



AGENDA ITEM MEMORADUM

Development Services

Linda Connors

Department

Town Planner

COMMISSION MEETING DATE (*) - 7:00 PM	Deadline to Town Clerk
<input checked="" type="checkbox"/> August 21, 2012	August 10th

*Subject to Change

- Presentation Reports Consent **Ordinance**
 Resolution Quasi-Judicial Old Business New Business

FY2012 DESIGNATED HIGH PRIORITY ITEM - PRIORITY TOPIC

SUBJECT TITLE: Ordinance 2012-14: Commission Priority 4 - Proposed amendments to Chapter 30 to Protect Single Family Neighborhoods and Address Safety, Historical and Archaeological Resources.

EXPLANATION: The Commission established planning priorities during last year’s budget session based on an analysis of the Town’s planning documents. Planning Priority #4, the subject of this item, involved a revision to the Town’s land development regulations to protect single family neighborhood and address safety, historical and archaeological resources.

The Land Development Code sections related to Planning Priority #4 are located in Section 30-71 Development Review Requirements, Section 30-122 Mandatory Site Plan Approval and Section 30-123 Application for final site plan approval. Our planning consultant, Cecelia Ward, and staff have reviewed these sections of the code and proposed changes to implement this Priority. The proposed changes are included in Ordinance 2012-14 (**Exhibit 1**) in ~~strikeout~~ and underline format. As with all of our previous amendments, we have also reorganized these sections for clarity. A summary of the proposed changes with the corresponding line number of the ordinance where the change begins in parenthesis:

1. Add language establishing that development review requirements are to be construed and applied consistent with the Town’s Comprehensive Plan and with our site plan procedures and requirements. (Line 43)
2. Relocate existing language for clarification. For example, we moved all text related to the adequacy of public service requirements to the adequacy section (Section 30-71(c)). We also moved text from the adequacy section that was not an adequacy requirement and moved that language to a more applicable area of the code.
3. Add language updating the adequacy of school facilities so as to reference the interlocal agreement between the Town, Broward County and the Broward County School Board. (Line 335)
4. Add clarifying language and reorganize the Review for Compliance with Environmental Standards and Regulations section. (Line 375)



5. Add language requiring properties that have been identified as having historical or archeological significance to provide a mitigation report. Should the site or property be determined to meet the criteria for National Register designation, then the mitigation report should be completed by a professional in the appropriate field. The mitigation plan will be reviewed by the DRC and the Town Commission in their final site plan review. (Line 390)
6. Add language that addresses Crime Prevention Through Environmental Design (**CPTED**) principles so as to minimize risk to public safety and reduce the potential for criminal activity. (Line 413)
7. Add language that allows the Town's Development Service Director to waive submission requirements if the information is not applicable or essential to the review of a specific project for all types of applications in this section. (Line 469, 485, and 536)
8. Add language that would require an applicant to submit a site lighting plan before final site plan approval. (Line 552)
9. Eliminate overlay zoning districts language (the districts were repealed in 2008) and amend the standards as to when renderings of a development would be required. (Line 574 and 580)
10. Amend the parallel parking standards to align with the Town's Commercial Boulevard redevelopment designs. (Line 679) We are currently researching standards for neighborhood electric vehicles (i.e. golf carts). Appropriate standards for these vehicles will be included in the ordinance at second reading.
11. Add language requiring the review of potential impacts on adjacent development. This review is based on compatibility and serves to implement several policies of our Comprehensive Plan related to the prevention of incompatible uses. (Line 1155)

The Planning and Zoning Board reviewed the proposed amendments at their August 15th meeting (**Exhibits 2 and 3**) and approved the proposed amendments on a 3-0 vote.

Since the Planning and Zoning Board meeting, we deleted the following proposed change on line 447 to make sure we were not changing the current site plan process:

P&Z: Approval ~~by the Town Commission~~ of a final site plan . . .
 Changed to: Approval by the Town Commission of a final site plan . . .

RECOMMENDATION: We recommend approval of Ordinance 2012-14.

EXHIBITS: Exhibit 1 – Ordinance 2012-14
 Exhibit 2 – Planning and Zoning Board Staff Report
 Exhibit 3 – Action Agenda

Ordinance Reviewed by Town Attorney
 Yes No

Town Manager Initials CW

Exhibit 1

ORDINANCE 2012-14

1
2
3 **AN ORDINANCE OF THE TOWN OF LAUDERDALE-BY-**
4 **THE-SEA, FLORIDA, AMENDING ARTICLE V “ZONING”**
5 **OF CHAPTER 30, UNIFIED LAND DEVELOPMENT**
6 **REGULATIONS, OF THE CODE OF ORDINANCES TO**
7 **ADDRESS PLANNING PRIORITY 4 BY ESTABLISHING**
8 **NEIGHBORHOOD COMPATIBILITY STANDARDS AND**
9 **ADDRESSING SAFETY AND HISTORICAL AND**
10 **ARCHAEOLOGICAL RESOURCES, BY AMENDING**
11 **SECTION 30-71 “DEVELOPMENT REVIEW**
12 **REQUIREMENTS”; AND BY AMENDING ARTICLE IV**
13 **“SITE PLAN PROCEDURES AND REQUIREMENTS”;**
14 **PROVIDING FOR SEVERABILITY, CONFLICTS,**
15 **CODIFICATION, AND AN EFFECTIVE DATE**
16

17 **WHEREAS**, the Town Commission recognizes that changes to the adopted Code of
18 Ordinances are periodically necessary in order to ensure that the Town’s land development
19 regulations are current and consistent with the Town’s planning and regulatory needs; and

20 **WHEREAS**, the Town Commission established seven planning priorities including the
21 establishment of neighborhood compatibility standards (“Priority #4”); and

22 **WHEREAS**, the Town Commission, as part of Priority #4, desires to protect single
23 family neighborhoods and address safety as well as historical and archaeological resources; and

24 **WHEREAS**, Section 30-531 of the Code requires issuance of a Notice of Intent prior to
25 the processing of any amendment to the land development regulations in Chapter 30 of the Code,
26 and such notice was given of this amendment on June 26, 2012; and

27 **WHEREAS**, the Planning and Zoning Board, sitting as the Local Planning Agency, has
28 reviewed this revisions proposed in this Ordinance at a duly noticed public hearing on August
29 15, 2012, and provided a recommendation of approval of the proposed revisions; and

30 **WHEREAS**, the Town Commission conducted a first and second reading of this Ordinance
31 at duly noticed public hearings, as required by law, and after having received input from and

32 participation by interested members of the public and staff, the Town Commission has determined
 33 that this Ordinance is consistent with the Town’s Comprehensive Plan and is in the best interest of
 34 the Town, its residents, and its visitors.

35 **NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COMMISSION OF THE**
 36 **TOWN OF LAUDERDALE-BY-THE-SEA, FLORIDA, THAT:**

37 **SECTION 1. Recitals.** The preceding “Whereas” clauses are ratified and incorporated
 38 as the legislative intent of this Ordinance.

39 **SECTION 2. Amendment.** Article V, Zoning, of Chapter 30, Unified Land
 40 Development Regulations, of the Code of Ordinances is hereby amended as follows¹:

41 **Sec. 30-71. Development Review Requirements.**

42
 43 (a) Conformity with the Comprehensive Plan. The development review criteria contained
 44 herein shall be construed and applied to be consistent with the goals, objectives and
 45 policies of the Town's adopted Comprehensive Plan.

46
 47 (b) Consistency with site development plan requirements. Development shall be consistent
 48 with the site development plan requirements of Article IV Site Plan Procedures and
 49 Requirements of this chapter.

50
 51 (c) Review for Adequacy of Public Services and Facilities: An application for development
 52 permit in the Town of Lauderdale-By-The-Sea must comply with the following
 53 requirements:

54
 55 (a) (1) Adequacy of regional road network. The adequacy of the regional transportation
 56 network shall be determined based upon conditions at the time the final plat or
 57 site plan application is submitted in accordance with the following provisions:

58
 59 (1)a. Level of service (LOS). For the purpose of issuing development permits,
 60 the level of service for roadways in the Town are as follows:

SR A1A:	Maintain and Improve
Commercial boulevard:	Maintain
Collector roadways:	LOS "C" - Average Annual Daily Traffic
	LOS "D" - Peak Season Daily Traffic

¹ Additions to existing text are shown in underline. Deletions are shown in ~~strikethrough~~.

Exhibit 1

	LOS "D" - Peak Hour Daily Traffic
Local street:	LOS "C"

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(2)b. *Measurement of capacities.* The procedure for the initial measurement of highway capacities is the Florida Department of Transportation Table of Generalized Daily Level of Service Maximum Volumes for use by local governments from January, 1989 to December, 1990. Alternately, highway capacity may also be determined through a detailed traffic engineering study of local conditions of traffic flow, field conditions and traffic operations. Such studies shall be technically developed and comply with proper and recognized traffic engineering procedures. All studies shall be evaluated by the Town, and/or other parties as the Town designates, for acceptability. In instances where the Town finds that the study does not comply with proper and recognized traffic engineering procedures, the study results will not be accepted.

(3)c. *Development subject to adequacy determination.*

a1. For plats and replats, site plans or building permits where the property is unplatted or was platted, with plat approval received before March 20, 1979, all development of previously vacant land except that specified in subsection (c) below, shall be subject to adequacy determination.

b2. For plats or replats, site plans or building permits where the property is unplatted or was platted, with plat approval received before March 20, 1989, all development of previously improved lands shall be subject to an adequacy determination for the additional trips to be generated by the development specified in the proposed note on the plat and the trips generated by any existing development. Existing development shall be construed to include previous development demolished no earlier than 18 months previous to the date the final plat is submitted, or the application for a site plan or building permit approval is submitted.

e3. For a replat, or an amendment to a note on a plat, or a requirement to place a note on a plat, where property was platted after March 20, 1979, an adequate determination shall be required for those additional trips that equal the difference between the previous plat and the replat; or the previous note and the proposed amendment to the note; or the development approved by the Town Commission at the time of plat approval and the proposed note to be placed on the plat.

(4)d. Traffic study required. All development applications, except for development applications where the traffic generation of new trips is less

106 than 750 trips per day, shall submit a study identifying the traffic impact
107 of the proposed development. The Town may also require traffic impact
108 studies from development applications with less than 750 new trips per
109 day in instances where existing traffic conditions warrant specific study.
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111 The traffic impact study shall identify existing traffic volumes and existing
112 level of service for average daily, peak hour and peak season daily
113 conditions. The study area shall include the entire Town. The study shall
114 identify the project's daily and peak hour trip generation, trip distribution
115 and traffic assignment. An analysis of peak hour turning movements at
116 project entrances shall be provided. Traffic conditions at project build-out
117 shall be identified including existing traffic, background traffic and project
118 traffic. The impact of the project traffic on the operating condition of SR
119 A1A and Commercial Boulevard shall be identified. The impact of the
120 project on the level of service of other Town collectors shall also be
121 assessed. An evaluation of the need for traffic improvements at project
122 entrances and at other roadway locations shall be provided.
123

124 ~~(5)~~e. Required determination.

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126 a1. Before a development permit is approved, the following findings
127 shall be made:

128 1 i. The proposed development will not lower the level of
129 service of arterials and collectors below the adopted levels.
130 This includes SR A1A and Commercial Boulevard below
131 LOS of the existing operating condition and Town
132 collectors below LOS "C" for annual average daily traffic
133 (AADT) and LOS "D" for peak season daily (PADT) and
134 peak hour (PKHR).

135 2 ii. In instances where the proposed development will lower
136 the level of service of Town arterials and collectors below
137 the adopted LOS, the necessary improvements to provide
138 the adopted LOS are under construction at the time a permit
139 is issued, or are subject of an executed contract with a road
140 contractor for immediate construction, or the necessary
141 improvements are provided in an enforceable development
142 agreement and will be available prior to certificates of
143 occupancy, or the necessary improvements are included in
144 the Town, Broward County or Florida Department of
145 Transportation annual work program or capital
146 improvement program.

147 3 iii. In instances where the existing level of service of Town
148 arterials and collectors are below the adopted LOS, the
149 necessary improvements to provide adopted LOS are under
150 construction at the time a permit is issued, or are [the]
151 subject of an executed contract with a road contractor for

Exhibit 1

152 immediate construction, or the necessary improvements are
153 provided in an enforceable development agreement and
154 will be available prior to certificates of occupancy, or the
155 necessary improvements are included in the Town,
156 Broward County or Florida Department of Transportation
157 annual work program or capital improvement program or
158 there is an approved action plan to accommodate the traffic
159 impact of the development.

160 4 iv. The development is found to have vested rights.

161
162 b 2. Dedication of right-of-way for Town arterials and collectors. The
163 trafficways on the Broward County Trafficways Plan and
164 trafficways as delineated in the Town's traffic circulation element
165 of the Comprehensive Plan, which are located within the area
166 proposed to be developed, shall be conveyed to the public by
167 dedication on the face of the plat, deed or, if acceptable to the
168 Town, by grant or easement.

169 ~~(b)~~(2) Access to trafficways.

170 A final plat of lands which abut or contain an existing or proposed trafficway
171 shall be designed to facilitate the safe and efficient movement of vehicles between
172 the trafficway and the proposed development and shall comply with the following
173 standards and requirements:

174 (1) a. Street capacities shall be determined by the standards established by the
175 Highway Capacity Manual prepared by the Transportation Research Board
176 of the National Research Council, Washington, D.C.

