

ORDINANCE NO. C-25-14

AN ORDINANCE OF THE CITY OF FORT LAUDERDALE, FLORIDA AMENDING THE CITY OF FORT LAUDERDALE, FLORIDA, UNIFIED LAND DEVELOPMENT REGULATIONS (ULDR); SECTION 47-24, ENTITLED "TABLE 1. DEVELOPMENT PERMITS AND PROCEDURES" APPROVAL PROCESS FOR DEVELOPMENT PERMITS IN THE UPTOWN URBAN VILLAGE ZONING DISTRICTS; AMENDING ARTICLE XIII.- ADDITIONAL ZONING DISTRICTS, SECTION 47-37B, ENTITLED "UPTOWN URBAN VILLAGE ZONING DISTRICTS", APPLICABILITY AND GENERAL REGULATIONS; LIST OF PERMITTED AND CONDITIONAL USES; TABLE OF DIMENSIONAL REQUIREMENTS FOR THE UPTOWN URBAN VILLAGE ZONING DISTRICTS; UPTOWN URBAN VILLAGE SPECIAL REGULATIONS; AND AMENDING SECTION 47-20.3 ENTITLED "PARKING REDUCTIONS AND EXEMPTIONS" TO PERMIT PARKING REDUCTIONS IN UPTOWN URBAN VILLAGE ZONING DISTRICTS; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCE PROVISIONS; CODIFICATION AND CORRECTION OF SCRIVENER'S ERRORS; AND AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Fort Lauderdale, Florida, desires to amend Section 47-24 of The City of Fort Lauderdale, Florida's Unified Land Development Regulations ("ULDR") entitled "Table 1. Development Permits and Procedures" approval process for development permits in the Uptown Urban Village Zoning Districts; Amending Article XIII.- Additional Zoning Districts, Section 47-37B entitled "Uptown Urban Village Zoning Districts", Applicability and General Regulations; List of Permitted and Conditional Uses; Table of Dimensional Requirements for the Uptown Urban Village Zoning Districts; Uptown Urban Village Special Regulations; and Amending Section 47-20.3 entitled "Parking Reductions and Exemptions" to permit parking reductions in Uptown Urban Village Zoning Districts; and

WHEREAS, the Planning and Zoning Board, acting as the local planning agency, at its meeting of February 19, 2025 (PZ Case No. UDP-T25001), reviewed the proposed text amendments for consistency with the City of Fort Lauderdale Comprehensive Plan and recommended the City Commission adopt the amendments to the ULDR; and

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WHEREAS, notice was provided to the public that this ordinance would be considered at the City Commission meeting to be held on Tuesday, April 1, 2025, and Tuesday, April 15, 2025, at 6:00 o'clock P.M., or as soon thereafter as possible, at the Broward Center for the Performing Arts – Mary N. Porter Riverview Ballroom, 201 S.W. 5th Avenue, Fort Lauderdale, Florida;

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

SECTION 1. Article IV. - Development Permits and Procedures, Section 47-24.1 of the City of Fort Lauderdale, Florida Uniform Land Development Regulations (“ULDR”) is hereby amended to read as follows:

Sec. 47-24.1. Generally.

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TABLE 1. DEVELOPMENT PERMITS AND PROCEDURES

Permit	Department	Development Review Committee	Planning & Zoning Board (Local Planning Agency)	Historic Preservation Board	City Commission	Board of Adjustment	Criteria for Review
CENTRAL BEACH AREA DISTRICTS - see Section 47-12 and other regulations provided in this Table 1.	—	—	—	—	—	—	1. Adequacy Review Sec. 47-25.2 2. Neighborhood Compatibility Review Sec. 47-25.3
SITE PLAN—LEVEL I DEPARTMENT							
* * *							
11.f.	<u>Parking reduction on property located within the Uptown Zoning Districts, subject to City Commission Request for Review as provided in Section 47-26A.2</u>	<u>DP</u>		<u>A</u>		<u>CRR</u>	<u>Parking Reduction and Exemptions Section 47-20.3</u>
SITE PLAN—LEVEL II DEVELOPMENT REVIEW COMMITTEE							

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* * *								
26.a.	All new development in Uptown Zoning Districts <u>consistent with standards</u>	R	DP	A		CRR/PZ		1. Adequacy Review 47-25.2; 2. Uptown Design Standards 47-37B
26.b.	Allocation of flex units or commercial flex in Uptown Zoning Districts	R	DP	A		CRR/PZ		1. Adequacy Review 47-25.2; 2. Uptown Design Standards 47-37B; 3. Flexibility Rules 47-28
<u>26.c</u>	<u>All development in Uptown Zoning Districts that propose alternate design solutions</u>	<u>R</u>	<u>R/DRT</u>			<u>DP</u>		<u>1. Adequacy Review 47-25.2; 2. Uptown Design Standards 47-37B</u>
SITE PLAN—LEVEL III								
* * *								
40.	All new development in Uptown that is greater than 75 feet <u>8 stories (90 feet)</u> in height as specified in the Uptown Zoning Districts and subject to FAA approval	R	R	DP		CRR/A		1. Adequacy Review 47-25.2 2. Uptown Design Standards 47-37B
41.	All development in Uptown Zoning Districts that seeks alternate design solutions to the Uptown Design Standards	R	R	DP		CRR/A		1. Adequacy Review 47-25.2 2. Uptown Design Standards 47-37B
4241.a.	Transitional Community Residence between 4 and 10 residents less than 1,000 foot separation in all Multi Family Residential Zoning Districts or in all single family Residential Zoning Districts	R	R	DP		CRR or A		1. Conditional Use Permit Requirements Sec. 47-24.14 2. Community Residences Sec. 47-18.47
4241.b.	Family Community Residence between 4 and 10 residents less than 1,000 foot separation in all Residential Zoning Districts	R	R	DP		CRR or A		1. Conditional Use Permit Requirements <u>Requirements</u> Sec. 47-24.14 2. Community Residences Sec. 47-18.47

