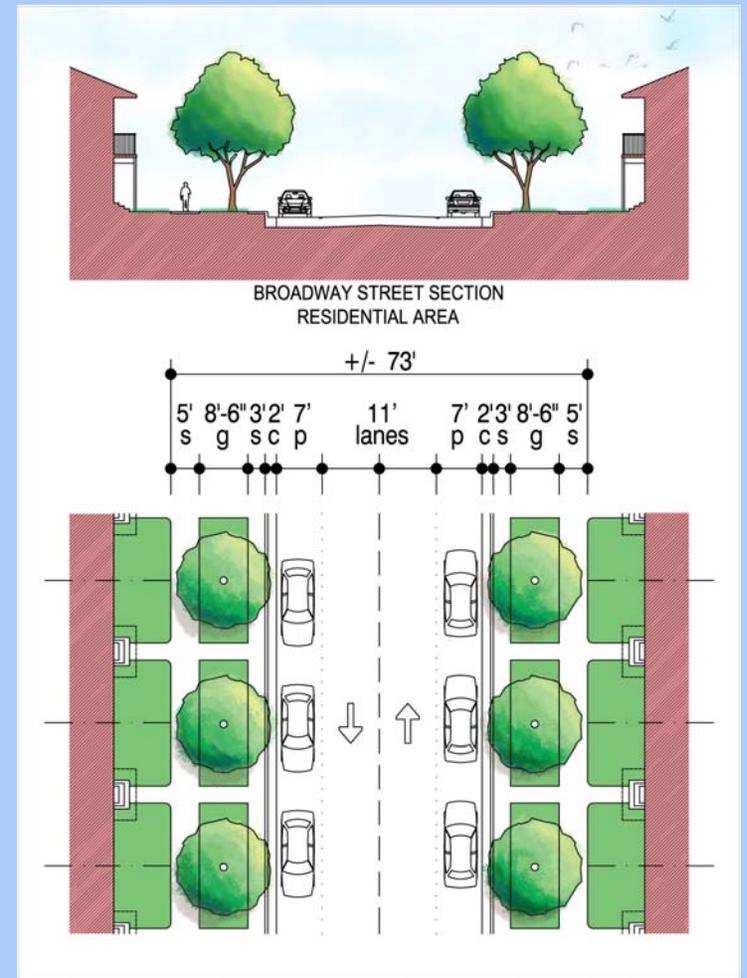
- ✓ Reduce Number of Lanes
- ✓ Provide On-Street Parking
- ✓ Provide Continuous Landscaping



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Roadway Improvements in front of Residential Area



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Characteristics

Zones 2 and 3:

- ❖ Irregular Lot Depths
- ❖ No Existing Secondary Access Ways (Alleys)
- ❖ Poor Street Frontage
- Zone 2: Mixed Use between 47th Street and 40th Street
- Zone 3: Commercial uses north of 47th Street



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zones 2 and 3: Impacts of Encroachments

- Acquisition in piecemeal manner
- Varying land uses on corridor with intense commercial businesses abutting the residential districts
- Insufficient buffering between commercial and residential uses
- Majority of existing parcels are too narrow for commercial development
- Insufficient parking
- Destabilized existing historical districts with close proximity to contributing structures



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zones 2 and 3: Effects to the Broadway Corridor

- High speed traffic
- Narrow sidewalks
- Insufficient landscaping
- Poor visibility at intersections



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Zones 2 and 3: Effects to Single Family Neighborhoods