177 (2) b. The geometric design of Town arterials shall conform to the Manual of
178 Uniform Minimum Standards for Design, Construction and Maintenance
179 for Streets and Highways, prepared by the Florida Department of
180 Transportation.

181 (3) c. Trafficways shall conform to the criteria and characteristics established by
182 and shown on the Broward County Trafficways Plan.

183 (4) d. At the intersection of Town arterials and collector, a chord shall be drawn
184 at the corner between the intersecting rights-of-way. This additional area
185 shall be dedicated or provided by easement for traffic control equipment.
186 At the intersection of arterials the chord shall be based on a 30-foot radius,
187 at the intersection of collectors the chord shall be based on a 30-foot
188 radius.

189 (5) e. A nonvehicular ingress and egress line shall be delineated along the
190 trafficways corridor except at those points of access not in conflict with
191 the standards provided within this article.

192 (6) f. Left-turn or right-turn lanes, or both, and bus pullout bays may be required
193 dependent on the traffic study submitted in [sub]section 30-124(b).

Exhibit 1

- 194 (7) g. Sidewalks adjacent to the development may be required pursuant to
195 section 30-124(a)(13).
- 196 (8) h. Ingress and egress easements may be required in order to provide joint use
197 driveways for adjacent properties, pursuant to [sub]section 30-
198 124(b)(4)c.8.
- 199 (9) i. Additional right-of-way shall be conveyed to the public by dedication on
200 the face of the plat, by deed, or, if acceptable to the Town, by grant of
201 easement which is necessary for the ultimate construction of turn lanes,
202 bicycle facilities, sidewalks, bus pullout bays, bus shelters, or roadway
203 drainage facilities as required pursuant to section 30-124
- 204 (e) (3) *Adequacy of water management.*
- 205 (1) a. The proposed development shall be designed to provide adequate areas
206 and easements for the construction and maintenance of a water
207 management system to serve the proposed development and adjacent
208 public rights-of-way in a manner which conforms to sound engineering
209 standards and principles, and which will be provided in accordance with
210 applicable provisions of the Town's Code of Ordinances and the local
211 agency having water management review and permitting authority over
212 the area.
- 213 (2) b. The development order shall require that the applicant for a building
214 permit demonstrate prior to the issuance of the building permit within the
215 development that the following levels of service standards, where
216 applicable, will be met prior to the issuance of a certificate of occupancy:
- 217 a 1. Buildings. The lowest floor elevation for buildings shall be no
218 lower than the elevation for the respective area depicted on the
219 "100-year Flood Criteria Map."
- 220 b 2. Off-site discharge. Off-site discharge is not to exceed the inflow
221 limit of South Florida Water Management District (SFWMD)
222 primary receiving canal or the local conveyance system.
- 223 e 3. Storm sewers. The design frequency applicable to storm sewers is
224 the three-year rainfall intensity of the State Department of
225 Transportation Zone 10 rainfall curves.
- 226 d 4. Floodplain routing. Calculated flood elevations based on the ten-
227 year and 100-year return frequency rainfall of three-day duration
228 shall not exceed the corresponding elevations of the ten-year
229 "Flood Criteria Map" and the "100-Year Flood Elevation Map."
- 230 e 5. Antecedent water level. The antecedent water level is the higher
231 elevation of either the control elevation or the elevation depicted
232 on the map "Average Wet Season Water Levels."
- 233 f 6. On-site storage. Minimum capacity above antecedent water level
234 and below floodplain routing elevations shall be design rainfall
235 volume minus off-site discharge occurring during design rainfall.

Exhibit 1

236 § 7. Best management practices (BMP). Prior to discharge of surface or
237 ground water, BMP's will be used to reduce pollutant discharge.

238 ~~(d)~~ (4) *Adequacy of ~~portable~~ potable water service.*

239 ~~(1)~~ a. Potable water service must be available prior to a certificate of occupancy
240 to provide for the needs of the proposed development at the level of
241 service of 290 gallons per year-round-resident person per day. The
242 proposed development shall be designed to provide adequate areas and
243 easements which may be necessary for the installation and maintenance of
244 a potable water distribution system which will meet all applicable
245 building, health, and environmental regulations, including Chapter 17-22,
246 Florida Administrative Code.

247 ~~(2)~~ b. A finding that potable water service is available at the adopted level of
248 service must be based upon a demonstration that an existing water
249 treatment facility has sufficient plant and network capacity to provide for
250 the potable water needs of the application and for other developments in
251 the service area which are occupied, available for occupancy, for which
252 building permits are in effect or for which potable water treatment
253 capacity has been reserved. If potable water service is not available, but
254 will be made available, any development order shall be conditioned on
255 such availability. A finding that potable water service will be made
256 available at the adopted level of service must be based upon a
257 demonstration that there is a fiscally feasible plan to construct or expand a
258 water treatment facility which will have sufficient plant and network
259 capacity to provide for the potable water needs of the development
260 proposed by the application prior to the issuance of certificates of
261 occupancy for that development, and for other developments in the service
262 area, which are occupied, available for occupancy, for which building
263 permits are in effect or for which potable water treatment capacity has
264 been reserved.

265 ~~(3)~~ c. An agreement will be required between the Town and the developer prior
266 to the issuance of a building permit to provide for the expansion of water
267 treatment facilities necessary to service the proposed development. Town
268 or County Commission approval of an application for plat approval shall
269 not be construed to effect a reservation of potable water plant or network
270 capacity, or a commitment to provide service.

271 ~~(e)~~ (5) *Adequacy of wastewater treatment and disposal services.*

272 ~~(1)~~ a. Wastewater treatment and disposal services must be available prior to
273 occupancy to provide for the needs of the proposed development at the
274 adopted level of service of 225 gallons per year-round-resident per day.
275 The proposed development shall be designed to provide adequate areas
276 and easements which may be necessary for the installation and
277 maintenance of a wastewater disposal system which will meet all
278 applicable health and environmental regulations.

Exhibit 1

- 279 (2) b. A finding that wastewater treatment and disposal services are available at
280 the adopted level of service must be based upon a demonstration that an
281 existing wastewater treatment and disposal facility has sufficient plant and
282 network capacity to provide for the wastewater treatment and disposal
283 needs of the development proposed by the application and for other
284 developments in the service area which are occupied, available for
285 occupancy, for which building permits are in effect or for which
286 wastewater treatment or disposal capacity has been reserved. If existing
287 capacity is unavailable, conditional approval may be granted if it is shown
288 that there is a fiscally feasible plan to construct or expand a wastewater
289 treatment and disposal facility which will have sufficient plant and
290 network capacity to provide for the treatment and disposal needs of the
291 development proposed by the application prior to the issuance of
292 certificates of occupancy for that development, and for other
293 developments in the service area which are occupied, available for
294 occupancy, for which building permits are in effect or for which
295 wastewater treatment or disposal capacity has been reserved.
- 296 (3) c. An agreement will be required between the Town and the developer prior
297 to the issuance of a building permit for the expansion of water/wastewater
298 treatment and disposal facilities necessary to service the proposed
299 development.
- 300 (4) d. Town or County Commission approval of an application for plat approval
301 shall not be construed to effect a reservation of wastewater capacity or
302 commitment to provide service.
- 303 (†) (6) *Adequacy of solid waste disposal sites or facilities.*
- 304 (1) a. Solid waste disposal sites or facilities shall be available prior to occupancy
305 to provide for the needs of the proposed development at the level of
306 service of seven and one-tenth (7.1) pounds per year-round-resident per
307 day.
- 308 (2) b. A finding that solid waste disposal sites or facilities are available must be
309 based upon a demonstration that existing solid waste disposal sites or
310 facilities have sufficient capacity to provide for the solid waste disposal
311 needs of the development proposed by the application and for other
312 developments in the service area which are occupied, available for
313 occupancy, for which building permits are in effect or for which solid
314 waste disposal capacity has been reserved. If existing capacity is
315 unavailable, conditional approval may be granted if it is shown that there
316 is an economically and fiscally feasible plan to expand solid waste
317 disposal site so that sufficient capacity will be available for the solid waste
318 disposal of the development proposed by the application and for other
319 developments in the service area which are occupied, available for
320 occupancy, for which building permits are in effect or for which solid
321 waste disposal capacity has been reserved.

Exhibit 1

322 ~~(g) Consideration of hazardous material disposal services and impact on air quality and~~
323 ~~wellfield protection.~~

324 ~~An application for a development permit shall be reviewed to determine the adequacy of~~
325 ~~hazardous material treatment and disposal services, as well as, the proposed~~
326 ~~development's impact on air quality and wellfield protection. Review shall be pursuant to~~
327 ~~the Broward County Environmental Quality Control Board's Code of Regulations, and~~
328 ~~any other standards which may be adopted by the Town Commission by amendment to~~
329 ~~this article.~~

330 ~~(l) Violation of environmental regulations. An application for a development permit may be~~
331 ~~denied or approved with appropriate conditions where the property is subject to a notice~~
332 ~~of violation of an environmental regulation by a County, State or Federal agency, which~~
333 ~~violation the Town Commission determines makes all or part of the land unsuitable for~~
334 ~~development.~~

335 ~~(h) (7) Adequacy of school facilities.~~

336 ~~— An application for a development permit shall be reviewed to determine the~~
337 ~~adequacy of educational facilities to serve the needs of the future residents of the~~
338 ~~developed area. Pursuant to the Amended Interlocal Agreement for Public School~~
339 ~~Facility Planning (ILA), the applicant, in collaboration with the Town, Broward~~
340 ~~County and the School Board of Broward County, shall ensure that public school~~
341 ~~facilities will be available for current and future students consistent with available~~
342 ~~financial resources and adopted level of service standards and that such facilities~~
343 ~~are available concurrent with the impact of proposed residential development.~~

344 ~~(i) Protection of air navigation.~~

345 ~~If the plat or site plan includes property subject to notice requirements of Federal Aviation~~
346 ~~Regulations (FAR) Part 77, Subpart B, development within the plat or site plan must~~
347 ~~receive an FAA determination that it does not constitute a hazard to air navigation or~~
348 ~~require operational modifications to the airport to avoid such a hazard. The note on the~~
349 ~~plat or site plan shall specify this restriction.~~

350 ~~(j) Conformity to the land use plan.~~

351 ~~The development of land within the Town shall conform to the Broward County Land Use Plan,~~
352 ~~or the Town's future land use element as certified by the Broward County Planning~~
353 ~~Council.~~

354 ~~(k) Design of development.~~

355 ~~The design of a final plat shall be consistent with the site development plan requirements of~~
356 ~~Article IV of this chapter.~~

357 ~~(l) (8) Adequacy of solid waste collection service.~~

358 ~~Solid waste collection service will be available prior to occupancy to provide for~~
359 ~~the needs of the proposed development.~~

360 ~~(m) (9) Adequacy of fire protection service.~~

Exhibit 1

- 361 a. Fire protection service will be adequate to protect people and property in
362 the proposed development.
- 363 b. A finding that adequate fire protection service is available and shall be
364 based upon a determination that all ~~proposed development meets the~~
365 ~~following requirements:~~(1) ~~(a)Water supply.~~ Water supply facilities
366 either existing or proposed to be constructed by the developer shall be
367 adequate to meet the fire protection needs of the proposed development.
- 368 ~~(n)~~ (10) Adequacy of Police protection service.
- 369 Police protection service will be adequate to protect people and property in the proposed
370 development.
- 371 ~~(o)~~ (11) Adequacy of local parks and recreation facilities.
- 372 Land suitable for residential development pursuant to the applicable land development
373 regulations shall be designed to provide for the park, open space and recreational
374 needs of the future residents of the developed area.
- 375 (d) Review for Compliance with Environmental Standards and Regulations:
- 376 (1) An application for a development permit shall be reviewed pursuant to applicable
377 federal, state, regional and local environmental regulations, including any
378 applicable Broward County environmental standards and requirements, and any
379 other environmental standards as may be applicable and necessary to determine
380 that the proposed development has adequately addressed:
- 381 a. hazardous material treatment and disposal services;
382 b. impact on air quality, smoke, emissions of particulate matter;
383 c. impact on wellfield protection; and
384 d. impact on environmentally sensitive lands.
- 385 (2) Violation of environmental regulations. An application for a development permit
386 may be denied or approved with appropriate conditions where the property is
387 subject to a notice of violation of an environmental regulation by a County, State
388 or Federal agency, which violation the Town Commission determines makes all
389 or part of the land unsuitable for development.
- 390 (e) Consideration of Lands Containing Historic or Archaeologically Significant Artifacts or
391 Relics
- 392 (1) If the proposed site plan includes any land designated as having historic or
393 archaeological significance in the Town's Comprehensive Plan or the Broward
394 County Land Use Plan Map Series or is listed in the Florida Master Site File, then
395 site plan approval shall include provisions for the management of the historic or
396 archaeological site based on the level of significance attributed to such site.
- 397 (2) If the site is evaluated as eligible to meet criteria for National Register listing,
398 than the provisions required by subsection 1 shall be based upon an
399 archaeological or historic report prepared by a professional archaeologist or
400 historic preservationist and submitted by the applicant. The report shall include

401 the history of the site, field survey methods, an assessment of the archaeological
402 significance of the site and proposed plan for mitigating impacts.