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4241.c.	All Community Residences with more than 10 residents in all Residential Zoning Districts/Community Residence, no license or certification available, size and type requiring conditional use	R	R	<u>DP</u>		CRR or A		1. Conditional Use Permit Requirements Requirements Sec. 47-24.14 by Special Magistrate Reasonable Accommodation Process Sec. 4-24.13 2. Community Residences Sec. 47-18.47
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LEGEND:	
DRC	Development Review Committee
<u>R/DRT</u>	<u>Review and recommendation requirement/Design Review Team review of deviations</u>
PZ	Planning and Zoning Board
Dept.	Department
DP	Development Permit issued
R	Review and recommendation requirement
A	Appeal by applicant of a denial
CRR	City commission request for review
CRR/PZ	City commission request for review of planning and zoning board action
CRR/PZ or Dept.	City commission request for review of planning and zoning board action or of department action
CRR/PZ or DRC	City commission request for review of planning and zoning board action or of Development Review Committee action

SECTION 2. Article XIII. – Additional Zoning Districts, Section 47-37B.- Uptown Urban Village Zoning Districts, of the City of Fort Lauderdale, Florida Uniform Land Development Regulations (“ULDR”) is hereby amended to read as follows:

* * *

Sec. 47-37B.3. Applicability and general regulations.

A. *Applicability.* The following regulations shall apply to all development permitted within the Uptown Urban Village Zoning Districts as listed in Section 47-37B.4, List of Permitted and

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Conditional Uses, and shall be read in conjunction with the adopted design standards referenced herein in Section 47-37B.3.A.1.

1. Uptown Urban Village Illustrations of Design Standards, herein referred to as "Uptown Master Plan". Document adopted by ordinance as part of the creation of the Uptown zoning districts and incorporated as if fully set out herein and filed with the department.
- B. *Development permit and approval process.* Development applications shall be reviewed for compliance with the applicable criteria as provided in the ULDR and shall demonstrate consistency with adopted standards for Uptown ~~in accordance with Section 47-24, Table 1, Development Permits,~~ and as provided below.
1. An application for a development permit ~~that demonstrates compliance with all the shall be reviewed for compliance with the~~ applicable criteria as provided in the ULDR and ~~shall demonstrates~~ consistency with adopted design standards for Uptown shall be reviewed as Site Plan Level II, in accordance with Section 47-24, Table 1, Development Permits and Procedures.
 2. An application for a development permit that seeks alternate design solutions to the Sections 47-37B.3.D.3, 47-37B.5 and 47-37B.6 and 47-20.3.1 ~~the regulations provided herein shall be reviewed as follows: a site plan level III and is subject to the following restrictions:~~
 - a. ~~Alternate design solutions shall not exceed more than three (3) regulation standards.~~An application for development permit that seeks alternate design solutions shall be reviewed as a Site Plan Level II subject to City Commission approval.
 - b. ~~Development applications must demonstrate that the proposed alternate solution(s) maintain the overall intent of the standard.~~An application for development permit that seeks alternate design solutions shall include a concurrent Design Review Team (DRT) application for review of the proposed alternate solutions. The DRT application must include justification for each alternative solution requested and must demonstrate that the alternate solution maintains the overall intent of the design standard. The DRT application shall be reviewed by the Department's professional planning staff to determine if the requested alternate solution(s) maintain the design intent. The DRT shall forward the results of the DRT review to the approving body.

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- c. Such alternate design solutions cannot include deviations to density, building height above one hundred fifty (150) feet, or maximum floor area ratio unless provided herein.

C. *Definitions.* The following words when used in this section shall, for the purpose of this section, have the following meanings.

1. *Active use.* A use designed to provide visual engagement between the public realm and the ground floor of buildings. Active uses enhance building facades that front a street by creating a sense of human presence, safety, and comfort.
2. *Communal space.* A space that is convenient, accessible, safe, and is adaptable for certain activities including but not limited to movie rooms, cooking and dining areas, office cubicles, and is typically restricted for patrons, residents, or invited guests of the building, community, or neighborhood. Amenity space such as pools and fitness rooms are not included.
3. *Density.* Density within the applicable zoning districts is limited in accordance with the number of units as provided in the adopted Comprehensive Plan, as amended from time to time, as per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulation (ULDR).
4. *Enhanced architectural element.* High quality building material(s) or design feature(s) that when incorporated into the design of a building or structure results in a unique, aesthetically pleasing style that is different than the surrounding buildings.
5. *Floor area ratio.* For the purpose of this section, floor area ratio is calculated for non-residential uses and does not include residential uses which are calculated on density. Floor area ratio shall not include parking structures.
- ~~56.~~ *Floorplate.* The total square footage for any floor of a tower. This does not include balconies that are open on three (3) sides.
- ~~67.~~ *Plaza/gathering area.* An area located outside of the right-of-way, typically between a building and a street, or along a pedestrian path which promotes visual and pedestrian access onto the site and provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities such as resting, reading, and outdoor dining.