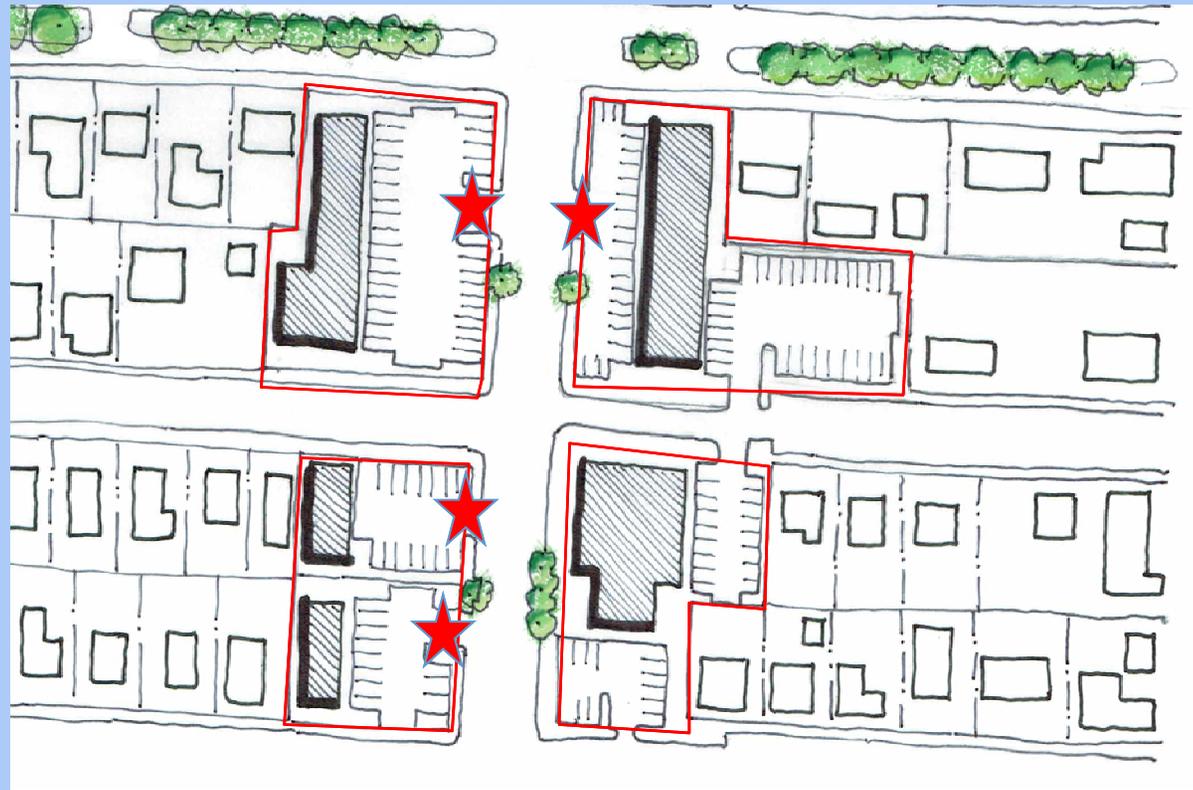
- Insufficient buffering between single family homes and commercial properties
- Issues of crime and safety in areas between the backs of the commercial buildings and the single family homes
- Pattern of decaying single family homes abutting commercial properties



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zones 2 and 3: General Existing Conditions

- ❖ Irregular lot depths
- ❖ Severe neighborhood encroachments and destabilization
- ❖ Poor Street Conditions
- ❖ Auto Oriented
- ❖ No Existing Secondary Access

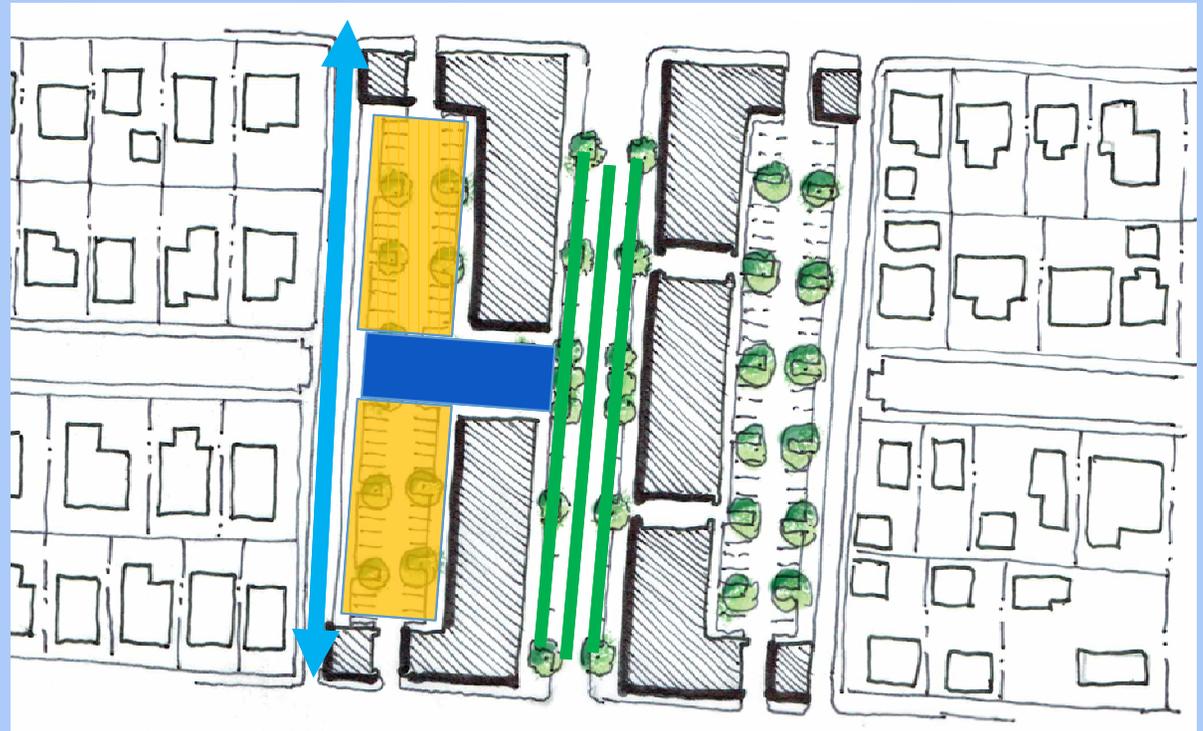


Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zone 2: Mixed Use Area Proposed Development Pattern