403 (3) The DRC will review the mitigation plan submitted by the applicant, and provide
404 a recommendation to the Town Commission. The Town Commission will
405 consider the proposed mitigation plan and the DRC recommendation in approving
406 a final site plan for the archaeological or historic site.

407 (f) Protection of air navigation.

408 If the plat or site plan includes property subject to notice requirements of Federal
409 Aviation Regulations (FAR) Part 77, Subpart B, development within the plat or site plan
410 must receive an FAA determination that it does not constitute a hazard to air navigation
411 or require operational modifications to the airport to avoid such a hazard. The note on the
412 plat or site plan shall specify this restriction.

413 (g) Crime Prevention Through Environmental Design (CPTED) Review Requirements.

414 An application for development review shall demonstrate compliance with the following
415 Crime Prevention Through Environmental Design (CPTED) principles so as to minimize
416 the risk to public safety and reduce the potential for criminal activity:

417 (1) Natural Surveillance – Natural surveillance that promotes design features that
418 maximize visibility of people, parking areas, building entrances, and vulnerable
419 interior spaces thereby reducing crime opportunity by increasing offenders’ risk
420 of being observed. Such design features may include but not be limited to the
421 placement of doors and windows that look out on to streets and parking areas,
422 and designs that encourage pedestrians and on-lookers to use sidewalks, paths,
423 and front yard areas. Natural surveillance is also facilitated by adequate sightlines
424 and lighting.

425 (2) Territorial Reinforcement – Physical design that helps to create or extend a sphere
426 of influence, which increases offenders’ sense of risk and legitimate users’ sense
427 of territorial control. Physical features that clearly define property lines and
428 distinguish private spaces from public spaces may include, but not be limited to
429 the use of such elements as landscape plantings, pavement designs, gateway
430 treatments, among other devices.

431 (3) Natural Access Control – Physical strategies that decrease crime opportunity by
432 denying or delaying access to crime targets and creating a perception of increased
433 effort and risk in offenders. Streets, sidewalks, building entrances, and
434 neighborhood gateways should be utilized to clearly indicate public routes and
435 discourage access to private or off-limit areas with structural elements. Target
436 hardening may also be achieved by the use of physical features that prohibit or
437 delay entry or access, including, for example, window locks, door dead bolts and
438 metal door frames, bollards, gates, and planters.

439 (4) The use of "dead space" for activities and maintenance of the built environment -
440 as may be required by the Town in order to demonstrate compliance with CPTED
441 principals.

442

443 **SECTION 3.** Amendment. Article IV, Site Plan Procedures and Requirements, of
444 Chapter 30, Unified Land Development Regulations, of the Code of Ordinances is hereby
445 amended as follows²:

446 **Sec. 30-121. - Mandatory Site Plan Approval.**

447 Approval by the Town Commission of a final site plan is required prior to ~~any~~ development of
448 land in the Town of Lauderdale-By-The-Sea.

449 (a) *Exempt development.*

450 Notwithstanding any other provision of this article, the following activities shall not
451 require compliance with this section:

452 (1) The deposit and contouring of fill on land.

453 (2) Implementation, by a governmental entity, of a water management plan approved
454 by the Town Commission, as such plan relates to an approved development of
455 regional impact (not conceptual development of regional impact).

456 (3) Construction of a single-family home on an existing single-family lot.

457 (4) Construction of a single-family home [or] duplex on an existing single lot.

458 **Sec. 30-122. - Application for conceptual or preliminary site plan review.**

459 (a) *Necessity of filing.*

460 If the location, design, size, impact or other special problem of a proposed development
461 warrants, the DRO may require an applicant to file an application for preliminary site
462 plan review prior to filing an application for final site plan approval. In all other cases, an
463 applicant has the option of filing an application for conceptual site plan or preliminary
464 site plan review prior to filing an application for final site plan approval.

465 (b) *Procedures.*

466 An application for conceptual or preliminary site plan review shall be filed and processed
467 pursuant to subsection 30-54(a)~~—(e)~~ of this chapter.

468 (c) *Submission requirements; conceptual site plan.* A conceptual site plan shall include the
469 following information unless waived by the Development Services Director upon a

² Additions to existing text are shown in underline. Deletions are shown in ~~strikethrough~~.

470 determination that such information is not applicable or not essential to the review of a
471 specific project:

- 472 (1) Legal description.
- 473 (2) Schematic representation of proposed use.
- 474 (3) Schematic representation of major vehicular circulation within the site.
- 475 (4) Schematic representation of points of connection to the public right-of-way.
- 476 (5) Schematic representation of drainage system, including retention areas, swales
477 and direction of drainage flow.
- 478 (6) Computation of proposed number of dwelling units and the total acreage for
479 residential use and approximate square footage of building for nonresidential use.
- 480 (7) Indication of type of water and sewage disposal to be used.

481 (d) *Submission requirements; preliminary site plan.*

482 An application for preliminary site plan review shall include a development plan, the
483 overall size of which shall be 24 inches by 36 inches, drawn to scale, not smaller than one
484 inch equals 50 feet, and shall include the following unless waived by the Development
485 Services Director upon a determination that such information is not applicable or not
486 essential to the review of a specific project:

- 487 (1) Legal description.
- 488 (2) Site boundaries clearly identified, and tie to section corners.
- 489 (3) A survey prepared by a Florida-registered land surveyor, certified as to meeting
490 the requirements of Chapter 21HH-6, Florida Administrative Code, reflecting
491 existing natural features, such as topography, vegetation, and waterbodies. Any
492 existing structures and paved areas which will remain on the property after
493 construction shall be included in the survey.
- 494 (4) Proposed land uses.
- 495 (5) Location and height of all structures and total floor area with dimensions to lot
496 lines, and designation of use.
- 497 (6) Building separations.
- 498 (7) Vehicular circulation system for cars, bicycles and other required vehicle types,
499 with indication of connection to public rights-of-way. Location of all parking and
500 loading areas.
- 501 (8) All adjacent rights-of-way, with indication of ultimate right-of-way line, center
502 line, width, paving width, existing median cuts and intersections, street light poles
503 and other utility facilities and easements.
- 504 (9) Pedestrian circulation system.
- 505 (10) Provider of water and wastewater facilities.

- 506 (11) Existing and proposed fire hydrant locations and watermain sizes.
- 507 (12) The following computations:
 - 508 a. Gross acreage.
 - 509 b. Net acreage. Gross acreage covered by the property excluding road
 - 510 easements and rights-of-way, if any.
 - 511 c. Number of dwelling units and density for residential uses only.
 - 512 d. Square footage of ground covered by buildings or structures and
 - 513 designation of use.
 - 514 e. Required number of parking spaces.
 - 515 f. Number of parking spaces provided.
- 516 (13) Schematic representation of drainage system including retention areas, swales and
- 517 direction of drainage flow.
- 518 (14) Indication of existing native vegetation and portion that will be preserved.
- 519 (15) Site plan location sketch.
- 520 (16) Computation of pervious, impervious, and paved surface, in square footage and
- 521 percentage.
- 522 (17) Geometry of all paved areas including centerlines, dimensions, radii and
- 523 elevations.
- 524 (18) The location of the coastal construction control line (CCCL), if applicable, and
- 525 the building envelope and building setbacks.
- 526 (e) *Committee review.*
- 527 The Development Review Committee shall review an application for conceptual or
- 528 preliminary site plan review and shall discuss with the applicant any steps necessary to
- 529 bring the application into compliance with the requirements for final site plan approval of
- 530 this article.

531 **Sec. 30-123. - Application for final site plan approval.**

- 532 (a) *Procedures.*
- 533 An application for final site plan approval shall be filed and processed pursuant to
- 534 subsection 30-124(a)—(e) of this chapter.
- 535 (b) *Submission requirements.*
- 536 An application for final site plan approval shall include the following information unless
- 537 waived by the Development Services Director upon a determination that such
- 538 information is not applicable or not essential to the review of a specific project:

Exhibit 1

- 539 (1) A development plan, the overall size of which shall be 24 inches by 36 inches,
540 drawn at a scale not less than one inch equals 50 feet and depicting the following:
- 541 (1) a. All information required for a preliminary site plan.
- 542 (2) b. Location of trash and garbage disposal system and provisions for
543 accessibility to garbage trucks.
- 544 (3) c. Loading areas and provisions for accessibility to vehicles of the required
545 type.
- 546 (4) d. Areas for emergency vehicles and fire engines, and provisions for
547 accessibility to vehicles of the required type.
- 548 (5) e. Location of all drainage features, and retention areas, if any.
- 549 (6) f. Schematic water and sewer plans.
- 550 (7) g. A landscape plan demonstrating compliance with applicable landscape
551 regulations.
- 552 h. Site Lighting Plan
- 553 (8) i. Building floor plans.
- 554 (9) j. Proposed building materials and colors. Building colors shall be
555 designated in accordance with a color or paint code generally accepted in
556 the industry. The applicant shall provide samples of the building materials
557 at the Planning and Zoning Board and/or Town Commission hearing. The
558 building materials and color samples shall be retained by the Town for the
559 purpose of comparing the completed development with the approved
560 materials and colors.
- 561 (10) k. Front, side and rear elevations of all buildings showing concealment of all
562 mechanical or accessory equipment located on the roof.
- 563 (11) l. For presentation purposes, the applicant shall prepare and present to the
564 Planning and Zoning Board and/or to the Town Commission, as
565 applicable, a landscape, site plan and building elevations which have been
566 colored to accurately reflect the colors and materials of the proposed
567 development. Upon approval of the final site plan the colored site plan and
568 elevations shall be retained by the Town for the purpose of comparing the
569 completed development with the approved plans. Upon approval of the
570 final site plan the applicant shall submit to the Town color photographs,
571 eight inches by ten inches in size, of the colored site plan and building
572 elevations to be retained by the Town for the purpose of comparing the
573 completed development with the approved plans.

574 ~~(12) When the project is in an overlay zoning district and the project~~
575 ~~construction costs will exceed \$1,000,000 dollars, a scale model of the~~
576 ~~project which shall demonstrate the features and quality of the project and~~
577 ~~which, following approval shall be available to the Town Commission and~~
578 ~~the public for review. The model shall be submitted prior to Town~~
579 ~~Commission review of the application for site plan approval.~~

580 (2) Renderings if the submittal is a Major Site Plan application or if the improvement
581 1) is visible from any public right-of-way, 2) is to a building façade or 3)
582 involves the renovation or expansion of more than 25% of the building area.
583 Such renderings shall include:

584 a. Street-level perspective drawings as one would view the project from a
585 pedestrian level, with ground truths to depict and determine the
586 appropriate scale of the project.

587 b. Oblique aerial drawings from opposing view which indicate the mass
588 outline of all proposed structures, including the outlines of adjacent,
589 existing and previously approved structures.

590 c. Context plan indicating the proposed development and outline of nearby
591 properties with uses and height labeled

592 (c) *Committee Review and Board and Commission approval.*

593 The Development Review Committee (DRC) shall review the application for final site
594 plan approval for conformity to the requirements of this article and shall make one of the
595 following determinations:

596 (1) That the application meets the requirements of this article, in which case the
597 Development Review Committee shall submit the application for review by the
598 Planning and Zoning Board. The Planning and Zoning Board will then prepare a
599 recommendation for the consideration of the Town Commission. The Town
600 Commission will then consider the site plan, the recommendation of the Planning
601 and Zoning Board and public comments prior to approval or denial of a site plan.
602 The DRO or a designee, after receiving evidence of approval by the Town
603 Commission, shall indicate such an approval by signing the final site plan. A final
604 site plan signed by the DRO pursuant to this subsection shall constitute a
605 development order granting an application for final site plan approval.

606 (2) That the application does not meet the requirements of this article in which case
607 the Planning and Zoning Board and/or Town Commission shall direct the DRO to
608 issue a development order denying the application.

609 (3) That the application does not meet the requirements of this article, but that the
610 required changes to the application do not warrant filing a new application, in
611 which case the applicant will be allowed to submit a corrected site plan to the
612 DRO within 30 calendar days of the meeting. At a meeting no later than the next
613 regular meeting occurring at least ten working days after the corrected application

614 has been filed, the Development Review Committee shall act on the corrected
615 application as provided in this section.

616 (4) That the application does not meet the requirements of this article, but that the
617 required changes to the application are of such a minor nature that an additional
618 review by the Development Review Committee, Planning and Zoning Board
619 and/or Town Commission is not warranted, in which case the DRO shall approve
620 the application for final site plan with specified conditions, including
621 conformance to the specified conditions, [and] shall indicate such approval by
622 signing the final site plan.

623 (d) *Review site plan.*

624 If an applicant's development plans change after previously receiving final site plan
625 approval, the applicant may file an application for revised final site plan approval with
626 the DRO. In such cases, the procedures of this section shall be repeated; provided,
627 however, that minor deviations from an approved final site plan may be approved by the
628 DRO.

629 (e) *Conformity to recorded plat.*

630 If a final site plan depicts land previously recorded by plat, the application for final site
631 plan approval shall conform to such plat.

632 (f) *Conformity to zoning regulations.*

633 Development depicted in a final site plan shall conform to all applicable Town zoning
634 ordinances and regulations.