- ~~78.~~ *Pocket park.* A small, accessible space, mostly at grade, which fits into the urban fabric and provides greenery, seating, and other pedestrian friendly elements for use by residents. A pocket park is not land dedicated or deeded to the city. A pocket park is a spatial requirement for development which contains residential uses to ensure adequate and sufficient open space is provided for residents.
- ~~89.~~ *Sense of place element.* Physical characteristics of a structure, area, or element that set it apart from its surroundings and contribute to its individuality through creative design elements that provided an artistic-, ~~social~~, and functional component of the project.
- ~~910.~~ *Shoulder.* The portion of a building below the horizontal stepback between a tower and a pedestal.
- ~~4011.~~ *Stepback.* The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.
- ~~4412.~~ *Streetscape zone.* A portion of the public right-of-way, typically adjacent to the sidewalk but outside the pedestrian walking area, including streetscape elements, landscaping, and street trees.
- ~~13.~~ *Transit Oriented Development.* Development pattern that is compact, mixed-use, pedestrian and bicycle friendly that is closely integrated with multimodal options and clusters housing, employment, services, and amenities within proximity to mass transit. Enhanced pedestrian connectivity, easily accessible multimodal options, and walkable development blocks are typical of a transit oriented development pattern.
~~Tower. The portion of a building extending upward from the pedestal.~~
- ~~4214.~~ *Tower.* The portion of a building extending upward from the pedestal.
- ~~4315.~~ *Uptown Project Area.* Generally described as the land area bound by McNab Road and the C-14 canal to the north, NW 57th Street to the south, Powerline Road to the west, and I-95 to the east.

~~D. Density, affordable housing, and flex allocation.~~ Development monitoring for Uptown Zoning Districts.

1. Density and non-residential intensity shall be in accordance with the City of Fort Lauderdale adopted Comprehensive Plan, as amended from time to time, or as permitted in within the Uptown Urban Village Zoning Districts shall require the allocation of residential flex units as outlined Section 47-28, Flexibility Rules, Section 47-23.16, Affordable Housing Regulations, or Florida Statutes.
2. Density of a development parcel shall not exceed fifty (50) dwelling units per acre, however the density may exceed fifty (50) dwelling units per acre in accordance with Section 47-23.16. - Affordable Housing Regulations, or as permitted under Florida Statutes.
- ~~3. Commercial flex allocation shall be applied as outlined in Section 47-28, Flexibility Rules.~~
3. An application for a development permit that contains dwelling units must provide fifteen percent (15%) affordable units up to 120% of median income and restrict the affordable units for a period of thirty (30) years. The affordable housing set-aside can be satisfied with an in-lieu-of payment of \$10,300 per unit for the total number of units in the project, increasing by 3% annually and shared equally between Broward County and the City of Fort Lauderdale.
4. Affordable units must be constructed and receive certificates of occupancy based on any of the following scenarios:
 - a. In conjunction with market rate units if development is within single building, or
 - b. In conjunction with the first residential phase of a multiple-phased development, or
 - c. One hundred (100) percent of the affordable units when development reaches fifty (50) percent of residential units constructed.
5. Residential use not part of a mixed use development is subject to the following criteria:
 - a. Development parcel must be designed with walkable development blocks not exceeding six hundred (600) feet by six hundred (600) feet.

- b. Development blocks fronting a Primary, Secondary or Tertiary Street must contain, at a minimum, one interior side of the block with a seven (7) foot wide sidewalk that connects to the public sidewalk, on-street parking to the extent feasible, street trees, and the front of buildings. Rear loading buildings or surface parking is not permitted along this block side.
- c. Development containing townhouses cannot exceed more than twenty (20) percent of the total number of units in the development as townhouses. Townhouses are subject to Section 47-18.33, Single family dwelling, attached townhouses.

Sec. 47-37B.4. – List of Permitted and Conditional Uses, Uptown Urban Village Northeast (UUV – NE); Uptown Urban Village Northwest (UUV – NW); Uptown Urban Village Southeast (UUV – SE); Uptown Urban Village Southwest (UUV – SW); Uptown Urban Village Southcentral (UUV – SC).

Use Type	Zoning District				
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC
Key:					
P - Permitted					
C - Conditional					
Automotive					
Automotive Detailing and Alarm Systems	P	-	-	P	P
Automotive Parts & Supplies Store (installation in wholly enclosed buildings including wholesale sales)	P	-	-	P	P
Automotive Repair Shop, Major Repair as a principal use, see Section 47-18.4	-	-	-	P	P
Automotive Sales, Rental, new or used vehicles, see Section 47-18.3	-	-	-	P	P
Automotive Sales, Rental, new vehicles, see Section 47-18.3	P			P	P
Automotive Service Station, see Section 47-18.5	-	-	-	P	P
Car Wash, Automatic, see Section 47-18.7	-	-	-	P	P
Car Wash, Outdoor Hand Wash	-	-	-	C	P