Goal: Establish a pedestrian oriented environment

- ✓ Consolidate Block Frontages
- ✓ Allow for the expansion of commercial uses on both sides **if** it is in a consistent way **and only if** a secondary access way is provided
- ✓ Provide landscaping along the street and median
- ✓ Place buildings along the street and parking in the rear



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods
Zone 2: Mixed Use Area Proposed Development Pattern



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zone 2: Mixed Use Area Proposed Development Pattern

- ✓ Secondary access ways for residential areas
- ✓ Appropriate buffering between uses
- ✓ Dual building frontages to provide natural surveillance and enhanced security

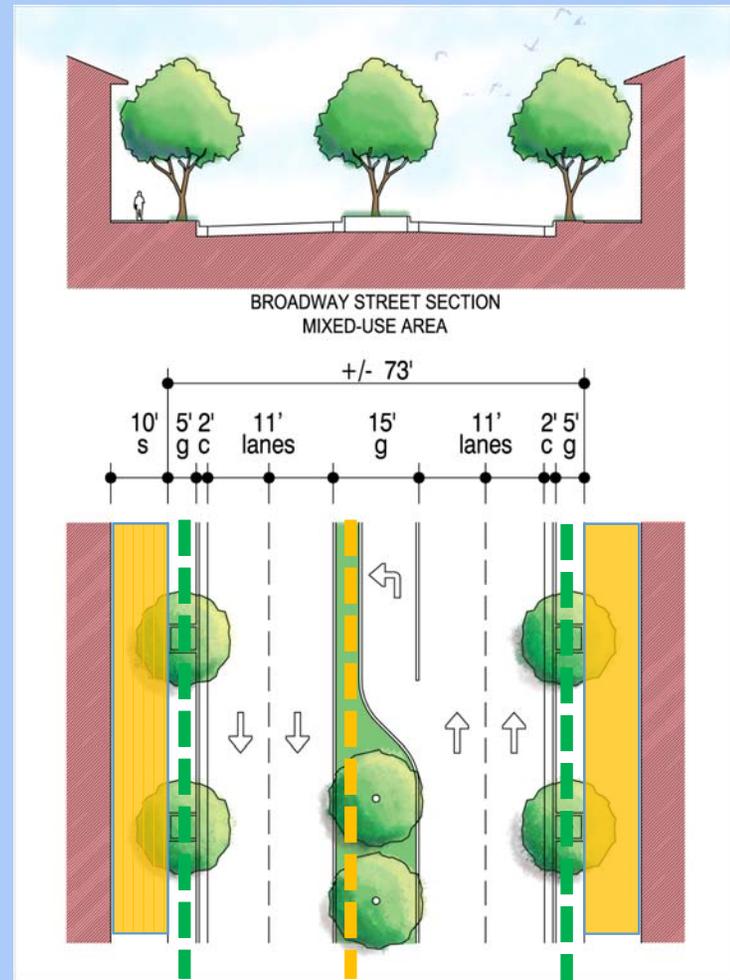


Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods Zone 2: Mixed Use Area Proposed Roadway Improvements



- ✓ Landscape Medians
- ✓ Reduce Lane Widths
- ✓ Provide continuous landscape along street edge
- ✓ Establish minimum building setbacks and easements to enlarge sidewalks where feasible



Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Zone 3: Commercial Area Proposed Development Pattern

Goal: Stabilize Adjacent Neighborhoods and Improve the entrance into the City

- ✓ Consolidate Block Frontages
- ✓ Allow for the expansion of commercial uses on both sides **if** it is in a consistent way **and only if** a secondary access way is provided
- ✓ Provide parking and landscaping along the street
- ✓ Place buildings along the street
- ✓ Allow parking facing the street (between buildings) only when accessed from the rear



