

ORDINANCE NO. C-14-

AN ORDINANCE AMENDING SECTION 47-23, SPECIFIC LOCATION REQUIREMENTS, OF THE UNIFIED LAND DEVELOPMENT REGULATIONS OF THE CITY OF FORT LAUDERDALE, FLORIDA, TO AMEND SECTION 47-23.5, BUSINESS AND INDUSTRIAL DISTRICTS, AND SECTION 47-23.9, INTERDISTRICT CORRIDOR REQUIREMENTS; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCE PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

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BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That Section 47-23.5, Business and industrial districts, of the Unified Land Development Regulations (hereinafter referred to as "ULDR") of the City of Fort Lauderdale, Florida, is hereby amended to read as follows:

Sec. 47-23.5. Business and industrial districts.

~~No buildings~~ Buildings or structures shall be located closer than thirty (30) feet to the centerline of an abutting street brought to the minimum front or corner yard dimension along all rights-of-way unless approved by the department in association with improved and enhanced pedestrian connectivity and associated amenities, atypical lot configurations that may limit development potential, and/or in consideration of life safety priorities such as safe pedestrian and vehicular access as well as Crime Prevention Through Environmental Design ("CPTED") principals.

SECTION 2. That Section 47-23.9, Interdistrict corridor requirements, of the ULDR of the City of Fort Lauderdale, Florida, is hereby amended to read as follows:

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Sec. 47-23.9. Interdistrict corridor requirements.

~~This~~ The intent of this section ~~provides additional development regulations~~ is to provide criteria for property fronting on ~~certain corridors within the city.~~ ~~These additional requirements are based on a recognition that certain corridors are currently accommodating, or are intended to accommodate, intensive pedestrian traffic or which~~ that serve as major pedestrian streets and major vehicular entryways, or major gateways into the city, and will, therefore, require adjacent development to accommodate said pedestrian and vehicular usage and aesthetic considerations while accommodating pedestrian safety and promoting connectivity. ~~It is also the intent of these requirements to maintain a uniform streetscape within each corridor, regardless of the underlying zoning district requirements.~~ These corridors shall accommodate wide pedestrian friendly sidewalks, shade trees and compatible active uses designed to enhance the public realm while permitting viable development and redevelopment that places priority on the pedestrian while allowing for adequate vehicular access and circulation.

- A. A twenty-foot yard shall be required for any development on property which abuts one of the following rights-of-way. No parking shall be permitted within the required yard unless specified herein.
  - 1. North Federal Highway—between Sunrise Boulevard and the northern city limits.
  - 2. East Sunrise Boulevard—between Federal Highway and one hundred (100) feet east of Bayview Drive.
  - 3. S.E. 17th Street—between Federal Highway and Eisenhower Boulevard.
  - 4. The following shall be permitted within the twenty-foot yard:
    - a. Landscaping;
    - b. Outdoor dining;

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- c. Enhanced pedestrian amenities such as, but not limited to: plazas, benches, shade structures, pedestrian access, bus shelters, bicycle racks, multi-modal pathways.
5. The Planning and Zoning Board shall upon written application for site plan level III approval, as provided for in Section 47-24.2, Development permits and procedures, consider a request to modify the required twenty (20) foot landscape yard provided, however, that the following additional criteria for such approval is met:
- a. By adjusting the location of the structure on the site, an architectural and/or engineering study can graphically demonstrate that a superior site development will result from such adjustment; or
  - b. By adjusting the location of the structure there is continuity of architectural features with adjacent properties which encourages public pedestrian interaction between the proposed development and the public sidewalk; or
  - c. By adjusting the location of the structure there is a demonstrable urban scale in terms of height, proximity to the street front and pedestrian sidewalks and relationship to building size to the lot size.

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SECTION 3. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 4. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

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SECTION 5. That this Ordinance shall be in full force and effect ten days from the date of final passage.

PASSED FIRST READING this the \_\_\_\_\_ day of \_\_\_\_\_, 2014.

PASSED SECOND READING this the \_\_\_\_\_ day of \_\_\_\_\_, 2014.

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Mayor  
JOHN P. "JACK" SEILER

ATTEST:

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City Clerk  
JONDA K. JOSEPH

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