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Motorcycle/Moped Sale, wholesale sales permitted	-	-	-	P	P
Recreation Camper and Trailers, Sales and Rental, new or used, wholesale sales permitted, see Section 47-18.27	-	-	-	P	P
Taxi Lot/Operations		-	-	P	P
Towing Service	-	-	-	-	P
Tire sales, including Retreading and Service		-	-	P	-
Boats, Watercraft and Marinas					
Marine Parts and Supplies Store				P	P
Sailmaking		-	-	P	P
Watercraft Repair, major repair, see Section 47-18.37	-	-	-	P	P
Watercraft Repair, minor repair, see Section 47-18.37	-	-	-	P	P
Watercraft Sales and Rental, new or used, see Section 47-18.36	-	-	-	P	-
Commercial Recreation					
Amphitheater	C	C	C	-	-
Billiard Parlor	P	P	P	P	-
Bingo Hall	P	-	-	P	-
Bowling Alley	P	-	-	P	-
Indoor Firearms Range, see Section 47-18.18	-	-	-	C	-
Indoor Motion Picture Theater	P	P	P	P	-
Performing Arts Theater	P	P	P	P	-
Food and Beverage Sales and Service					
Bakery Store	P	P	P	-	-
Bar, Cocktail Lounge, Nightclub	P	P	P	P	-
Cafeteria	P	P	P	P	-
Candy, Nuts Store	P	P	P	P	-
Catering Service	P	-	-	P	-
Convenience Kiosk	P	P	P	P	-
Convenience Store	P	P	P	P	-

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Convenience Store, Multi-Purpose	P	-	-	P	-
Delicatessen	P	P	P	P	-
Food and Beverage, Drive-Thru and Carryout	P*	-	-	P*	-
Fruit and Produce Store	P	P	P	P	-
Grocery/Food Store	P	P	P	P	-
Ice Cream/Yogurt Store	P	P	P	P	-
Liquor Store, see Section 47-18.43	P	P	P	P	-
Meat and Poultry Store	P	P	P	P	-
Restaurant	P	P	P	P	-
Seafood Store	P	P	P	P	-
Supermarket	P	P	P	P	-
Wine Specialty Store	P	P	P	P	-
Wholesale Sales/Rental Services					
Building Supplies, Materials and Equipment	-	-	-	-	P
Plumbing Equipment	-	-	-	-	P
Pump and Well	-	-	-	-	P
Restaurant and Hotel Equipment	-	-	-	-	P
Sign	-	-	-	-	P
Swimming Pool and Pool Accessories	-	-	-	-	P
Light Manufacturing					
Apparel, Textile, Canvas and related uses	-	-	-	P	P
Automotive, Trucks and Mobile Homes	-	-	-	-	P
Computers and Peripherals	-	-	-	P	P
Contractor's yards	-	-	-	P	P
Electronic Appliances, Devices, Fixtures, Components	-	-	-	P	P
Industrial Machinery and Equipment	-	-	-	-	P
Medical Instruments, Supplies	-	-	-	P	P
Private Recycling Facility	-	-	-	-	C
Processing and assembly of previously prepared materials	-	-	-	P	P

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Research and Laboratory Testing Facility (Medical, Educational, Scientific)	-	-	-	P	P
Wholesale Distribution Center	-	-	-	P	P
Lodging					
Lodging Bed and Breakfast Dwelling, see Section 47-18.6	P	-	-	-	-
Hotel, see Section 47-18.16	P	P	P	P	-
Mixed-Use Development*					
Mixed-Use Development	P	P	P	-	-
Public Purpose Facilities					
Active and Passive Park, see Section 47-18.44	P	P	P	P	P
Bus Terminal, Railroad Station, Transportation Terminal	P	P	P	-	-
Civic and Private Club Facility	P	P	P	P	-
College, University	P	P	P	P	-
Communication Towers, Structures, and Stations, see Section 47-18.11	C	C	-	C	P
Conservation Area	P	P	P	P	-
Courthouse	P	P	P	P	-
Cultural, Educational and Civic Facility	P	P	P	P	-
Fire Facility	P	P	P	P	-
Food Distribution Center, see Section 47-18.31	-	-	-	P	C
Government Facility	P	P	P	P	-
Helistop, see Section 47-18.14	C	C	C	C	-
Hospital, Medical and Public Health Clinic	P	P	P	P	-
House of Worship	C	C	C	C	-
Indoor Firearms Range, see Section 47-18.18	C	-	-	C	-
Library	P	P	P	P	-
Museum and Art Gallery	P	P	P	P	-
Police and Fire Substation	P	P	P	P	P
Post Office Branch/Substation	P	P	P	P	-
Public Maintenance and Storage Facility	P	-	-	P	P

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Public/Private Meeting Rooms	P	P	P	P	-
Public/Private Recreation (Private Recreation limited to indoor facilities in the UUV-NW and UUV-SE districts)	P	P	P	P	-
Radio Station (digital)/Broadcast	P	P	P	P	C
Radio, Television and Motion Picture Production	-	-	-	-	C
School, including trade/business school	P	P	P	P	-
Social Service Facility- General, see Section 47-18.31	C	C	C	-	-
Social Service Residential Facility - Level 1, see Section 47-18.32	C	C	C	-	-
Social Service Residential Facility - Level 2, see Section 47-18.32	C	C	C	-	-
Social Service Residential Facility – Level 3, see Section 47-18.32	C	C	C	=	=
Social Service Residential Facility – Level 4, see Section 47-18.32	C	C	C	=	=
<u>Residential Uses – Not Included in Mixed Use Development*</u>					
Multi-family Dwellings— as part of Mixed Use Development	<u>P</u>	<u>P</u>	<u>P**</u>	-	-
<u>Townhouses</u>	<u>P</u>	<u>P</u>	=	=	=
Retail Sales					
Antiques Store	P	P	P	P	-
Apparel/Clothing, Accessories Store	P	P	P	P	-
Art Galleries, Art Studio, Dealer	P	P	P	P	-
Arts & Crafts Supplies Store	P	P	P	P	-
Bait and Tackle Store	P	P	P	P	-
Bicycle Shop	P	P	P	P	-
Book Store	P	P	P	P	-
Camera, Photographic Supplies Store	P	P	P	P	-