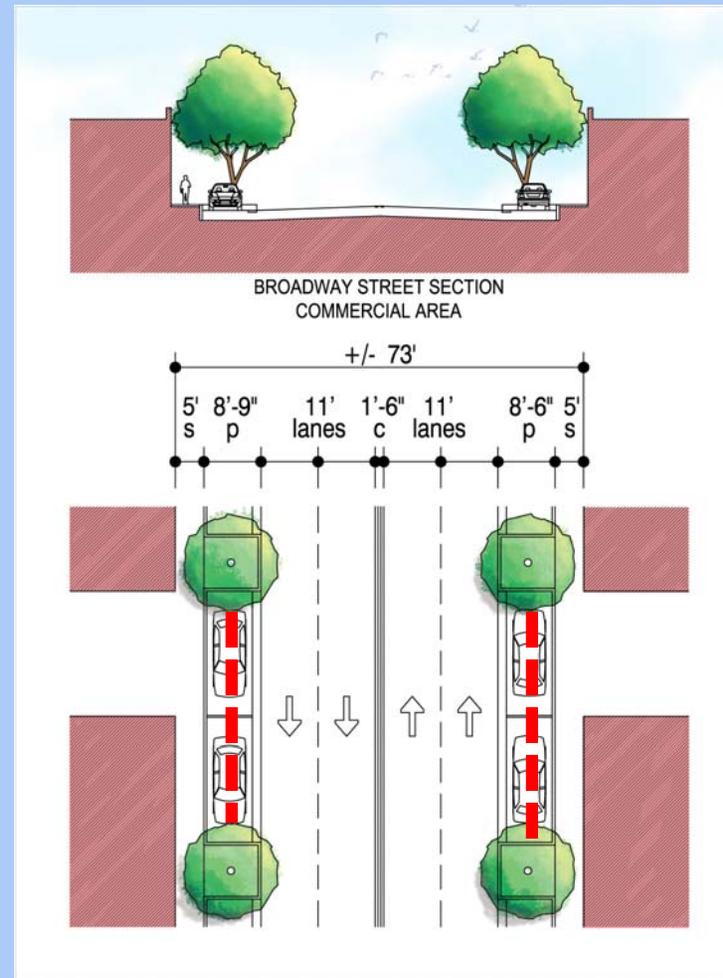
Urban Design Analysis

Broadway Corridor and Adjacent Neighborhoods

Zone 3: Commercial Area Proposed Roadway Improvements

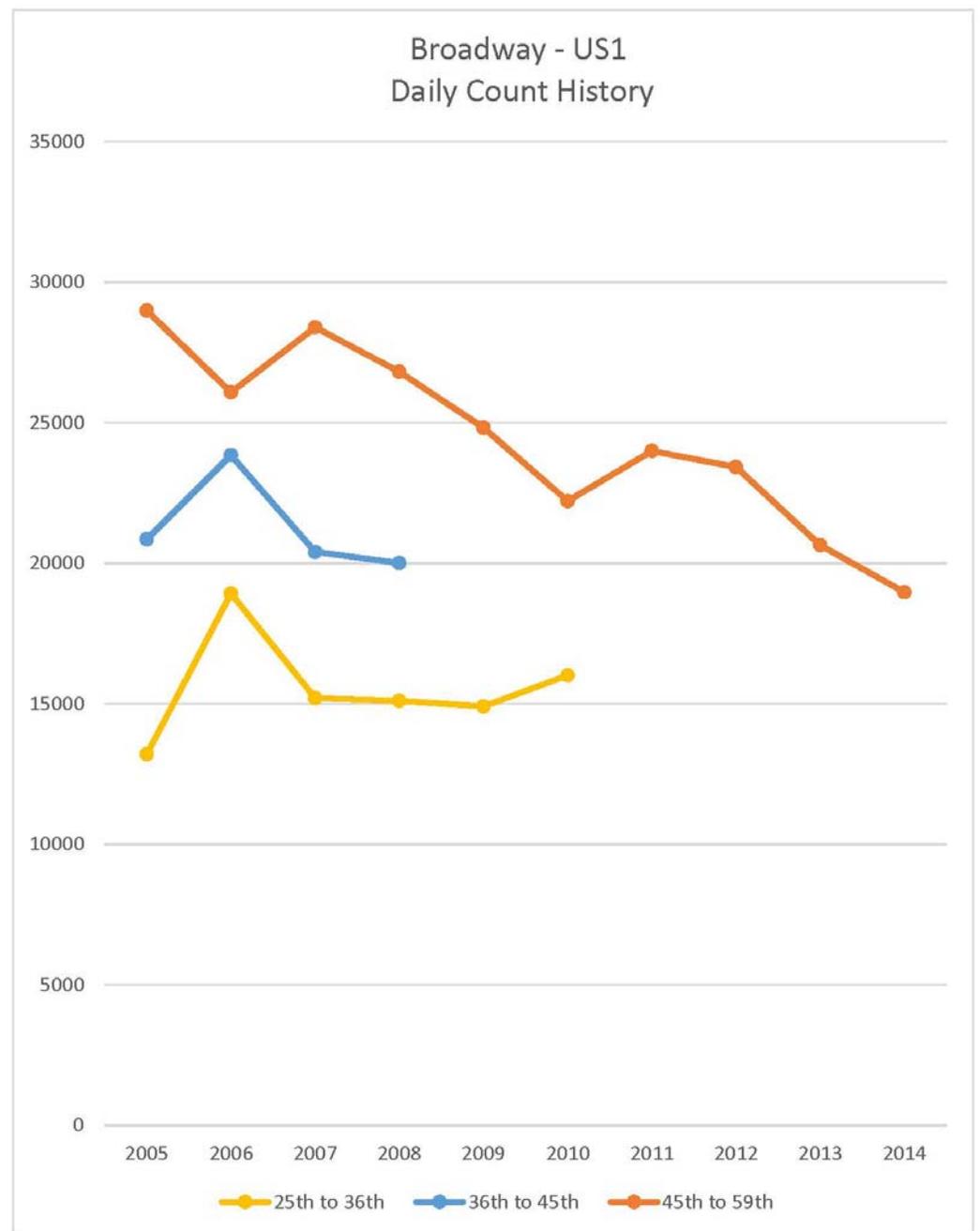


- ✓ Remove Median
- ✓ Reduce Lane Widths
- ✓ On-street Parking and landscaping



Daily Traffic

- Steady or Decreasing
- Lower on the southern portion and higher on the northern portion



Broadway Corridor Streetscape Design and F.D.O.T. Process



Walkability

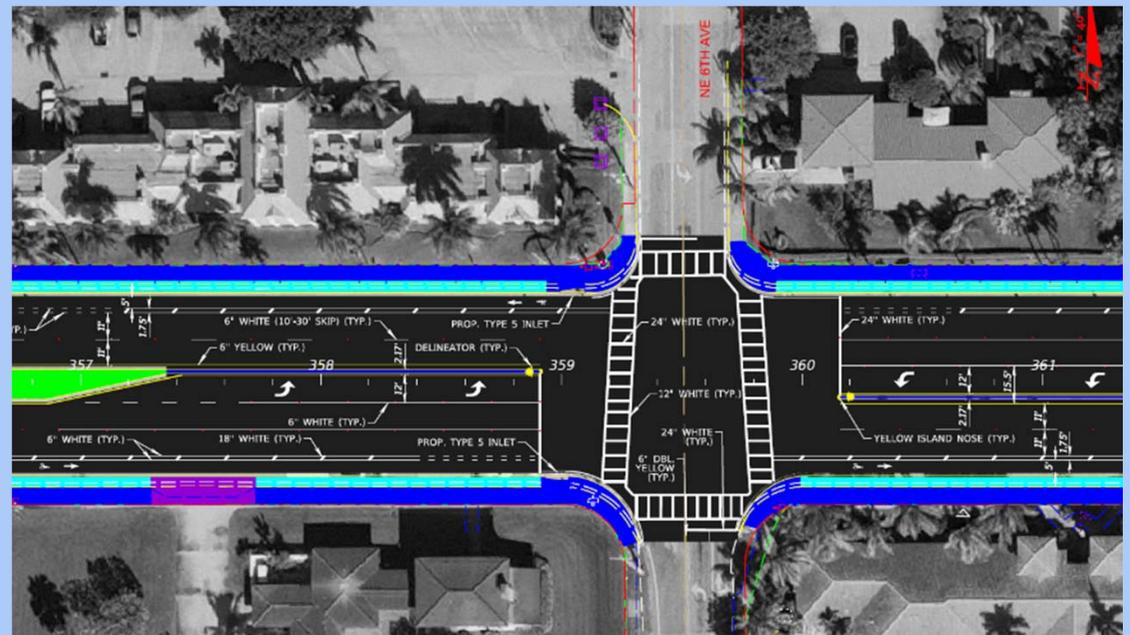
Discussions of **walkability** are increasingly common in cities everywhere. The renaissance in walking for your daily mobility [as well as recreation] is eagerly anticipated by citizens of all ages.



FDOT Lane Elimination Process

Some states have developed a planning & design **process** of reducing street width to achieve the pedestrian scale required for high walkability and complete streets.

Almost every time, conflicting goals appear between auto, bicycle and pedestrian mobility needs. A good process will sort out the priorities.



