

**CENTRAL CITY REDEVELOPMENT  
AGENCY ADVISORY BOARD  
MEETING 02.05.2025  
CENTRAL CITY REZONING  
DISCUSSION**

City of Fort Lauderdale  
**Community Redevelopment Agency  
Development Services Department**

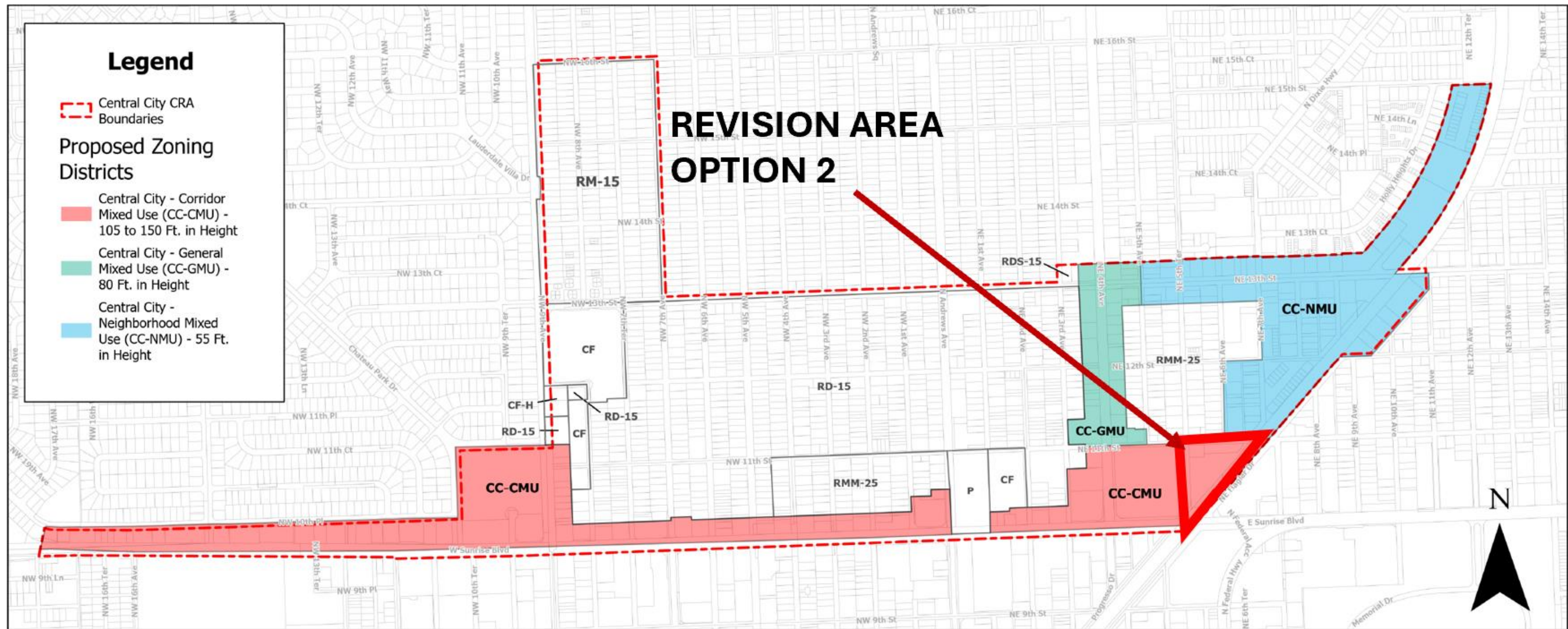


# Agenda

- **January 13, 2025**
  - Recommendation Motion Recap 03**
    - **CC-CMU Revised Map 03**
    - **Zoning District Boundaries 04**
    - **Zoning Height 06**
    - **Dimensional Requirements 07**
  - **Parking Options 08**
  - **Parking Mitigation Options 09**
  - **Modification Criteria 10**



# Revised Map



# January 13, 2025 Meeting

**Motion** *Motion* by Mr. Greenbaum, seconded by Mr. Ross, that the area designated as CC-NMU on the Option B revised map be reclassified as CC-CMU in the area denoted with a purple triangle border South of 13 Street on the proposal distributed by Mr. Liggett. In a roll vote, the **motion** passed unanimously