635 (g) *Effective period of final site plan approval.*

636 (1) Upon approval of a site plan by the Town Commission, the applicant shall have
637 one year to obtain a building permit for an above-ground principal structure as
638 shown on the approved site plan from the Town's permitting authority when the
639 property which is the subject of the site plan is west of the coastal construction
640 control line and 18 months when the property is east of the coastal construction
641 control line.

642 (2) The granting of approval for a major site plan amendment recommences the
643 running of the above referenced time periods. The granting of approval of a minor
644 site plan amendment does not recommence the running of the above referenced
645 time periods.

646 (3) If an application [applicant] fails to secure a building permit in allowed time, all
647 previous approvals shall become null and void.

648 (4) A clearing and grubbing permit shall not constitute a building permit for site plan
649 review purposes.

650 (5) The Town Commission, at its discretion, may extend the approval of a site plan
 651 for an additional time period, not to exceed one year, provided a request for
 652 extension is filed prior to the expiration of the original one-year period. In
 653 granting such extensions the Town Commission may require modifications to or
 654 impose additional conditions on the site plan.

655 **Sec. 30-124. - Site plan requirements.**

656 Development depicted in a site plan shall meet the following requirements:

657 (a) *Site plan design.*

658 (1) Off-street parking facilities.

659 a. General design requirements. Internal site circulation shall follow a
 660 functional classification and hierarchical design criteria to assure that the
 661 movements between the public right-of-way, and the parking stall, are
 662 conducted in an efficient and orderly manner. All streams of departing
 663 traffic from the parking stalls in a parking lot shall be assembled and
 664 delivered to an internal collector facility that combines them into a few
 665 concentrated streams which will then be connected to the public right-of-
 666 way at a properly spaced access location.

667 b. Functional elements of on-site circulation system. Car parking stalls,
 668 parking aisles, driveways, reservoir areas and entrances are the basic
 669 functional elements of the on-site circulation system. Additional elements,
 670 including but not being limited to perimeter roads, rear collector roads,
 671 service roads within the proposed development, left-turning lanes, right-
 672 turning lanes, traffic lights, frontage roads in the public right-of-way
 673 immediately adjacent to the proposed development may also be required,
 674 pursuant to this article.

675 1. Parking stalls and aisles.

676 (a) i. The minimum size (in feet) of a vehicular parking stall
 677 space shall be as follows:

678 9' x 18'—Standard space

679 ~~9' x 23'~~ 8.5' x 20'—Parallel space

680 10' x 25'—Loading space

681 12' x 18'—Handicap space

682 8' x 15'—Compact space

683 ~~(b) A standard parking stall shall be nine feet wide by 18 feet deep.~~

684 (e) ii. All required parking stalls shall have direct and
 685 unobstructed access from a parking aisle unless waived by
 686 the DRC and appropriate board or commission.

Exhibit 1

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- (d) iii. No parking stall shall directly abut a driveway unless waived by the DRC and appropriate board or commission.
 - (e) iv. Access for emergency fire vehicles shall be in accordance with fire protection standards.
 - (f) v. All off-street parking areas shall be so arranged and marked as to provide for orderly safe loading, unloading, parking and storage of vehicles with individual parking stalls clearly defined with directional arrows and traffic signs provided as necessary for traffic control.
 - (g) vi. Acceptable plans must illustrate that proper consideration has been given to the surrounding street plan, traffic volumes, proposed street improvements, vehicular street capacities, pedestrian movements and safety.
 - (h) vii. All parking areas shall be so arranged that if there are ten or more contiguous parking stalls along the same parking aisle, the 11th space shall be a landscaped peninsula a minimum of five feet in width. Other suitable solutions or innovative designs may be submitted when approved by the DRC and appropriate board or commission.
 - (i) viii. Acceptable plans for off-street parking shall designate not more than 25 percent of the total parking spaces as compact parking spaces.
2. Driveways.
- (a) i. All parking aisles shall connect to a driveway.
 - (b) ii. A parking lot which exceeds 60 parking stalls shall be designed with at least one two-way directional driveway loop system connecting the entrance to the parking stalls and the principal building. Other innovative designs may be substituted when approved by the DRC and appropriate board or commission.
 - (c) iii. The minimum distance from a driveway, service drive, parking stall, or parking aisle, to a structure or property line shall be five feet, except at a drive-in teller or pick-up window. The minimum distance to a driveway, service drive, or parking aisles from a right-of-way shall be ten feet where there is no connection between the driveway and the street.

Exhibit 1

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- (d) iv. Two-way driveways shall be a minimum of 24 feet wide. Required widths shall be increased according to vehicle type or if the number of parking stalls connected or the number of trips generated justifies such increase.
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- (e) v. One-way driveways shall be a minimum of 15 feet wide. Required widths shall be increased according to vehicle type or if the number of parking stalls connected or the number of trips generated justifies such an increase in width.
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- (f) vi. Any off-street parking facility shall have either driveway approaches of sufficient width to allow for two-way traffic, or one-way driveways connected to aisles, parking areas or maneuvering areas in such a manner as to permit traffic to both enter and leave the property, facing forward, at the same time. A driveway which is only wide enough for one-way traffic shall not be used for two-way access.
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- (g) vii. Driving aisles: Two-way driving aisles shall be a minimum of 24 feet wide; one-way driving aisles shall be a minimum of 12 feet wide, clearly marked for one-way traffic.
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- (h) viii. Drive-through requirements: Drive-through service windows, lanes, markings and stacking spaces required.
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- (1) aa. Businesses that provide a drive-through service are required to provide drive-through service lane or lanes, whether for stacking or queuing, as separate and distinct lanes from the circulation lanes necessary for entering or exiting the property.
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- (2) bb. Each drive-through lane shall be separated from other on-site lanes. Each such drive-through lane shall be curbed, striped, marked or otherwise distinctly delineated.
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- (3) cc. Drive-through lanes shall not conflict, or otherwise hamper access, to or from any parking space.
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- (4) dd. Pedestrian walkways shall be clearly separated from drive-through lanes.
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- (5) ee. No drive-through speaker box shall be directed to face a residential zoning district.

Exhibit 1

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(6) ff. Stacking spaces necessary for the provisions of drive-through lanes shall be determined using the following table:

Type of Facility	Inbound Vehicles	Outbound Vehicles
Drive-thru bank tellers	6 spaces per service position	1 space per service position
Drive-thru bank, automatic tellers	3 spaces per service position	1 space per service position
Drive-thru restaurant (measured from pick-up window)	6 spaces per service position	1 space per service position
Drive-thru coffee/espresso restaurant or café	3 spaces per service position	1 space per service position
Laundry	3 spaces per service position	1 space per service position

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(7) gg. A stacking space is hereby defined as a space within a vehicular use area for the temporary stopping of a vehicle awaiting service as provided in this section. A stacking space shall be 22 feet long by ten feet wide. A stacking space shall be located in an area

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within a parking facility which is not used for any other vehicular use such as access, parking, site circulation or loading.

(8) hh. Inbound stacking requirements shall be counted from the first stopping point. Outbound stacking requirements shall be counted from the last stopping point.

(9) ii. Each stacking space shall be clearly defined on the site plan and shall be in a location that does not conflict or interfere with other traffic entering, using, or leaving the site. Design configuration shall be such that there shall be no backing into the street permitted.

(10) jj. Each proposed drive-through business shall be analyzed for consideration of vehicular circulation for other cars, pedestrian circulation, and ADA accessibility.

(11) kk. Any business not listed shall have the same requirements as the most similar use described above, as determined by the Development Services Director.

3. Circulation design. A parking lot abutting a trafficway shall be designed for full circulation. A parking lot abutting a street other than a trafficway may be designed for partial circulation.

4. Parking and loading areas to be curbed. Except for one-family and two-family dwellings, all parking and loading areas shall be constructed with a six-inch raised curb or bumper blocks located a minimum distance of seven feet behind the street right-of-way line and other property lines along sidewalks, safety islands, driveways, sight distance triangles, and other places as needed unless determined to be unnecessary by a finding of the Town that given the particular circumstances of the site such curb can be eliminated in certain areas without creating safety hazards. The raised curb shall be constructed in such a manner as to prevent vehicles from crossing sidewalks or other pedestrian walkways, other than by means of an approved driveway approach.

(2) Loading facilities.

Exhibit 1

- 807 a. Truck loading and unloading areas may be required for all buildings and
808 establishments which receive and/or ship materials or merchandise by
809 truck. The number of loading spaces will be determined by the DRC and
810 appropriate board or commission.
- 811 b. Off-street truck loading shall be required except as provided in
812 [subsection] c. below. The off-street loading facility shall be designed to
813 accommodate both the parking of and maneuvering of the design vehicle
814 exclusive of those areas designated for aisles, driveways or parking stalls.
- 815 c. On-street loading shall be permitted on alleys and on a local cul-de-sac
816 street abutting commercial development. Where permitted such on-street
817 loading areas shall berth the design vehicle exclusive of the public right-
818 of-way.
- 819 (3) Vehicular reservoir areas. Adequate reservoir capacity shall be required for both
820 inbound and outbound vehicles to facilitate the safe and efficient movement
821 between the public right-of-way and the development. An inbound reservoir shall
822 be of sufficient size to ensure that vehicles will not obstruct the adjacent roadway,
823 the sidewalk and the circulation within the facility. An outbound reservoir shall be
824 required to eliminate backup and delay of vehicles within the development.
- 825 a. Design. A reservoir area shall be designed to include a space of 12 feet
826 wide by 22 feet long for each vehicle to be accommodated within the
827 reservoir area and so that vehicles within the reservoir area do not block
828 parking stalls, parking aisles or driveways of off-street parking facilities.
- 829 b. Adjacent to trafficway. The number of vehicles required to be
830 accommodated within a reservoir area adjacent to a trafficway shall be in
831 conformance with the Town's design standards.
- 832 c. Adjacent to nontrafficway street. All off-street parking facilities shall
833 provide a reservoir area at the point(s) of connection of a driveway with a
834 public right-of-way. The reservoir area for any residential use other than
835 single-family detached or commercial use shall accommodate at least one
836 percent of the number of parking stalls served by the driveway. For
837 parking lots with fewer than 100 cars, the reservoir area shall be able to
838 accommodate at least one car.
- 839 (4) Access for vehicles other than automobiles.
- 840 a. Structures intended for principal uses shall be made accessible to the
841 following type of vehicles:
- 842 Residential uses, other than single-family or duplex: Single unit truck
843 (SU)

844 Commercial uses: Single unit truck and semi-trailer (WB-40) combination
845 intermediate

846 Definitions of, as well as, required specifications for the above vehicle
847 types shall be those found in the American Association of State Highway
848 and Transportation Officials (AASHTO) Geometric Highway Design.

849 b. All buildings other than single-family or duplex residences shall be
850 accessible to fire apparatus from two sides. Fire engines shall be
851 considered as a WB-40 as defined by the AASHTO Geometric Highway
852 Design. The area required to meet the AASHTO design standards shall be
853 paved or treated to ensure support to a sixteen-ton weight vehicle. This
854 area shall be maintained free of trees and bushes and shall be clearly
855 designated for this purpose.

856 c. Fire lanes shall be provided for all buildings or any part thereof which are
857 set back more than 150 feet from the ultimate right-of-way line of a public
858 road, or which exceed 30 feet in height and are set back more than 50 feet
859 from the ultimate right-of-way line of a public road. Fire lanes shall be at
860 least 20 feet in width with a minimum of ten feet provided between the
861 fire lane and any adjacent building. Any dead-end road more than 300 feet
862 long shall be provided with a turn around area at the closed end. The turn
863 around area shall be a minimum of 90 feet in diameter.

864 d. Required parking spaces, parking aisles and driveways shall not be used as
865 loading or parking areas for any type of vehicle including emergency
866 vehicles other than automobiles.

867 (5) Setbacks.

868 a. Development adjacent to a trafficway shall comply with a ten-foot
869 building setback requirement.

870 b. Any yard abutting a nontrafficway street shall be considered a front yard.
871 The front yard requirement for any building construction along a
872 nontrafficway shall be a minimum of five feet in depth measured from the
873 ultimate right-of-way line where applicable.

874 c. Any fence or hedge which will cause a sight visibility obstruction within
875 100 feet of a driveway or cross street, which is to be installed along a
876 nontrafficway collector street shall be set back a minimum of five feet
877 from the ultimate right-of-way line of the collector.

878 (6) Driveway entrance from public right-of-way. If a driveway connects development
879 to a trafficway, or a street within a trafficway corridor, the provisions of
880 subsection 30-124(b) shall apply. The following requirements apply to driveways
881 connecting development to a nontrafficway corridor street.