FDOT Lane Elimination Process



THE EVOLUTION OF FDOT'S LANE ELIMINATION REVIEW PROCESS

Lane Elimination Review Process Developed

Before 2009: No formal process in place

2009: FDOT District 4 developed a Lane Elimination Review Process

2013: Process was refined and shared with other Districts

2014: FDOT Statewide Lane Elimination Guidelines published (Phase 1)

Currently evaluating opportunity to develop Statewide process (Phase 2)

[Link to FDOT Statewide Lane Elimination Guidelines](http://fdotsharepoint.dot.state.fl.us/isd/transtat/divisions/funclass/Shared%20Documents/lane%20elimination%20guide%20phase%201%20final%20021714%20complete.pdf)

<http://fdotsharepoint.dot.state.fl.us/isd/transtat/divisions/funclass/Shared%20Documents/lane%20elimination%20guide%20phase%201%20final%20021714%20complete.pdf>



Broadway Corridor & Adjacent Neighborhoods

FDOT Lane Elimination Process

Overview of D4 & D7 Draft Lane Elimination Review Processes

①

Initial Meeting

- Applicant provides preliminary project information
- District provides information about review process
- District identifies fatal flaws & key issues to be considered / evaluated
- Multiple FDOT offices involved
- Provides Lane Elimination Request Form (D7)
- Establish evaluation methodology based on initial meeting

②

Interim Meeting & Concept Report

- Applicant provides detailed concept report & evaluation
- Focus on traffic analyses & long term needs
- Multiple FDOT offices involved
- District provides formal review comments
- Central Office is notified
- Applicant provides completed Lane Elimination Request Form (D7)

③

Final Review

- Applicant obtains approval resolution from city or county commission
- Applicant summarizes public involvement activities
- Applicant provides final design, funding, and implementation plans
- Applicant submits formal application for lane elimination (D4)
- District conducts multi-disciplined review and makes a recommendation for approval (or denial) to Central Office

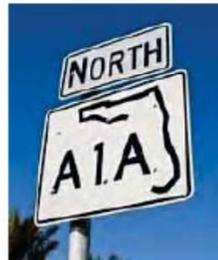
FDOT Lane Elimination Process



State Road A1A (Fort Lauderdale) Lane Elimination Case Study

Aftermath of Hurricane
Sandy damaged
SR A1A ...

1



FDOT Lane Elimination Process



State Road A1A (Fort Lauderdale) Lane Elimination Case Study

2

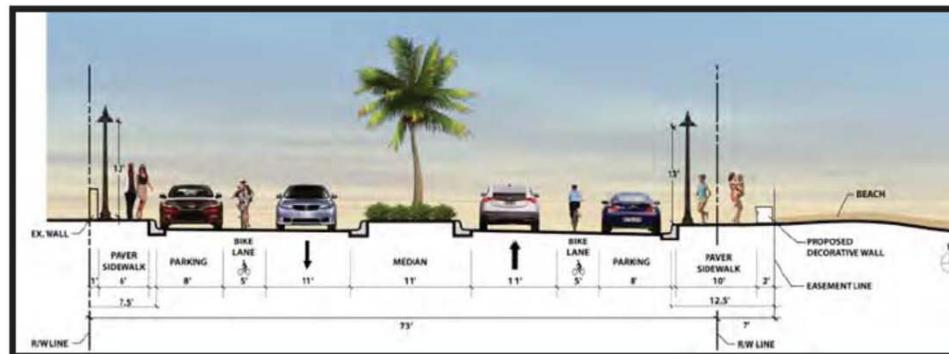
FDOT constructed an emergency project ...

Restored traffic flow with "elimination" of two through lanes & restriped for traffic, bicyclists, and parking.



3

FDOT conducted a Lane Elimination Evaluation with extensive coordination with the City of Fort Lauderdale during the development of the proposed permanent improvements to SR A1A ...



FDOT Lane Elimination Process

Next steps in the process, outlined below.

Initial meeting completed on 5/21/15

The CRA to address items and prepare a **concept report**. Items include the following:

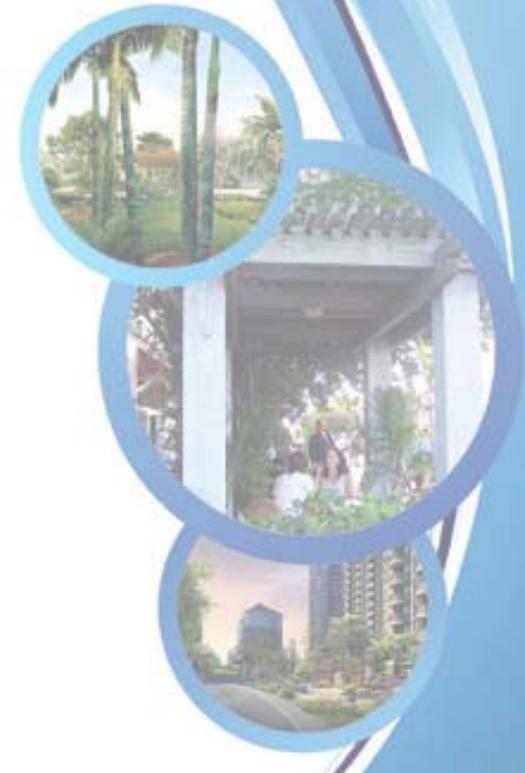
- Forecasts for future traffic
- Intersection analysis – main & turn lanes
- Crash analysis
- Bus stops
- Truck count, and routes
- Commission resolution of support
- Summary of public outreach effort, including coordination with any other impacted agencies (eg. MPO and City)
- Discussion of potential funding

Only zone 1 should be addressed in the concept report.