January 13, 2025 - CCRAB Recommendation

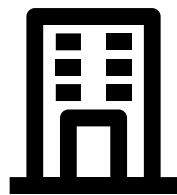


# January 13, 2025 Meeting

## Motion

*Motion by Vice Chair Wright, seconded by Mr. Greenbaum, to update the height requirement for CC-NMU along 13 Street from 55-feet to 80-feet as discussed with the commercial business owners, with a limitation that it can go no higher. In a roll vote, the motion passed 8/2.*

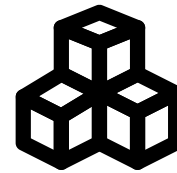
01



CC-CMU

Sunrise Boulevard  
105 Feet by right  
125 feet with affordable  
housing  
150 feet with Planning  
and Zoning Board  
approval

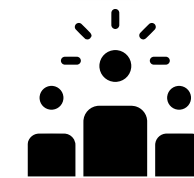
02



CC-GMU

NE 4th Avenue  
80 feet

03



CC-NMU

NE 13th Street  
80 feet in height

# Motion

**Motion** by Vice Chair Wright, seconded by Mr. Ross, to maintain the tower stepback as proposed by Staff in Option B. In a roll vote, the **motion** passed 9/1

Proposed Dimensional Requirements Table for Central City CRA Zoning Districts			
	CC-CMU (Sunrise Boulevard)	CC-GMU (NE 4 <sup>th</sup> Avenue)	CC-NMU (NE 13 <sup>th</sup> Street)
<b>*Height</b>	*105 feet (Note A)	80 feet (Note A)	80 feet (Note A)
<b>Minimum Lot Size</b>	None	None	None
<b>Minimum Lot Width</b>			
<b>Maximum FAR</b>			
<b>(**)Maximum Building Streetwall Length</b>	<del>300 feet</del> 150 feet	150 feet	150 feet
<b>Setbacks (Note B)</b>	Primary Street: 0 feet Secondary Street: 5 feet When abutting residential: 15 feet	Primary Street: 0 feet Secondary Street: 5 feet When abutting residential: 15 feet	Primary Street: 0 feet Secondary Street: 5 feet When abutting residential: 15 feet
<b>(**)Podium Minimum</b>	25 feet (2 stories)	25 feet (2 stories)	25 feet (2 stories)
<b>(**)Podium Maximum</b>	55 feet (5 stories)	55 feet (5 stories)	55 feet (5 stories)
<b>(**)Tower Stepback</b>	Primary and Secondary Street: 12 feet When abutting Residential: 15 feet	Primary and Secondary Street: 12 feet When abutting Residential: 15 feet	Primary and Secondary Street: 12 feet When abutting Residential: 15 feet
<b>(**)Tower Separation</b>	30 Feet minimum on subject property if adjacent to abutting lot under separate ownership	30 Feet minimum on subject property if adjacent to abutting lot under separate ownership	30 Feet minimum on subject property if adjacent to abutting lot under separate ownership
<b>(**) Maximum Gross Square Footage of Building Tower Floor Plate Size</b>	Residential: 10,000 Non-residential: 16,000	Residential: 10,000 Non-residential: 16,000	Residential: 10,000 Non-residential: 16,000
<b>Minimum Residential Unit Size</b>	400 square feet	400 square feet	400 square feet
<b>Notes:</b> Note A: Refer to Section 47-XX.XX, Transition Zones for additional criteria Note B: A side yard is not required unless abutting residential property. *Height may be increased up to 125 feet subject to providing Affordable Housing with MFI at 60%-80% ** Deviations shall be reviewed subject to the requirements of Section 47-24.3, Conditional Use Permit			

# Parking

- Existing Unified Land Development Regulations (ULDR) :
  - Credit for any portion of on-street parking that abuts the development site/property
    - ULDR Section 47-20.3.F
  - Parking requirements for residential related to affordable housing is 1/ dwelling unit
    - ULDR 47-20.3.A
  - Parking reduction is a Site Plan Level I Review
    - ULDR Section 47-20.3.A.4
- Reduce the parking requirement by 2,500 square feet for any property (legal non-conforming, legally conforming, new construction).
- Reduce the parking to 60% of the standard requirement for legal non-conforming uses.
- Residential Parking 1.50/dwelling unit