- 882 a. Design requirements.
- 883 1. The area within the development to which the driveway provides
- 884 access shall be of sufficient size to allow all necessary functions
- 885 for loading, unloading, and parking maneuvers to be carried out on
- 886 private property and completely off the street right-of-way unless
- 887 waived by the DRC.
- 888 2. The minimum distance from the ultimate right-of-way line at any
- 889 ingress or egress driveway to any interior service drive or parking
- 890 stall with direct access to such driveway shall be 22 feet.
- 891 3. In the case of a main ingress or egress point to a public street or
- 892 highway from a site of a major development, that provides more
- 893 than 750 trips per day such as a shopping center or multiple-family
- 894 development the minimum distance from the ultimate right-of-way
- 895 line of the driveway to any interior service drive or parking stall
- 896 having direct access to such driveway shall be based on the amount
- 897 of traffic utilizing the drive as determined by the DRC and
- 898 appropriate board or commission.
- 899 b. Number and location of driveway entrances. In order to provide the
- 900 maximum safety with the least interference to the traffic flow on public
- 901 streets, and to provide ease and convenience in ingress and egress to
- 902 private property, the number and location of driveways shall be regulated
- 903 relative to the intensity or size of the property served and the amount of
- 904 frontage which that property has on a given street as follows:
- 905 1. One driveway shall be permitted for ingress and egress purposes to
- 906 a single property or development.
- 907 2. Two driveways entering on a particular street from a single
- 908 property or development may be permitted if all other
- 909 requirements of this section are met and if the minimum driveway
- 910 spacing between the two driveways equals or exceeds 50 feet.
- 911 3. Three driveways entering on a particular street from a single
- 912 property or development may be permitted if all other
- 913 requirements of this section are met and if the minimum driveway
- 914 spacing between adjacent driveways equals or exceed 100 feet.
- 915 4. In general, not more than three driveways will be permitted from a
- 916 single property or development. However, in the case of extensive
- 917 property development (property exceeding ten acres in total land
- 918 area and/or containing more than 1,000 parking stalls), additional
- 919 driveways may be permitted provided all other requirements of this

Exhibit 1

- 920 section are met and the minimum driveway spacing between
921 adjacent driveways equals or exceeds 300 feet.
- 922 5. The minimum driveway spacing between driveways on adjacent
923 properties shall be 50 feet. This driveway spacing may be modified
924 by the DRC and appropriate board or commission if a traffic
925 engineering study acceptable to the Town demonstrates that public
926 safety will not be adversely affected by such modification.
- 927 c. Driveway entrance width according to type.
- 928 1. Ramp-type or swale-type driveway entrance. Except as provided
929 in subsection 2 below all driveways shall be constructed with the
930 standard ramp-type or swale-type driveway entrance and shall
931 conform to the width requirements in the Town's design standards.
- 932 2. Street-type driveway entrance. Construction of a street-type
933 driveway shall be required for entrances of any development which
934 includes a parking area for 300 or more vehicles or where the
935 development anticipates substantial loading or trucking operations.
936 Such driveway shall be a minimum width of 30 feet and a
937 maximum width of 60 feet.
- 938 d. Limitations on driveway entrance improvements.
- 939 1. There shall be a minimum of 15 feet of straight tangent length
940 between a driveway and the radius return or chord of the ultimate
941 right-of-way line of an intersection of local streets. At all other
942 intersections the minimum straight tangent length shall be 50 feet.
- 943 2. There shall be a minimum of 45 feet between the closest radius
944 return of a driveway and the intersection of local street ultimate
945 right-of-way lines. At all other intersections the distance shall be
946 80 feet.
- 947 3. No driveway entrance shall include any public facility such as
948 traffic signal poles, crosswalks, loading zones, utility facilities, fire
949 alarm supports, meter boxes, sewer clean outs, or other similar
950 type structures.
- 951 4. Within the ultimate right-of-way limits, the maximum
952 recommended driveway grade is approximately three percent. The
953 maximum allowable grade is 4.2 percent or one-half inch per foot.
954 The maximum slope immediately beyond the ultimate right-of-way
955 line shall not change in excess of five percent for either angle of
956 approach or break over angle. Variations from these standards shall

Exhibit 1

- 957 be permitted if adherence to these standards would cause
958 incompatibility with existing swales.
- 959 5. Existing driveway approaches shall not be relocated, altered, or
960 reconstructed without approval for relocation, alteration, or
961 reconstruction of such driveway approaches. When the use of any
962 driveway approach is changed, making any portion or all of the
963 driveway approach unnecessary, the developer of the abutting
964 property shall obtain a permit to abandon the driveway approach
965 and shall, at the developer's expense, replace all necessary curbs,
966 gutters, swale areas and sidewalks.
- 967 6. If the closest intersection involves two streets classified as arterial
968 or collector, then traffic movements to and from any driveway
969 within 125 feet of an intersection with a collector and 250 feet of
970 an intersection with an arterial shall be limited to right turns only
971 unless waived by the DRC and appropriate board or commission.
- 972 7. No driveway shall be constructed prior to issuance of a permit for
973 work in the right-of-way by the appropriate governmental agency.
- 974 (7) Limitations on improvements in the ultimate right-of-way. No obstructions of any
975 type which are deemed unsafe by FDOT or the Town shall be left in the ultimate
976 right-of-way as a result of any improvements in the ultimate right-of-way.
- 977 (8) Sight distance.
- 978 a. Cross-visibility requirements at the intersection of driveways and public
979 rights-of-way. If a driveway intersects a public right-of-way, there shall be
980 no sight obstruction within a triangular area of property on both sides of a
981 driveway formed by the intersection of each side of the driveway and the
982 ultimate right-of-way line with two sides of each triangle being ten feet in
983 length from the point of intersection and the third side being a line
984 connecting the ends of the two other sides.
- 985 b. Cross-visibility requirements at pedestrian crosswalks and other areas of
986 pedestrian concentration. If a crosswalk intersects a vehicular access aisle,
987 driveway or an ultimate right-of-way, there shall be no sight obstruction
988 within a triangular area of property on both sides of a crosswalk or
989 walkway formed by the intersection of each side of the walkway and the
990 ultimate right-of-way line or aisle with two sides of each triangle being ten
991 feet in length from the point of intersection and the third side of being a
992 line connecting the ends of the two sides.
- 993 c. Sight triangles.

Exhibit 1

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1. Within the triangular areas described above, it shall not be permissible to install, set out, to maintain, or to allow the installation, setting out or maintenance of, either temporarily or permanently, any vehicular parking space, sign, wall, hedge, shrubbery, tree, earth mound, natural growth or other obstruction of any kind which obstructs cross-visibility at a level between 30 inches and eight feet above the level of the center of the adjacent intersection. Any wall or fence within the sight triangle must be constructed in such a manner as to provide adequate cross-visibility over or through the structure between 30 inches and eight feet in height above the driving surface.
 2. The following will be permitted within the triangular area described above:
 - (a) i. Trees having limbs and foliage trimmed in such a manner that no limbs or foliage extend into the area between 30 inches and eight feet above the level of the center of the adjacent intersection. Trees must be so located so as not to create a traffic hazard. Landscaping except required grass or ground cover shall not be located closer than five feet from the edge of any roadway pavement, and three feet from the edge of any alley or driveway pavement.
 - (b) ii. Fire hydrants, public utility poles, street markers and traffic control devices.
 - (9) Design of traffic corridors. A site connected to a street at any point within a trafficway corridor shall meet the design criteria, requirements and standards of subsection 30-124(b).
 - (10) Design of nontrafficway corridors. A site connected to a street which is not within a trafficway corridor shall meet the design criteria, requirements and standards of subsection 30-124(c).
 - (11) Pervious area and greenspace.
 - a. The area covered by structures and impervious surface shall not exceed 75 percent for commercial and 75 percent for residential uses. For the purposes of this requirement all other use, such as, but not limited to, utilities, transportation and office park, shall be included in the commercial category. In mixed use developments, the most restrictive of the applicable impervious area limitations shall be utilized. Pervious brick material may not be counted towards the required landscaped pervious area. If a property fronts the beach and the property owner has riparian

Exhibit 1

- 1032 rights on the beach, the portion of the property that has beach area cannot
1033 be counted towards the required landscaped pervious area.
- 1034 1. Pervious areas may be used to satisfy requirements for landscaping
1035 and setbacks, buffer strips, drain fields, passive recreation areas, or
1036 any other purpose that does not require covering with a material
1037 that prevents infiltration of water into the ground.
- 1038 2. In the case of the use of an impervious material which does not
1039 cover all the surface to which it is applied, credit towards the
1040 computation of the pervious area shall be given according to the
1041 percentage of pervious area that is retained.
- 1042 ~~(a)~~ i. Pervious paving blocks may not be used within major
1043 driveways, loading zones, actively used parking stalls in
1044 commercial or industrial developments, or any other area
1045 that may cause a liability to the property owner.
- 1046 ~~(b)~~ ii. Pervious paving blocks may be used in overflow parking
1047 areas, park and recreation parking facilities, and residential
1048 areas. In all cases where the pervious paving blocks are
1049 used where pedestrian traffic is prevalent, the block voids
1050 shall be planted with a nonrunner species of grass such as,
1051 but not limited to, zoysia and bermuda grass. However,
1052 pervious brick material may not be counted towards the
1053 required landscaped pervious area.
- 1054 3. In cases where the ULDR allows some required parking stalls to be
1055 grassed, no credit towards the computation of pervious area shall
1056 be granted for such areas.
- 1057 b. Each proposed development shall include provisions for the application of
1058 best management practices to enhance retention areas such as grass ponds,
1059 grass swales, French drains, or combinations thereof, and shall meet all
1060 requirements of the applicable 208 Areawide Wastewater Treatment
1061 Management Plan.
- 1062 (12) Natural resource areas. If a proposed development includes all or any part of any
1063 lands identified as a natural resource area, or any lands for which a notice of
1064 public hearing for designation as a natural resource area has been given the
1065 proposed development shall incorporate the natural resource area in such a
1066 fashion as to significantly conserve the integrity of the area as appropriate to the
1067 affected resource. The proposed development shall be subject to the following
1068 requirements:

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- 1069 a. A generalized resource survey (GRS) shall accompany an application for a
1070 development permit. Said GRS shall be conducted by a professional with
1071 appropriate expertise for the resource involved. The survey may be in the
1072 form of an aerial or field survey, showing the approximate location and
1073 extent of the resource on the site, and shall be accompanied by
1074 photographs illustrating significant areas. The GRS shall be prepared at
1075 the same scale as the proposed site plan. Said survey shall contain a brief
1076 written assessment of the resources which have been identified.
- 1077 b. Resource area modification. Negative development impacts upon natural
1078 resource areas are to be discouraged. However, upon demonstration by the
1079 applicant that one or more of the following conditions exist, a
1080 modification to the natural resource area may be proposed:
- 1081 1. Street opening. The location of the natural resource area on the
1082 property prevents the opening of reasonable and necessary travel
1083 lanes in a public ROW;
 - 1084 2. Utilities and drainage. The location of the natural resource area on
1085 the property prevents the construction of utility lines or drainage
1086 facilities which cannot feasibly be rerouted;
 - 1087 3. Property access. The location of the natural resource area on the
1088 property prevents all reasonable access to the property; or
 - 1089 4. Property use. The location of the natural resource area on the
1090 property precludes all reasonable use of the property.
- 1091 c. Resource management plan. Any proposed development activity which
1092 would negatively impact the natural resource area must be mitigated
1093 through a long term resource management plan, approvable by the Office
1094 of Planning, which significantly improves the viability of the remainder of
1095 the resource. Said resource management plan must be based upon the
1096 generalized resource survey and provide for the enhancement and/or the
1097 restoration of the ecological value of the remainder of the natural resource
1098 area through the proposed mitigation.
- 1099 d. No development order shall be issued until an agreement providing for
1100 implementation of the natural resource plan has been executed and
1101 recorded, and any covenants, easements or physical improvements
1102 required by the plan are in place; or
- 1103 e. No certificate of occupancy shall be issued for developments that include
1104 natural resource areas unless it is determined that the applicable provisions
1105 of the resource management plan and agreement specified in subsection d
1106 above have been met.

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- 1107 (13) Sidewalks.
- 1108 a. Location. Sidewalks shall be constructed adjacent to all trafficways
1109 delineated on the Broward County Trafficways Plan, as amended, and
1110 functionally classified County roads, and local streets. Sidewalks shall be
1111 on both sides of the trafficway and functionally classified County roads,
1112 except when the DRC approves an alternate pedestrian circulation plan
1113 submitted by the applicant, or the Town Commission waives the sidewalk
1114 requirements on one or both sides of the local street.
- 1115 b. Dimensions. A sidewalk shall be at least five feet wide and shall be
1116 constructed in accordance with the Town design standards. The sidewalk
1117 shall be separated from the trafficway or street by a curb or swale.
- 1118 c. Pedestrian barriers. The DRC and appropriate board or commission may
1119 require that a site plan indicate fences, hedges, berms, other landscaping,
1120 or other barriers on site plans in order to discourage pedestrians from
1121 crossing hazardous streets at unsafe points or at numerous points. When
1122 possible, sites shall be designed so as to promote pedestrian street
1123 crossings only at traffic control signals, crosswalks, or intersections.
- 1124 (14) Water and wastewater easements. If a water or wastewater line to be maintained
1125 by the Fort Lauderdale Utilities Division, is to be installed, it shall be installed
1126 within a dedicated easement or a dedicated right-of-way if approved by the Fort
1127 Lauderdale Utilities Division which meets the following standards:
- 1128 a. An easement adjacent to a dedicated road right-of-way shall be a
1129 minimum of 12 feet in width, shall run parallel to the dedicated road right-
1130 of-way and shall not be included as part of the road dedication.
- 1131 b. A lot line easement shall be a minimum of 15 feet in total width. Such
1132 easement may be mutually shared by adjoining lots or parcels.
- 1133 c. A maintenance easement in which both water and wastewater lines are to
1134 be installed shall be wide enough to allow for a ten-foot separation
1135 between lines unless one of the lines is entirely encased in concrete.
- 1136 d. The width of an easement immediately adjacent to a building or structure
1137 shall be determined by the following factors: Type of pipeline (water,
1138 wastewater, or force main), size and elevation of line, damage to buildings
1139 or structures in the case of failure, and accessibility to utility maintenance
1140 equipment.
- 1141 (15) Architectural review criteria. The Planning and Zoning Board and/or the Town
1142 Commission, as applicable, shall evaluate the building elevations, floor plans,
1143 building materials and building colors submitted by the applicant in terms of the
1144 following criteria:

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- 1145 a. Consistency and harmony with the design of the existing and approved
1146 development within the surrounding area.
- 1147 b. The extent to which the project design contributes to and enhances the
1148 quality of development within the Town and is consistent with the intent
1149 of this article.
- 1150 c. The extent to which the design of the project is consistent with sound and
1151 accepted architectural, planning and engineering principles.
- 1152 d. Compliance with Article I General Requirements, Section 30-9
1153 Architectural Standards of this chapter.