Once concept report is submitted, allow 1 month for FDOT to review.

An **interim meeting** will be scheduled with FDOT – if a recommendation is given by District 4 to approve, the application submitted to the Central office for concurrence.

Comprehensive Plan Amendment



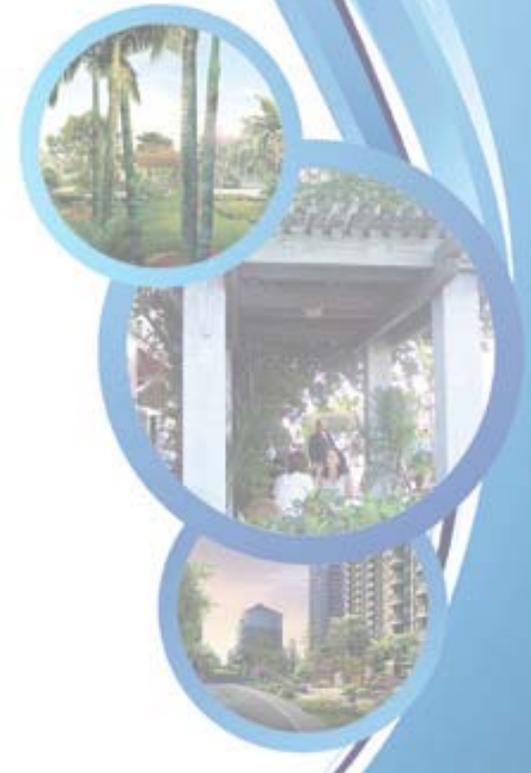
Comprehensive Plan

Mixed Use Land Use

- Update purpose of each district (CMUD, BMUD and NMUD) under the Mixed Use Land Use category based on new redevelopment objectives
- Removal of all specific standards related to building height and building typologies in each district
- Include general design guidelines to address compatibility of adjacent uses, protection of single family neighborhoods, pedestrian and vehicular connectivity, public open spaces, parking etc.
- **Revise BMUD boundary to allow for expanded commercial depth and provide policies with specific development conditions/criteria for when this is allowed**
- **Increase allowable build-out maximums (i.e. commercial square footages and density) for BMUD based on new boundaries**



Zoning Regulations



Zoning Regulations

Purpose

Current Intent:

“The Broadway corridor is a linear, urban, pedestrian-oriented, mixed-use district located along Broadway, north of 25th Street extending to the city limits. Unlike suburban residential and commercial areas, this type of mixed-use district requires urban types of development regulations. The intent of the development standards for the Broadway corridor mixed-use district is to create a predictable, urban corridor that adds vitality to the adjacent Northwood business district and preserves the character of the adjacent residential properties. The building massing, height, and land uses compliment the 1-2 story single-family residential neighborhoods to the east and west and the urban retail and residential buildings prescribed in the Northwood mixed-use district (NMUD).”

Is the purpose still the same?

Comments/Suggestions:

Zoning Regulations

Uses

Permitted Uses:

BMUD Type 1 (South of 39th Street)

- Drive Thru Facilities, Except Restaurants, as Principal Uses (PXR)
- Drive Thru Facilities, Except Restaurants, for Uses Permitted as Special Uses (Sb)
- Parking Garages as Principal Uses (Sa)
- Parking Lots as Principal, Accessory or Off-Site Uses (Sb)
- Veterinary Clinics and Hospitals, Animal Shelters, Enclosed (PXR)
- Veterinary Clinics and Hospitals, Animal Shelters, Enclosed, Not-For-Profit (PXR)

Zoning Regulations

BMUD Type 2 (North of 39th Street)

- Convenience Stores, Food, Specialty Food and Beverage Sales (including sale of alcoholic Beverages) (Sb)
- Drive Thru Facilities, Except Restaurants, as Principal Uses (PXR)
- Drive Thru Facilities, Except Restaurants, for Uses Permitted as Special Uses (Sb)
- Food Stores or Supermarket over 10,000 sf (Sb)
- Laundry and Dry Cleaning Establishments, Primarily Serving The Public, Coin Operated (Sb)
- Liquor and Party Stores (PXR)
- Motor Vehicle Fuel Sales and Service (Sb)
- Motor Vehicle Fuel Sales (No Service) and Accessory Convenience Stores (Sb)
- Motor Vehicle Repair, Light (Excluding Body Repairs and Painting) (PXR)
- Motor Vehicle Sales and Rental (No Service) (Sb)
- Motor Vehicle Sales and Service Agencies (Sb)
- Parking Lots as Principal, Accessory or Off-Site Uses (Sb)
- Restaurants Serving The General Public, Drive-in or Drive Thru Facilities (PXR)
- Veterinary Clinics and Hospitals, Animal Shelters, Enclosed (PXR)
- Veterinary Clinics and Hospitals, Animal Shelters, Enclosed, Not-For-Profit (PXR)

Are these uses (or any other uses not listed here) acceptable in the BMUD?