# Parking Mitigation Options

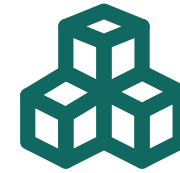
The number of parking spaces for residential uses and mixed use developments may be reduced and shall demonstrate compliance with the following criteria:

- Adequacy requirements, as provided in Section 47-25.2; and
- The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses; and
- An increase of twenty five percent (25%) bicycle parking and storage from the required bicycle parking and storage in Section 47-37B.6.H; or
- Restrictions will be placed on the use of the property or actions will be taken such as providing company vans for carpooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or
- Three of the following parking mitigation measures are being provided as part of the development permit application:
  - Cross pedestrian and vehicular access between adjacent properties; or
  - Provide pedestrian midblock crossings on local streets with location determined during the site plan review process; or
  - Bicycle storage facilities include locker rooms, shower rooms, repair station, bike washing stations; or
  - Payment in lieu of providing the parking stall at established amount per stall with payment made at time of building permit submittal for the development; or
  - Payment of an annual fee to cover the cost of a local micro transit circulator.



# Modification of Building Length or Width

The modification of building length or width results in a development that better harmonizes with buildings located on neighboring properties through incorporation of elements that divide the building facade planes, and create a visual play of light and shadow. Long, uninterrupted horizontal elements are discouraged. Building articulation shall be accomplished with facade projections and recesses as well as design elements such as changes in building materials and distinctive window and balcony patterns that correspond to a change in building plane, including changes in roofline by alternating parapet heights



The modification of building length or width results in a lower podium profile and the building facade plane is articulated through incorporation of design elements that break up the building to mitigate the extended length or width



Building corner frontages abutting the intersection of streets shall incorporate special corner treatments, both vertically and horizontally, to emphasize the building corner and provide a notch or curved facade at the ground level, setting the building back with a generous space for pedestrians

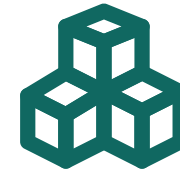


The ground floor of building facades along primary and secondary streets includes windows or doors that allow views into and out of the interior of the buildings. No less than fifty (50) percent of the ground floor of buildings along primary streets shall include a double-story height, especially for lobby entries and commercial space. Blank walls shall not be visible from a public street or public plaza or open space

# Modification Tower Stepback

Modification of Tower Stepback. The stepback requirement may be modified if the applicant demonstrates that compliance with the stepback requirement of is not feasible due to site constraints, such as a small or irregularly shaped lot, and that the proposed development plan demonstrates the following:

Vertical articulation is used to moderate the scale and bulk of buildings



Proposed development is harmonized with buildings on neighboring properties by maintaining compatibility of scale with neighboring properties.



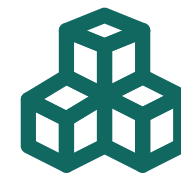
The design considers the overall height of the building in respect to the width of the street and does not negatively impact light and air passing through to the street



The design of the building shall emphasize corner features and ground-level elements and include a double-story height along primary streets to offset the stepback modification

# Modification Tower Separation

Modification of Tower Separation. The tower separation requirement may be reduced to a minimum of twenty (20) feet subject to the following:



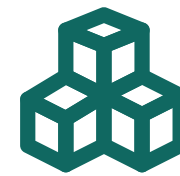
The tower portion of the building is designed to maximize the distance and architectural differentiation from any nearby tower



Towers shall be located to ensure the reduced tower separation does not negatively impact light and air between the subject towers and maximizes access to views while maintaining privacy for the users of each building

# Modification of Floorplate Size

The building shall incorporate creative design features such as sculpting, variation in tower shape, orientation and architectural expression, and should avoid boxy, dominant massing so the towers remain slender in appearance to offset the floorplate size modification



The proposed development is designed, sited and massed in a manner sensitive to, proportional with and fits harmoniously within the surrounding context and skyline; and,



# THANK YOU

**Karlanne Devonish**

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