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Card & Stationery Store	P	P	P	P	-
Cigar, Tobacco Store	P	P	P	P	-
Computer/Software Store	P	P	P	P	-
Consignment, Thrift Store	P	-	-	P	-
Cosmetics, Sundries Store	P	P	P	P	-
Department Store	P	P	P	P	-
Fabric, Needlework, Yarn Shop	P	P	P	P	-
Firearms Store	P	-	-	P	-
Flooring Store	P	-	P	P	-
Florist Shop	P	P	P	P	-
Furniture Store	P	P	P	P	-
Gifts, Novelties, Souvenirs Store	P	P	P	P	-
Glassware, China, Pottery Store	P	P	P	P	-
Hardware Store	P	P	P	P	-
Hobby Items, Toys, Games Store	P	P	P	P	-
Holiday Merchandise, Outdoor Sales, see Section 47-18.15	P	-	-	P	-
Home Improvement Center	P	-	-	P	P
Household Appliances Store	P	P	P	P	-
Jewelry Store	P	P	P	P	-
Lawn and Garden Center, Outdoor Display	P	-	-	P	P
Linen, Bath, Bedding Store	P	P	P	P	-
Luggage, Handbags, Leather Goods Store	P	P	P	P	-
Lumber Yards, see Outdoor Storage of goods and materials, Section 47-19.9	-	-	-	P	P
Medical Supplies Store	P	P	P	P	-
Mobile Vendor, see Section 47-18.22	P	P	P	P	-
Music, Musical Instruments Store	P	P	P	P	-
Newspapers, Magazines Store	P	P	P	P	-
Nursery, Plants, Flowers	P	-	-	P	-

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Office Supplies, Equipment Store	P	P	P	P	-
Optical Store	P	P	P	P	-
Paint, Wallpaper Store	P	-	-	P	-
Party Supply Store	P	P	P	P	-
Pawn Shop	P	-	-	P	-
Pet Store	P	-	-	P	-
Pharmacy	P	P	P	P	-
Shoe Store	P	P	P	P	-
Shopping Center	P	P	-	P	-
Sporting Goods Store	P	P	P	P	-
Swimming Pools, Hot Tubs & Spas, supplies and service	P	-	-	P	P
Tapes, Videos, Music CD's Store	P	P	P	P	-
Services/Office Facilities Adult Gaming Center	C	-	-	C	-
Auction House	P	-	-	P	-
Check Cashing Store	P	-	-	P	-
Child Day Care Facilities, Corporate/Employee Sponsors, see Section 47-18.8	C	P	P	C	-
Child Day Care Facilities, Large, see Section 47-18.8	P	P	P	P	-
Child Day Care Facilities, Family Child Care Home, see Section 47-18.8	P	-	-	-	-
Child Day Care Facilities, Small and Intermediate, see Section 47-18.8	C	C	C	C	-
Contractors (office facilities only)	P	-	-	P	-
Copy Center	P	P	P	P	-
Dry Cleaner, see Section 47-18.12	P	P	P	P	-
Equipment Rental	P	-	-	P	-
Film Processing Store	P	P	P	P	-
Financial Institution, including Drive-Thru Banks	P	-	-	P	-
Formal Wear, Rental	P	P	P	P	-
Funeral Home	-	-	-	P	-

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Hair Salon	P	P	P	P	-
Health and Fitness Center	P	P	P	P	-
Helistop, see Section 47-18.14	C	C	C	C	-
Instruction: Fine Arts, Sports and Recreation, Dance, Music, Theater	P	P	P	P	-
Interior Decorator	P	P	P	P	-
Laundromat, see Section 47-18.19	P	P	P	P	-
Mail, Postage, Fax Service	P	P	P	P	-
Massage Therapist	P	P	P	P	-
Medical Cannabis Dispensing, see Section 47-18.46	C	C	C	C	-
Medical/Dental Office/Clinic	P	P	P	P	-
Mover, Moving Van Service		-	-	P	-
Nail Salon	P	P	P	P	-
Nursing Home, see Section 47-18.23	P	P	-	-	-
Parking Facility, see Section 47-20	P	P	P	P	-
Personnel Services, including Labor Pools	P	P	P	P	-
Pest Control	P	-	-	P	-
Pet Boarding Facility, Domestic Animals Only	-	-	-	P	-
Photographic Studio	P	P	P	P	-
Professional Office	P	P	P	P	-
Publishing Plant	-	-	-	P	-
Security Systems	P	-	-	P	-
Senior Citizen Center, see Section 47-18.30	P	P	P	P	-
Shoe Repair, Shoe Shine	P	P	P	P	-
Swimming Pool Supplies and Services	-	-	-	P	-
Tailor, Dressmaking Store, Direct to the Customer	P	P	P	P	-
Tanning Salon	P	P	P	P	-
Tattoo Artist	P	P	P	P	-
Taxidermist	-	-	-	P	-