1154

1155 (16) Review of Potential Impacts on Adjacent Development. The proposed
1156 development shall include a review of potential impacts on adjacent
1157 development, to ensure development is compatible and harmonious with
1158 adjacent land uses and does not adversely impact land use activities and
1159 residential areas in the immediate vicinity. Such review shall include, but is not
1160 limited to, the following site plan development characteristics:

- 1161 a. Location of building(s), dimensions, height, and floor area ratio.
- 1162 b. Location and extent of parking, access drives and service areas.
- 1163 c. Traffic generation and traffic circulation.
- 1164 d. Hours of operation.
- 1165 e. Trash management plan.
- 1166 f. Alteration of light, air, odors, shadows, and noise levels.
- 1167 g. Setbacks and buffers such as fences, walls, landscaping and open space
1168 treatment.

1169 (b) *Access to trafficway corridors* In order to provide safe and adequate access between
1170 proposed development and trafficways, a trafficway corridor shall meet the following
1171 requirements:

- 1172 (1) General street design and construction standards.
- 1173 a. Street capacities shall be determined by the standards established by the
1174 Highway Capacity Manual prepared by the Transportation Research Board
1175 of the National Research Council, Washington, D.C.
- 1176 b. The geometric design of streets shall conform to the minimum standards
1177 established by the Manual of Uniform Minimum Standards for Design,
1178 Construction and Maintenance for Streets and Highways, prepared by
1179 Florida Department of Transportation and by A Policy on Design of Urban
1180 Highways and Arterial Streets prepared by the American Association of
1181 State Highway and Transportation Officials (AASHTO).

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- 1182 c. The construction of trafficways and work in the public right-of-way shall
1183 conform to Broward County Resolution No. 85-3606, Broward County
1184 Administrative Code, Minimum Construction Standards Applicable to
1185 Public Rights-Of-Way Under Broward County Jurisdiction or the Florida
1186 Department of Transportation Standards Specifications for Road and
1187 Bridge Construction.
- 1188 d. The determination of traffic generation rates for a particular development
1189 shall conform to the rates specified in the latest version of the Institute of
1190 Transportation Engineers (ITE) "Trip Generation" Handbook. Alternately,
1191 rates adopted for the Broward County Traffic Review and Impact Planning
1192 System (TRIPS) may be substituted if not covered by the ITE.
- 1193 (2) Design criteria and street characteristics within a trafficway corridor.
- 1194 a. Trafficway streets shall conform to the criteria and characteristics
1195 established by and shown on the Broward County Trafficways Plan.
- 1196 b. Collector streets which have not been identified on the Broward County
1197 Trafficways Plan shall conform to the criteria and characteristics of the
1198 Town's design standards.
- 1199 c. Local streets within a trafficway corridor shall conform to the criteria and
1200 characteristics of the Town's design standards.
- 1201 (3) Intersections. The minimum spacing requirements of this section may be reduced
1202 upon a finding by the County that, given the particular conditions of the proposed
1203 development, such reduction will not compromise operational and safety
1204 standards.
- 1205 a. Additional right-of-way required at intersections.
- 1206 1. For the installation of traffic control equipment, a chord may be
1207 drawn at each intersection, and the area between the chord and the
1208 tangents of the intersecting streets shall be dedicated or, if
1209 acceptable to the Town, granted by easement. Such required chord
1210 shall be based on the radius shown for the particular intersection as
1211 specified in the Town's design standards.
- 1212 Provided, however, that for intersections between two local streets,
1213 the area between the chord and the arc of the circle formed by the
1214 radius:
- 1215 ~~(a)~~ i. Is required only where determined by the DRC and
1216 appropriate board or commission to be necessary for
1217 installation of utilities or traffic control devices; and
- 1218 ~~(b)~~ ii. Need only be granted by easement.

- 1255 agency. Increased storage and transition lengths may be required to
 1256 eliminate disruption of through-traffic flow.
- 1257 2. Final design of median openings must be approved by the DRC
 1258 and responsible agency for compliance with the standards set forth
 1259 in subsection 30-124(b)(1)c.
- 1260 (5) Setback on trafficway.
- 1261 a. Any building constructed along a street within a trafficway corridor shall
 1262 have a minimum setback of ten feet in depth measured from the ultimate
 1263 right-of-way line.
- 1264 b. Any fence or hedge constructed along a street within a trafficway corridor
 1265 which would cause a sight visibility obstruction shall be set back a
 1266 minimum of ten feet from the ultimate right-of-way line.
- 1267 c. The minimum distance from a driving aisle or an access easement, or both,
 1268 to the ultimate right-of-way line of a street within a trafficway corridor
 1269 shall be ten feet where there is no connection to a driveway.
- 1270 d. Within the ten-foot setback area included in the street or driveway
 1271 intersection sight triangle thereby created, it shall be unlawful to install,
 1272 set out or maintain, or to allow the installation, setting out or maintenance
 1273 of any sign, hedge, shrubbery, tree, natural growth or other obstruction of
 1274 any kind which obstructs cross-visibility at a level between 24 inches and
 1275 96 inches above the level of the center of the adjacent intersection.
- 1276 e. The ten-foot setback requirement of subsection d may be modified or
 1277 waived by the DRC and appropriate board or commission to the extent
 1278 that a traffic study acceptable to the Town demonstrates that the public
 1279 safety will not be adversely affected by such modification or waiver.
- 1280 (6) Bus bay requirements. If the development abuts a trafficway or trafficway
 1281 corridor with an existing or proposed bus route, additional right-of-way for and
 1282 construction of bus pullout bays may be required to provide for bus stops in
 1283 suitable locations as determined by the DRC and appropriate board or
 1284 commission pursuant to the following standards:
- 1285 a. Bus pullout bays are specialized bus stop auxiliary lanes, independent of
 1286 the through-traffic travel lane. A bus pullout bay allows through-traffic to
 1287 flow freely, without being impeded by stopped buses. Design of bus
 1288 pullout bays shall conform to the following:
- 1289 1. Design requirements. All bus pullout bays shall be designed as
 1290 follows:
- 1291 (a) i. Twelve (12) feet in width.

Exhibit 1

- 1292 **(b) ii.** One hundred 196 feet in length; consisting of 60 feet of
1293 inbound transition, 100 feet of storage, and 36 feet of
1294 outbound transition.
- 1295 2. **Location.** Bus pullout bays shall be required in the following
1296 locations:
- 1297 **(a) i.** If the development is a shopping center or activity center,
1298 or major residential development.
- 1299 **(b) ii.** If the development is on the far side of an intersection of
1300 two trafficways or a trafficway and a nontrafficway
1301 collector.
- 1302 3. **Sidewalk.** Construction of on-site sidewalks and sidewalk along
1303 adjacent roadways shall be designed to connect building entrances
1304 and bus pullout bays as directly as possible, to avoid conflicts
1305 between passengers and parking spaces, driving aisles, and
1306 landscaping.
- 1307 **(a) i.** Design. Sidewalks shall be at least five feet wide. The
1308 sidewalk shall be separated from the roadway or from the
1309 driving aisles by a curb or swale and shall be wheelchair
1310 accessible. Construction shall connect to adjacent bus stops
1311 or bus shelters.
- 1312 (7) **Bus shelter easement requirement.** If the development abuts a trafficway or
1313 trafficway corridor with an existing or proposed bus route, bus shelter easements
1314 may be required in suitable locations as determined by the DRC, and appropriate
1315 board or commission and the Broward County Mass Transit Division pursuant to
1316 the following standards:
- 1317 a. The easement shall generally be 14 feet by eight feet in size.
- 1318 b. Such easements shall be a minimum of 1,200 feet apart.
- 1319 (8) **Nonvehicular ingress and egress line.** If development abuts a street within a
1320 trafficway corridor, a nonvehicular ingress and egress line shall be delineated
1321 along the ultimate right-of-way line except at those points of access provided in
1322 conformance with the standards of this article.
- 1323 In order to amend a nonvehicular ingress and egress line reflected on the face of a
1324 recorded plat the applicant shall file an application with the Office of Planning for
1325 submittal to the Broward County Board of County Commissioners. The
1326 application shall be subject to the Broward County development review process.
1327 The Town will provide a written response to the County regarding the proposed
1328 change in the nonvehicular ingress and egress line. Any change in the

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1329 nonvehicular ingress and egress line approved by the Board of County
1330 Commissioners shall be reflected in a document recorded in the public records of
1331 Broward County, Florida.

1332 (9) Vehicular access to trafficways. Nondedicated or dedicated vehicular access to a
1333 street within a trafficway corridor shall conform to the following standards.

1334 a. General design requirements. The design of driveways shall be regulated
1335 as follows:

1336 1. Any development with access to a trafficway shall have either
1337 driveway approaches of sufficient width to allow for two-way
1338 traffic, or one-way driveways connected to aisles, parking areas or
1339 maneuvering areas in such a manner as to permit traffic to both
1340 enter and leave the development, facing forward, at the same time.
1341 A driveway which is only wide enough for one-way traffic shall
1342 not be used for two-way access.

1343 2. The area within the development to which the driveway provides
1344 access shall be of sufficient size to allow all necessary functions
1345 for loading, unloading, and parking maneuvers to be carried out on
1346 private property and completely off the street right-of-way.

1347 b. Type of driveway required:

1348 1. Minor driveway entrance. The minimum distance from the
1349 ultimate right-of-way line at any ingress or egress minor driveway
1350 to the outer edge of any interior service drive or parking space with
1351 direct access to such driveway shall be 25 feet, measured
1352 perpendicularly from the ultimate right-of-way line. This driveway
1353 shall provide service for a maximum average daily trip volume of
1354 400 vehicles or a maximum of an average peak hour inbound right-
1355 turn volume of 40 vehicles or both. A minor driveway entrance
1356 radius shall be 30 feet and a minimum width shall be 24 feet. The
1357 DRC may require a deceleration lane of 12 feet in width, 150 feet
1358 storage with 100 feet transition, unless a traffic engineering study
1359 acceptable to the Town demonstrates that the modification or
1360 absence of such a lane will not adversely impact traffic conditions.

1361 2. Intermediate driveway. The minimum distance from the ultimate
1362 right-of-way line at any ingress or egress intermediate driveway to
1363 the outer edge of any interior service drive or parking space with
1364 direct access to such driveway shall be 50 feet, measured
1365 perpendicularly from the ultimate right-of-way line unless waived
1366 by the DRC. This driveway shall provide for a maximum average

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- 1367 daily trip volume of 2,000 vehicles and/or a maximum average
1368 peak hour volume of 200 vehicles. A minimum deceleration lane
1369 12 feet wide, 150 feet storage with 100 feet transition shall be
1370 provided, unless a traffic engineering study acceptable to the DRC
1371 demonstrates that the modification or absence of such a lane will
1372 not adversely impact traffic conditions. A minimum of two egress
1373 lanes 12 feet in width each with one sixteen-foot wide ingress lane
1374 shall be provided. An intermediate driveway radius shall be 35
1375 feet.
- 1376 3. Major driveway entrance. The minimum distance from the ultimate
1377 right-of-way line at any ingress or egress major driveway to the
1378 outer edge of any interior service drive or parking space with direct
1379 access to such driveway shall be 100 feet, measured
1380 perpendicularly from the ultimate right-of-way line unless waived
1381 by the DRC. This driveway shall provide for a maximum average
1382 daily trip volume of 5,000 vehicles and/or a maximum average
1383 peak hour volume of 500 vehicles. A minimum deceleration lane
1384 12 feet wide, 200 feet storage and 100 feet transition shall be
1385 provided, unless a traffic engineering study acceptable to the DRC
1386 and appropriate board or commission demonstrates that the
1387 modification or absence of such a lane will not adversely impact
1388 traffic conditions. A minimum of two egress lanes 12 feet each in
1389 width and one 16-foot wide ingress lane shall be provided. A major
1390 driveway radius shall be 40 feet.
- 1391 4. Major driveway, signalized. Any major drive requiring traffic
1392 signal shall conform to those warrants specified in the Manual of
1393 Uniform Traffic Control Devices in addition to the following
1394 minimum requirements:
- 1395 (a) i. The installation of any traffic signal shall be subject to the
1396 standards of the Florida Department of Transportation.
- 1397 (b) ii. A right turn shall be provided at all driveway locations
1398 where posted speeds are 35 mph or greater unless waived
1399 by the DRC and appropriate board or commission.
- 1400 (c) iii. Number and location of driveways. The number and
1401 location of driveways shall be determined as follows:
- 1402 (1) aa. *Spacing of driveways.*
- 1403 a. To allow for proper corner clearance, the
1404 minimum tangent curb length between a

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1405 minor driveway and an intersection shall be
1406 50 feet unless waived by the DRC and
1407 appropriate board or commission.