Zoning Regulations

Height

Current Height Regulations:

BMUD Type 1 and 2

Minimum 2 Stories at Primary Intersections;

No Minimum # Stories at other locations along corridor;

Maximum of 3 Stories

Is the minimum number of 2 stories at primary intersections appropriate/feasible?

Comments/Suggestions:

Zoning Regulations

Building Frontage and Setbacks

BMUD Type 1 (South of 39th Street)

Buildings at Primary Intersections:

- Shall be built along a minimum of 80% of the Broadway Frontage Line
- Setback of NO Greater than 5 feet

Buildings at Other Locations Along the Corridor:

- Shall be built along a minimum of 65% of the Broadway Frontage Line
- Setback of NO Greater than 15 feet

Note: Sidewalks are required to be a minimum of 8 feet in clear width along the Broadway Corridor.

BMUD Type 2 (North of 39th Street)

Buildings at Primary Intersections:

- Shall be built along a minimum of 80% of the Broadway Frontage Line
- Setback of NO Greater than 5 feet

Buildings at Other Locations Along the Corridor:

- Shall be built along a minimum of 65% of the Broadway Frontage Line
- Setback of NO Greater than 5 feet

Note: Sidewalks are required to be a minimum of 8 feet in clear width along the Broadway Corridor.

Are these frontage and setback requirements appropriate/feasible?

Comments/Suggestions:

Zoning Regulations

Lot Depths & BMUD Boundary



Existing Conditions:

BMUD Type 1 (South of 39th Street)

Approximately 100 feet in depth (Additional service alley in the rear)

BMUD Type 2 (North of 39th Street)

Varies between 38 feet and 270 feet (No service alley in the rear)

The new regulations may propose an expansion of the BMUD boundary line (north of 39th Street only), on both the west and east side of the corridor, as an incentive to encourage commercial redevelopment and address the issue of insufficient lot depths along the corridor. The new regulations propose to establish specific conditions of approval for new development utilizing the incentive.

Proposed Conditions of Approval:

- *The lot depth shall only be permitted to be increased where the resulting lot depth is consistent for the entire distance between the north and south sides of the block.*
- *An alleyway a minimum of 20 feet shall be provided between the proposed development and the existing residential development for the entire distance between the north and south sides of the block.*
- *A landscape buffer a minimum of 10 feet wide shall be provided along the existing residential development.*

Are these conditions appropriate? Are there other conditions?

Comments/Suggestions:

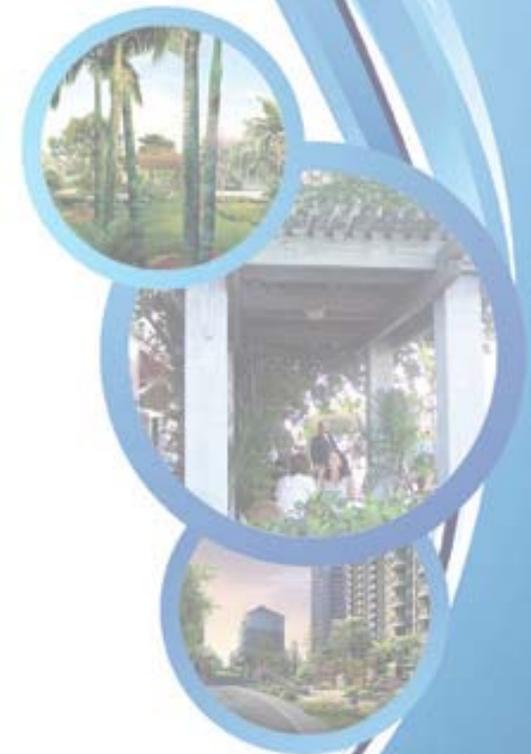
Timeline

COMP Plan and Zoning Amendment

June 24	Kick-off Workshop
TBD	P&Z Board
TBD	City Commission First Reading
TBD	City Commission Second Reading

Broadway - FDOT Lane Elimination Process

May 21	FDOT Kick-off Meeting
July	Concept Report
August	Interim Meeting (Tentative)
TBD	Public Workshop
September	Approval (Tentative)



THANK YOU