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Trade/Business School	P	P	P	P	-
Travel Agency	P	P	P	P	-
Veterinary Clinic, see Section 47-18.35	P	-	-	P	-
Watch and Jewelry Repair	P	P	P	P	-
Storage Facilities					
Lumber Yards, see Outdoor Storage of goods and materials, Section 47-19.9	-	-	-	-	P
Self Storage Facility, see Section 47-18.29	C	C	C	P	P
Storage Yard, except as provided herein	-	-	-	-	P
Warehouse Facility	-	-	-	P	P
Accessory Uses, Buildings and Structures (See Section 47-19)					

*Subject to Section 47-37B.3.D

**Only permitted east of Andrews Avenue.

Sec. 47-37B.5. Table of dimensional requirements for the Uptown Urban Village Zoning Districts.

Requirements	Zoning District				
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC
Maximum Height (ft.)* (Note A)	<u>75 ft. 8 stories (90 ft.)</u>	<u>75 ft. 8 stories (90 ft.)</u>	<u>75 ft. 8 stories (90 ft.)</u>	<u>5 stories (50 ft.)</u>	<u>5 stories (50 ft.)</u>
<u>Maximum Townhouses Height (ft)</u>	<u>5 stories (55 ft)</u>	<u>5 stories (55 ft)</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Maximum Density (du/ac)	50 du/ac	50 du/ac	50 du/ac	N/A	
Minimum Unit Size (sq. ft.)	400 sq. ft.	400 sq. ft.	400 sq. ft.	N/A	
Minimum Lot Size	None				
Minimum Lot Width					
Maximum Floor Area Ratio (FAR)	3.0				
Front and Corner Setbacks					
Primary Street	10 ft. (min)	10 ft. (min)	10 ft. (min)	10 ft. (min)	10 ft. (min)
	50 ft. (max)	50 ft. (max)	50 ft. (max)	50 ft. (max)	
Secondary Street	5 ft. (min)	5 ft. (min)	5 ft. (min)	5 ft. (min)	5 ft. (min)
	10 ft. (max)	10 ft. (max)	10 ft. (max)	10 ft. (max)	

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Tertiary Street	0	0	0	10 ft. (min)	5 ft. (min)
Side and Rear Setbacks	None				
Maximum Building Length (Note B)	300 ft.	300 ft.	300 ft.	N/A	
Shoulder Height	75 ft. (6 stories) 5 stories (50 ft.)			N/A	
Front and Corner Stepback (ft.)	30 15 ft.	30 15 ft.	30 15 ft	N/A	
Tower Separation (ft.)	60 ft.	60 ft.	60 ft.	N/A	
Maximum Floorplate - above shoulder height (sq. ft.)	8,000 to 12,000	8,000 to 10,000	8,000	N/A	
Note A: Height may be increased <u>up to a maximum</u> 150 feet subject to Conditional Use Requirements outlined in ULDR Section 47-23.13.					
Note B: Maximum building length does not apply to portions of the building that extend pass the maximum setbacks for Primary and Secondary Streets.					
* Subject to height limitations by the Federal Aviation Administration (FAA)					

Sec. 47-37B.6. Uptown Urban Village Zoning District special regulations.

- A. *Applicability.* The following special regulations shall apply to all development permitted within the Uptown Urban Village zoning districts and shall be used in conjunction with the Uptown Urban Village Illustrations of Design Standards.
- B. *Open space requirements.*
1. Pocket parks shall be provided for all residential development and mixed-use development containing residential uses. Common areas such as private amenity decks or pool decks can be counted toward the pocket park requirements at no greater than forty (40) percent of such private amenity square foot area.
 2. Communal space shall be provided based on residential unit size and the percentage of such in a development. Communal space may be at grade or within a building but cannot include amenity areas such as pool decks or fitness facilities.
 3. Plaza/gathering areas shall be provided for commercial uses or mixed-use development containing commercial uses and is based on the total square footage of commercial use. Outdoor dining can be credited toward plaza/gathering area requirements.

4. Pocket parks and plaza/gathering areas that are connected, abutting, or immediately adjacent to one another can be reduced by fifty (50) percent of required area.
5. Spatial requirements for Section 47-37B.6.B.1 through Section 47-37B.6.B.3 are provided in Table 47-37B.6.C, Spatial Requirements for Open Space.
6. Landscape requirements not specified herein shall comply with Section 47-21.

C. *Table of Spatial Requirements for Open Space.*

	Requirements		
	Pocket Park (sq. ft.)	Communal Space (sq. ft.)	Plaza/Gathering Area (sq. ft.)
Residential and Mixed Use Development containing Residential			
50 units or less	200 per unit	-	-
51 units to 150 units (Note A)	150 per unit 10,000 sq. ft. (min.)	-	-
151 units or more (Note A)	100 per unit 22,500 sq. ft. (min.)	-	-
Development with 50% or less of the units at 400 (sq. ft.)	-	1,500 (min)	-
Development with 51% or more of the units at 400 (sq. ft.)	-	3,000 (min)	-
Commercial and Mixed Use Development containing Commercial			
10,000 to 30,000 (sq. ft.) of commercial use	-	-	1,000 to 3,000
30,000 (sq. ft.) or greater of commercial use	-	-	3,000 to 5,000
Note A: The minimum square foot space provided shall not be less than the maximum square foot space for the unit category that precedes it, which has been noted as the minimum.			