1408 b. If the closest intersection involves two
1409 streets classified as arterial or collector, then
1410 traffic movements to and from any driveway
1411 within 660 feet of an intersection with a
1412 collector and 760 feet of an intersection with
1413 an arterial shall be limited to right turns only
1414 unless waived by the DRC and appropriate
1415 board or commission.

1416 c. Minimum acceptable spacing between
1417 intermediate or major driveways and an
1418 intersection shall be similar to the criteria
1419 for intersections of local streets with a
1420 trafficway or collector.

1421 ~~(2)~~ bb. *Frontage.*

1422 a. One driveway shall be permitted for ingress
1423 and egress purposes to a single property or
1424 development.

1425 b. Two driveways entering a particular arterial
1426 street from a single property or development
1427 may be permitted if all other requirements of
1428 this section are met and if the minimum
1429 distance between the adjacent driveways
1430 conforms to the minimum spacing
1431 requirements of subparagraph (3) below.

1432 c. Three driveways entering a particular
1433 arterial street from a single property or
1434 development may be permitted if all other
1435 requirements of these regulations are met
1436 and if the minimum distance between
1437 adjacent driveways conforms to the
1438 minimum spacing requirements of
1439 subparagraph (3) below.

1440 d. A joint access driveway will be considered
1441 as adequate access for any two adjacent
1442 developments. For a development where

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1443 additional driveways are being requested
1444 and where those driveways do not meet the
1445 spacing requirements, the applicant shall be
1446 required to submit a brief traffic report
1447 justifying the need, describing the internal
1448 circulation and parking system, and
1449 identifying the impact of the development
1450 and its proposed access facilities on the
1451 operation of the trafficway corridor.

1452 ~~(3)~~ cc. *Driveway centerline spacing requirements within*
1453 *trafficway corridor.*

1454 a. The minimum distance between centerlines
1455 of two-way driveways shall conform to the
1456 Town's design standards. For those
1457 driveways with left turn movements, median
1458 opening spacing requirements shall have
1459 precedence.

1460 b. Driveway centerline spacing may be
1461 increased if the required turn lane storage or
1462 transition is increased by any governmental
1463 agency.

1464 c. Minimum driveway centerline spacing may
1465 be decreased if one-way driveways are
1466 utilized and accepted by the DRC, and
1467 appropriate board or commission and
1468 appropriate agency.

1469 ~~(4)~~ dd. *Special driveway requirements.* In the case of a land
1470 use with special driveway needs, an applicant may
1471 submit a traffic engineering study requesting
1472 technical deviations from the requirements of this
1473 section. If deviations from driveway requirements
1474 are permitted, substitute requirements which deviate
1475 no more than necessary to serve the special land use
1476 needs may be applied to the development in order to
1477 minimize the impact on the adjacent street. Such
1478 deviations from the driveway requirements shall be
1479 approved by the DRC, and appropriate board or
1480 commission and the appropriate agency.

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(5) ee. *Replacement of abandoned [relocation or abandonment of driveways] within a trafficway corridor.* Existing driveway approaches shall not be relocated, altered, or reconstructed without approval for relocation, alteration, or reconstruction of such driveway approaches. When the use of any driveway approach is changed, making any portion of all of the driveway approach unnecessary, the developer of the abutting property shall obtain a permit from the appropriate agency to abandon the driveway approach and shall, at his expense, replace all necessary curbs, gutters, and sidewalks.

(6) ff. *Turning lanes.*

- a. Left-turn lane requirements immediately adjacent to the development. A left-turn lane with a minimum of 200 feet storage with 100 feet transition shall be provided at each driveway that meets the minimum spacing requirements of subsection 30-124(b)(4), when the speed limit equals or exceeds 35 mph or if the average daily traffic (ADT) of the driveway is 1,000 vehicles or more and/or the average peak hour inbound left-turn volume is 25 vehicles or more.
- b. Right-turn lane requirements immediately adjacent to the development. A right-turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be provided at each driveway when the speed limit equals or exceeds 35 mph or if the development will generate 100 or more right-turn movements during the peak hour.
- c. Intersection improvements immediately adjacent to the development. At intersections which abut the development the following improvement shall be provided:
 1. A right-turn lane shall be provided if the street's speed limit equals or

Exhibit 1

- 1520 exceeds 35 mph or if the
1521 development will generate 100 or
1522 more right turns during the peak
1523 hours.
- 1524 2. A left-turn lane shall be provided if
1525 the street's speed limit equals or
1526 exceeds 35 mph or if the
1527 development will generate 25 or
1528 more left turns during the peak hour.
- 1529 d. Required storage and transition lengths may
1530 be modified where conditions warrant and
1531 are acceptable to the DRC, and appropriate
1532 board or commission and appropriate
1533 agency. When storage and transition lengths
1534 are so modified, the minimum distances set
1535 forth in the Town's design standards may be
1536 correspondingly adjusted if appropriate.
- 1537 ~~(7)~~ gg. *Frontage roads within the public right-of-way.* All
1538 driveway access along arterials with existing or
1539 planned frontage roads shall be provided to such
1540 frontage roads. To gain temporary direct access to
1541 the arterial, the developer shall construct the section
1542 of the frontage road adjacent to the property. The
1543 frontage road section shall be located where
1544 planned. Any right-of-way not previously dedicated
1545 shall be dedicated prior to issuance of a temporary
1546 driveway permit providing direct access to the
1547 arterial. If driveway access is provided from
1548 frontage roads, driveway spacing and property
1549 clearance and minimum lot width requirements
1550 under this section may be reduced by one-third.
1551 However, minimum driveway spacing for
1552 temporary direct access to the arterial should be
1553 adequate to ensure safe traffic operation at the
1554 design speed.
- 1555 ~~(8)~~ hh. *Access between trafficway and private property.*
- 1556 a. Access easement. Easement for and
1557 construction of access on private property
1558 shall be required when property that abuts

Exhibit 1

1559 an existing or proposed roadway does not or
1560 will not align with an approved median
1561 access or when the location of the property
1562 will prohibit adjacent properties of similar
1563 land use from gaining access to an approved
1564 median opening. The easement shall
1565 guarantee the interconnection to and through
1566 such properties for access to and from the
1567 divided roadway.

1568 b. Location. The intersection of any portion of
1569 an access easement with that portion that
1570 contains the driveway shall conform to the
1571 minimum depth of the appropriate driveway
1572 type as required by this section.

1573 c. Design. The minimum pavement width for
1574 the two-way access shall be 24 feet.

1575 ~~(9)~~ii. *Off-street vehicular circulation.* Where a
1576 development is located on a street within a
1577 trafficway corridor the parking facility shall have
1578 full internal vehicular circulation and storage.
1579 Vehicular circulation must be completely contained
1580 within the property and vehicles located within one
1581 portion of the development must have access to all
1582 other portions without using the adjacent street
1583 system.

1584 ~~(10)~~jj. *Off-street truck maneuvering.* Where a proposed
1585 development includes a truck loading operation and
1586 has access to a street within a trafficway corridor,
1587 adequate space shall be provided such that all truck
1588 limit equals or exceeds 35 mph or if the
1589 development will generate 100 or more right turns
1590 during the peak hours.

1591 ~~(11)~~kk. *Off-street vehicle reservoir areas.* Adequate
1592 reservoir capacity shall be required for both
1593 inbound and outbound vehicles to facilitate the safe
1594 and efficient movement between the street and the
1595 development. An inbound reservoir shall be of
1596 sufficient size to ensure that vehicles will not
1597 obstruct the adjacent street, sidewalk and circulation

1598 within the facility. An outbound reservoir shall be
1599 required to eliminate backup and delay of vehicles
1600 within the development.

1601 (c) *Design standards and requirements for traffic control on local streets.*

1602 (1) General requirements applicable to all local streets.

1603 a. Improvements required. An applicant shall construct or bond for the
1604 construction, prior to issuance of any development order, all roadway and
1605 drainage improvements for those rights-of-way lying within or adjacent to
1606 the proposed development and necessary to accommodate the traffic
1607 generated by the development. Such improvements shall be in accordance
1608 with the applicable portions of the following: The Town's Design
1609 Standards, Resolution No. 85-3606, "Minimum Construction Standards
1610 Applicable to Public Rights-of-Way Under Broward County Jurisdiction,"
1611 set out in the Broward County Administrative Code, the Manual for
1612 Uniform Minimum Standards for the Design, Construction and
1613 Maintenance of Streets and Highways (the "Green Book"), the Grading
1614 and Drainage Regulations and Standards, Water Management Regulations
1615 and Standards and Drainage Design Criteria and standards of the Broward
1616 County Water Resources Management Division, and the Manual of
1617 Uniform Traffic Control Devices as approved by the Broward County
1618 Traffic Engineering Division.

1619 1. On-site improvements. A developer shall be required to construct
1620 or bond for the construction those on-site improvements required
1621 by the provisions of this section and any additional improvements
1622 necessary for traffic safety including but not limited to the
1623 following: pavement, rock base, fill, curbs, gutters, sidewalks,
1624 bikeways, guardrail, shoulder areas, swales, roadside recovery
1625 areas, bridges, drainage outlets, catch basins, drainage pipes,
1626 culverts, drainage ditches, headwalls, endwalls, rip-rap, traffic
1627 signals and interconnecting facilities, traffic control signs and
1628 pavement markings, street name signs, identification signs, left-
1629 and right-turn lanes, median openings, bus turnouts, and traffic
1630 separators.

1631 2. Off-site improvements. A developer shall be required to construct
1632 or bond for the construction those roadway and drainage
1633 improvements on property adjacent to the proposed development
1634 necessary to connect the new development to an existing
1635 adequately paved adjacent street system unless waived by the DRC
1636 and the appropriate board or commission.

Exhibit 1

- 1637 b. Access to development.
- 1638 1. Every lot or parcel shall be served from a publicly dedicated street;
- 1639 provided however, that a developer may retain as private a local
- 1640 street or a collector nontrafficway street if the following conditions
- 1641 are met:
- 1642 (a) i. Public right-of-way is not required in order to serve
- 1643 adjacent development that is existing or projected on the
- 1644 Town's certified local land use plan;
- 1645 (b) ii. A permanent access easement is granted for service and
- 1646 emergency vehicles and for maintenance of public and
- 1647 semi-public utilities; and
- 1648 (c) iii. A reciprocal easement for ingress and egress is granted all
- 1649 residents of the development;
- 1650 (d) iv. Private local or collector streets comply with all applicable
- 1651 construction standards contained in the "Minimum
- 1652 Construction Standards Applicable to Public Rights-of-
- 1653 Way Under Broward County Jurisdiction," adopted by
- 1654 Resolution No. 85-3606, set out in the Broward County
- 1655 Administrative Code.
- 1656 c. Right-of-way required. An applicant will be required to dedicate right-of-
- 1657 way in addition to the right-of-way requirements of the Town's design
- 1658 standards in the following situations:
- 1659 1. If proposed access from the development to an existing dedicated
- 1660 and accepted street does not meet the total right-of-way
- 1661 requirement for a complete road.
- 1662 2. If a development has a greater impact on an existing road than that
- 1663 for which the roadway width had previously been designed.
- 1664 3. If a development abuts or contains an existing street of inadequate
- 1665 right-of-way width.
- 1666 d. Alleys.
- 1667 1. Alleys may be provided to serve residential, business, commercial
- 1668 and industrial areas and shall be a minimum of 30 feet in width.
- 1669 2. Changes in direction of the alignment of an alley shall be made on
- 1670 a centerline radius of not less than 50 feet.
- 1671 3. Dead-end alleys shall be prohibited where possible, but if
- 1672 unavoidable, shall be provided with adequate turnaround and

- 1673 facilities for service trucks at the dead-end, with a minimum
 1674 external diameter of 100 feet of right-of-way, or as determined to
 1675 be adequate by the DRC and the appropriate board or commission.
- 1676 4. At intersections with streets or other alleys, a corner chord right-
 1677 of-way based on not less than a 20-foot radius shall be provided by
 1678 dedication or, if acceptable to the DRC and Town Commission, by
 1679 grant of easement.
- 1680 e. Blocks.
- 1681 1. The length, width and shape of blocks shall be determined with
 1682 due regard to:
- 1683 (a) i. Provisions of adequate building sites, suitable to the needs
 1684 of the use contemplated.
- 1685 (b) ii. Zoning requirements as to the lot sizes and dimensions.
- 1686 (c) iii. Need for convenient and safe access, circulation and
 1687 control of pedestrian and vehicular traffic.
- 1688 (d) iv. Limitations and opportunities of topographic features.
- 1689 2. Pedestrian crosswalks, of not less than ten feet in width, may be
 1690 required in blocks if necessary, to provide safe and convenient
 1691 access to schools, playgrounds, shopping centers, transportation or
 1692 other community facilities in accordance with subsection (c) of this
 1693 section.
- 1694 f. Lots.
- 1695 1. The lot arrangement and design shall be such that all lots will
 1696 provide satisfactory and desirable building sites, properly related
 1697 [to the] topography and to the character of the area.
- 1698 2. Lot dimensions and areas shall not be less than those specified by
 1699 the applicable zoning regulations.
- 1700 3. Side lot lines shall be substantially at right angles or radial to street
 1701 lines.
- 1702 4. The minimum arc frontage for lots abutting the turnaround of a
 1703 cul-de-sac shall be 25 feet for residential uses and 60 feet for uses
 1704 other than residential.
- 1705 (2) Design criteria for local streets by development type. The design of local streets
 1706 shall comply with the requirements of the provisions of the Town's design
 1707 standards depending on the type of development proposed. Deviations may be
 1708 allowed but only where approved by the DRC and Town Commission upon a

- 1709 finding that substantially equivalent protection of the public safety can be
1710 achieved by alternative standards; provided, however, that no alternative standard
1711 having more than a ten percent deviation from the numerical standard stated
1712 below shall be permitted. If a proposed development includes more than one type
1713 of use, the highest criteria shall apply.
- 1714 a. Residential development. Residential streets shall be adequate to permit
1715 neighborhood traffic circulation to flow from the highest element of the
1716 hierarchical classification, the expressway, arterial or collector, to the
1717 lowest element, the local residential street. Circulation within a residential
1718 development shall be adequate when the criteria of the Town's standards
1719 are met and when collectors and local streets are provided which meet the
1720 standards of the comprehensive plan.
- 1721 1. Reserved.
- 1722 2. Residential collector street. The residential collector street serves
1723 as the principal circulation facility within the residential
1724 neighborhood unit. Its function is to collect traffic from the interior
1725 and deliver it to the closest perimeter intraneighborhood
1726 transportation between the residential units and the local centers of
1727 attraction such as neighborhood shopping centers, schools, and
1728 neighborhood parks.
- 1729 3. Local residential street. The primary function of the local street is
1730 to provide the access of vehicles to single-family residential
1731 development fronting on the street. Local streets shall provide
1732 access to low density residential development and connect local
1733 traffic from private driveways to collector streets. Local streets are
1734 required when connections of driveways or private streets to the
1735 collector would be otherwise closer than 250 feet.
- 1736 b. Commercial development. Commercial development shall be designed to
1737 satisfy the needs generated by residential development. The size and
1738 location of the proposed commercial development shall be appropriate to
1739 support the proposed use.
- 1740 1. Pedestrian access. Neighborhood and community commercial
1741 facilities shall have an efficient and direct pedestrian connection to
1742 the residential areas the facilities are intended to serve. The design
1743 of local commercial facilities shall allow pedestrian and bike riders
1744 direct access from adjacent neighborhood areas, with due
1745 consideration to the elimination of points of conflict between
1746 pedestrians and vehicles.

1747 Secs. 30-125—32-150. - Reserved.

1748
1749 **SECTION 4. Severability.** If any section, sentence, clause or phrase of this Ordinance is
1750 held to be invalid or unconditional by any court of competent jurisdiction, then said holding shall in
1751 no way affect the validity of the remaining portions of this Ordinance.

1752 **SECTION 5. Conflicts.** All ordinances or parts of Ordinances and all Resolutions or
1753 parts of Resolutions in conflict with the provisions of this Ordinance are hereby repealed.

1754 **SECTION 6. Codification.** This Ordinance shall be codified.

1755 **SECTION 7. Effective Date.** This Ordinance shall become effective immediately upon
1756 adoption on second reading.

1757 **SECTION 8. Adoption.** Passed on the first reading, this __ day of _____, 2012.

1758 Passed and adopted on the second reading, this __ day of _____, 2012.

1759
1760
1761
1762 Mayor Roseann Minnet _____

	First Reading	Second Reading
1765 Mayor Minnet	_____	_____
1766 Vice-Mayor Sasser	_____	_____
1767 Commissioner Brown	_____	_____
1768 Commissioner Dodd	_____	_____
1769 Commissioner Vincent	_____	_____

1770
1771 Attest:
1772
1773
1774
1775 _____
Town Clerk, June White, CMC

1776
1777 (CORPORATE SEAL)

1778
1779 Approved as to form:
1780
1781 _____
1782 Susan L. Trevarthen, Town Attorney



Town of Lauderdale-By-The-Sea
Development Services Department

To: Planning and Zoning Board
 Thru: Bud Bentley, Assistant Town Manager
 From: Linda Connors, Town Planner
 Date: August 9, 2012
 Meeting Date: August 15, 2012

Town Planner Report: Commission Priority #4 - Proposed amendments to Chapter 30 to Protect Single Family Neighborhoods and Address Safety, Historical and Archaeological Resources.

At the June 2011 budget workshop the Town Commission established seven planning priorities and subsequently hired JC Consulting (Cecelia Ward) to assist the Town in the analysis of these priorities. So far this year, we have completed three priorities, one has been postponed, one is the subject of this memorandum and another priority is also scheduled on this Planning and Zoning Board agenda. The status of each priority is shown in the following table.

TABLE 1

	Planning Priorities	Status
1.	Architectural Standards	Complete
2.	Hotel code amendments	Complete
3.	Sign code amendments	Complete
4.	Neighborhood Compatibility Standards	This Agenda Item
5.	Code Cleanup	On August PZB Agenda
6.	Architectural Design Guidelines	Drafting RFQ for consultant
7.	Comprehensive Plan amendments	State Changed Date to 2015

The purpose of this agenda item is to review the proposed amendments (Exhibit I) to Chapter 30 to protect single family neighborhoods and address safety as well as historical and archaeological resources, which is the Commission's Planning Priority #4.

Justification

When Cecelia Ward reviewed the Town's planning documents, she found that the Town's Land Development Regulations were not always consistent with the Goals, Objective and Policies (GOP's) and overall guiding principles in the Town's adopted Comprehensive Plan. Those GOPs supporting the proposed amendments that relate to Planning Priority #4 are included in **Exhibit 2**.

Proposed Amendments

The Land Development Code sections related to Planning Priority #4 (historic/archeological resources, neighborhood compatibility, schools and safety) are located in Section 30-71 Development Review Requirements, Section 30-122 Mandatory Site Plan Approval and Section 30-123 Application for final site plan approval. The consultant and staff have reviewed these sections of the code and proposed changes to implement this Priority. The proposed changes are included in Exhibit 1 in strikeout and underline format. As with all of our previous amendments, we have also reorganized these sections for clarity. A summary of the proposed changes are as follows:

1. Add language establishing that development review requirements are to be construed and applied consistent with the Town's Comprehensive Plan and with our site plan procedures and requirements.
2. Relocate existing language for clarification. For example, we moved all text related to the adequacy of public service requirements to the adequacy section (30-71(c)), and removed text from the adequacy section that was not an adequacy requirement and moved that language to a more applicable area of the code.
3. Add language updating the adequacy of school facilities so as to reference the interlocal agreement between the Town, Broward County and the Broward County School Board.
4. Add clarifying language and reorganized the Review for Compliance with Environmental Standards and Regulations section.
5. Add language requiring the consideration of lands containing historic or archeologically significant artifacts and relics. The proposed language requires properties that have been identified as having historical significance to provide a mitigation report. Should the site or property be determined to meet the criteria for National Register designation, then the mitigation report should be completed by a professional. The mitigation plan will be reviewed by DRC and the Town Commission in their final site plan review.
6. Add language that addresses Crime Prevention Through Environmental Design (CPTED) principles so as to minimize risk to public safety and reduce the potential for criminal activity.
7. Amend the language of mandatory site plan approval by deleting the reference to the Town Commission so that the language more accurately reflects our established site plan review procedures.
8. Add language that allows the Town's Development Service Director to waive submission requirements if the information is not applicable or essential to the review of a specific project for all types of applications in this section.
9. Add language that would require an applicant to submit a site lighting plan before final site plan approval.
10. Eliminate overlay zoning districts language (the districts were repealed in 2008) and amend the standards as to when renderings of a development would be required.
11. Amend the parallel parking standards.

12. Add language requiring the review of potential impacts on adjacent development. This review is based on compatibility and serves to implement several policies of our Comprehensive plan related to the prevention of incompatible uses

Procedure

After the Planning and Zoning Board's review and comment, staff will craft a proposed ordinance to be considered by the Commission at their August 21st meeting (first reading) and September 24th meeting (second reading).

Exhibits: Exhibit 1 - Strike-thru/Underline document
 Exhibit 2 - Comprehensive Plan Policies Relevant to Priority #4

Planning and Zoning Board Exhibit 1 not provided because it duplicates the language contained in Ordinance 2012-14.

**Town of Lauderdale-By-The-Sea
Comprehensive Plan Adopted March 22, 2011
Relevant Principles, Objectives and Policies to Planning Priority #4**

Guiding Principles:

Irrespective of future redevelopment efforts, the Town Land Use Plan provides for:

- *Discouraging the conversion of tourist units to condominiums;*
- *Encouraging quality commercial development along Commercial Boulevard; and*
- *Protecting its single-family neighborhoods*

Objective 1.2.Future Land Use

To maintain the Town's year round residential character, with particular emphasis on preserving the single family areas.

Policy 1.2.1

Perpetuate the existing pattern of segregating single family areas from higher density multi-family and tourist oriented land uses.

Objective 1.4

To develop or modify existing local land development regulations to be consistent with the Town's adopted Comprehensive Plan.

Policy 1.4.1

Where necessary, modify all zoning and subdivision regulations to be consistent with the Comprehensive Plan

Policy 1.4.4

Develop and implement land use programs to encourage the elimination or reduction of existing and the prevention of future incompatible land uses.

Objective 1.8

Identify, conserve and protect the Town's historic resources.

Policy 1.8.1

The Town will seek funding to conduct an archaeological and historic survey. If funding is obtained, this survey will be completed within one year of receiving funding.

Policy 1.8.2

Review and investigate revising the Town's Land Development Code to promote the conservation and preservation of historic resources in coordination with state and federal law.

Objective 2.3.4

Provide for redevelopment of selected multi-family and tourist residential areas in a manner sensitive to existing residents and the Town's historical resources.

Policy 2.3.1 Housing Element

Support redevelopment proposals, which maintain the overall scale of the Town through proper height and bulk designs.

Exhibit 2

Policy 2.3.4

Require all redevelopment proposals provide a summary of impacts on adjacent local historical resources.

Objective 8.6 Capital Improvements

The Town of Lauderdale-By-The-Sea, in collaboration with the School Board, Broward County and non-exempt municipalities shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted level of service (LOS).

Policy 1.5.2

Within the Town, maintain the Town's low rise, pedestrian scale in the review of future development and redevelopment considerations consistent with the Town Charter.

TOWN OF LAUDERDALE-BY-THE-SEA
PLANNING AND ZONING
REGULAR MEETING ACTION AGENDA
Town Commission Meeting Room
Wednesday, August 15, 2012
6:30 P.M.

I. CALL TO ORDER

Chairman Alfred Oldaker called the meeting to order at 6:30 p.m. Members present were Chairman Alfred Oldaker, Vice Chairman David Chanon, and first alternate Eric Yankwitt. Also present were Town Planner Linda Connors and Assistant Town Attorney Kathryn Mehaffey. Board Secretary Eleanor Norena was present to record the minutes of the meeting. Board members W. Patrick Murphy, William Brady and Avi Bravaerman were absent.

II. PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was recited.

III. APPROVAL OF MINUTES - Planning and Zoning Meetings of June 7, 2012 & July 18, 2012

There were no additions, deletions or changes to the July 18, 2012 minutes. However the Assistant Town Attorney Mehaffey stated that on the third page of the June 7, 2012 minutes she would like to add the word legally before the word built to the statement " there was a principle in nonconforming land use law that stated once a structure was built", it should read legally built. Vice Chairman David Chanon made a motion, seconded by Eric Yankwitt, to approve the minutes from June 7 and July 18, 2012. The motion carried 3 – 0.

IV. PUBLIC COMMENTS

There were no public comments.

V. TOWN PLANNER REPORT

Linda Connors gave the Town Planner report.

VI. NEW BUSINESS**Item #1: Conditional Use – Pier –**

The item was postponed Until September 19, 2012 because the applicant failed to submit requested information.

Item #2 Proposed Amendments to Chapter 30 to implement Planning Priority #4 - Language that protects single family neighborhoods and addresses safety, historical and archeological resources.

Vice Chairman Channon made a motion, seconded by Eric Yankwitt, to approve staff's recommended revisions to Chapter 30 of the Town's Land Development Code. The motion carried 3 – 0.

Item #3 Proposed Amendments to Chapter 30 to implement Planning Priority #5 – Code Clean-up

Vice Chairman Channon made a motion, seconded by Eric Yankwitt, to approve staff's recommended revisions to Chapter 30 of the Town's Land Development Code. The motion carried 3 – 0.

VII. OLD BUSINESS

None

VIII. UPDATES/BOARD MEMBER COMMENTS

IX. ADJOURNMENT

With no further business to discuss, the meeting adjourned at 7:05 p.m.