- D. Street hierarchy. Development applications shall construct or improve the streets listed below by demonstrating compliance with the street cross sections as identified in the Uptown Master Plan. In the event the street is under jurisdiction of another local government or Broward County, then such deviations to the street cross section required by that jurisdiction shall not be considered an alternate design solution to the Uptown regulations.

1. Primary streets include Cypress Creek Road, N Andrews Avenue, and N Powerline Road. Primary streets are major arterials designed to move regional traffic through the Uptown Urban Village. This street typology is proposed to largely remain as is, though

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some changes to configuration will occur with the implementation of I-95 interchange modifications, particularly at Cypress Creek Road.

2. Secondary streets include NW 65th Court, NW 63rd Street, NW 5th Way, NW 59th Court, and NW 6th Way. Secondary streets provide internal connectivity within sub-areas of the Uptown Urban Village. This street typology is proposed to be modified to accommodate a variety of multi-modal improvements depending on the location within the area.
3. Tertiary streets include NW 67th Street, NW 2nd Avenue, NW 57th Place, NW 57th Court, and NW 57th Street and newly-proposed roads in Sub-Area Planning Districts 1, 2, 3 and 5 within the Uptown Urban Village. Tertiary streets are internal connectors identified primarily for service and site access to individual development sites.

E. *Drive-thru design.* Drive-thru facilities shall not directly face primary and secondary streets and shall incorporate the following site design requirements.

1. Drive-thru facilities shall not be free-standing building and shall be integrated into a building that contains a minimum of two (2) other uses.
2. Access to the drive-thru facilities may be through a single curb cut on Secondary Street or from an internal circulation drive.
3. Drive-thru windows and point of purchase signage such as menu boards shall not front a public street and shall be located on the side or rear of the building.
4. Landscaping shall screen the drive-thru aisle from adjacent users to minimize the visual impact.

F. *Building design.* Building facades facing primary and secondary streets shall include building articulation that meets the following design elements:

1. For every one hundred (100) feet of building facade length, there shall be a minimum of ~~two (2)~~ three (3) feet of building articulation including but not limited to projections, recesses, or reveals;
2. First two (2) floors shall contain a minimum of two (2) building materials of high quality. Stucco shall not be counted to meet the two (2) material requirement; and

3. Building corners shall contain special corner treatments both vertically and horizontally with varying angles to emphasize the building corner. Entrances located in building corners shall contain enhanced architectural elements such as large awnings or canopies, significant banding treatments, or other unique design material.

G. *Arrangement of uses.* Mixed-use developments are required to arrange uses based on the following:

1. Mixed-use development arranged in a horizontal configuration shall be designed with the residential use facing other residential use, or open space, or the principal front entrance of non-residential or mixed-use buildings located across a public street so that the front of the residential use does not face surface parking lots, parking structures, or back of non-residential buildings.
2. Mixed-use development arranged in a vertical configuration must contain non-residential uses as part of the ground floor with the exception of principal entrance for the residential use or the incorporation of live-work unit.

H. *Parking, ~~and passenger loading,~~ and bicycle storage.*

1. Off-street parking in the UUV-NE district shall be located behind the front setback of the building nearest to Andrews Avenue with the exception that no more than one (1) aisle of parking fronting Andrews Avenue.
2. Off-street parking in the UUV-NW and UUV-SE districts shall be located behind the front setback of the building nearest to primary and secondary streets.
3. Off-street parking shall be organized into parking lot areas with no more than two hundred (200) spaces separated by any of the following elements; buildings, open space, enhanced landscaped areas, water bodies, or plaza/gathering areas.
4. Off-street parking requirements including parking reductions and exemptions not specified herein shall meet the regulations provided in Section 47-20.
5. Passenger loading areas shall meet the following:
 - a. Location is limited to secondary and tertiary streets;
 - b. One-way traffic movement with adequate width for by-pass lane;

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- c. Areas designated for passenger loading and valet service shall be limited to twenty (20) percent of the building frontage.
- d. Covered passenger loading areas such as a port cochere are permitted with buildings that have a minimum length of one hundred fifty (150) feet and shall not exceed eighty (80) feet or twenty five (25) percent of the building frontage, whichever is less.

6. Bicycle parking and storage shall be provided as follows:

- a. Bicycle parking for short term use shall be installed as bike racks within fifty (50) feet of building entrance.
- b. Bicycle storage for long term use shall be provided within an enclosed, secure building space, with direct access to sidewalk or bike lane, and include racks for individual storage.
- a-c. Bicycle requirements are listed in Table 1.

Table 1. Bicycle Parking and Storage Requirements

<u>Use</u>	<u>Short Term Bike Racks (number of spaces)</u>	<u>Long Term Bike Storage (number of spaces)</u>
<u>Residential</u>	<u>1/30 units</u>	<u>1/5 units</u>
<u>Commercial</u>	<u>1/1,500 square feet of gross floor area</u>	<u>25% of the required bike racks</u>
<u>Restaurant, Café including outdoor dining areas</u>	<u>1/750 square feet of gross floor area</u>	
<u>Office and Industrial</u>	<u>1/10,000 square feet of gross floor area</u>	
<u>Civic and Institutional</u>	<u>1/5,000 square feet of gross floor area</u>	
<u>Park and Open Space</u>	<u>2/acre</u>	
<u>Parking Facilities</u>	<u>1/25 vehicle parking spaces</u>	

I. *Parking structures.*

- 1. Parking structures fronting primary and secondary streets shall meet the following:

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- a. When fronting primary and secondary streets, the ground~~Ground~~ floor of structure must contain active uses for a minimum of seventy (70) percent of the frontage;
 - b. Upper levels of the parking structure shall be screened from public view with liner units or active use or exceptional architectural screening or combination thereof, whereas the screening material can be architectural such as perforated metal, green screen system or planters whether live or artificial, or artistic elements such as murals;
 - c. Parking structure stairwells shall be designed as an integral part of the structure with enhanced elements and enhanced stairwell top design;
 - d. Access to the parking structure shall be from secondary street unless property fronts only primary street;
 - e. Parking structure standards stated herein are not applicable to development in the UUV-SW and UUV-SC districts.
 - f. Parking façades for parking structures that exceed two (2) stories and that front tertiary streets shall be screened a minimum of fifth (50) percent with architectural screening material.
 - g. Parking structure façades that front parcel limits adjacent to Interstate 95 shall contain a minimum of fifty (50) percent screening material. Such screening material may vary in material type and may include creative illumination to create sense of place. Such illumination shall meet the requirements of subsection 47-37B.6.L.
- J. *Streetscape zone.* Streetscape zones shall contain an area for sidewalk and an area for street trees/furniture when fronting primary, secondary, and tertiary streets.
- 1. A minimum, unobstructed sidewalk width of seven (7) feet,
 - 2. A minimum five (5) foot wide area for tree placement and furniture or other elements such as low seating walls, waste receptacles, bus shelters, bike racks or similar elements;
 - 3. Streetscape zones are required as part of a development abutting right-of-way and where necessary shall extended onto private property with a sidewalk easement.

- K. *Signage*. Signage shall meet the regulations provided in Section 47-22, Sign Requirements, except as provided herein.
1. Ground signs are not permitted within the streetscape zone as described in Section 47-37B.6.J. Such signs shall not exceed five (5) feet in height and shall not exceed a total height of eight (8) feet above the natural grade is exceeded.
 2. Projecting signs shall not exceed three (3) feet from the building wall and not exceed twelve (12) square feet in area. Such signs are permitted to encroach into the streetscape zone area and must maintain a nine (9) feet clearance from the bottom of the sign to the sidewalk or walkway below.
 3. Creativity in sign design and material is encouraged as described in the Illustrations of Design Standards.
- L. *Sense of place elements*. Development projects are encouraged to incorporate creative design elements into their design. Such elements should be an artistic, ~~social~~, and functional component of a development project and the overall Uptown Project Area. Sense of place elements are ~~highly recommended~~ required for ~~large, mixed-use~~ projects within the Uptown Project Area and for key gateway properties. Building illumination should also be encouraged as a sense of place element. Future branding of the area should also focus on creating a unique visual representation of Uptown Project Area.

SECTION 3. Article III. – Development Requirements, Section 47-20.3. – Reductions and exemptions, of the City of Fort Lauderdale, Florida Uniform Land Development Regulations (“ULDR”) is hereby amended to read as follows:

A. *General parking reduction*.

1. Notwithstanding the off-street parking requirements provided in this Section 47-20, a parking reduction may be approved in accordance with the provisions of this section.
2. *Restrictions*. A parking reduction shall not be permitted for a residential use, except for:
 - a. Residential developments located in an area with RAC zoning designation; or
 - b. ~~Multifamily residential developments which provide affordable housing units as defined in Section 47-23.16 – Affordable Housing Regulations of the ULDR. To~~

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~~qualify for the ability to obtain a parking reduction pursuant to this section, a restrictive covenant must be executed and recorded in the public records of Broward County, Florida, ensuring that the affordable units remain affordable for a minimum of ten (10) years by restricting the maximum sale or rental price of an affordable housing unit; or~~

- be. Locally designated historic landmark or a contributing property within a locally designated historic district that have been designated in accordance with Section 47-24.11. of the ULDR; or
 - c. Residential developments and mixed-use developments in the Uptown Urban Village Zoning Districts, herein referred to as Uptown, as described in Section 47-37B; or
 - d. As provided within an adopted Planned Development District (PDD).
- 3. *Application.* An application to approve a parking reduction shall be submitted to the department and approved as provided herein. An application for parking reduction shall be submitted on forms provided by the department. The application shall include the information required in Section 47-24.1.F. of the ULDR and shall in addition include the following:
 - a. An eight and one-half (8½) inch by eleven (11) inch general vicinity map scale of not less than one (1) inch equals five hundred (500) feet, identifying the parcel proposed for the parking reduction and, if at a different location, the parcel that the parking will serve and all lots located within a seven hundred-foot radius of the parcel to be served by the proposed parking facility and the parcel which will be used for parking. The map shall identify existing zoning and residential uses within the seven hundred-foot area.
 - b. A site plan at a scale of not less than one (1) inch equals forty (40) feet showing the parcel that the parking facilities are intended to serve and if parking is off-site, the parcel which will be used for parking; all existing and proposed improvements on the parcels including buildings, landscaped and paved areas; and an ingress and egress plan showing all walkways and drives that will be used for pedestrian and vehicular access in the development.
 - c. Identification of one or more of the criteria provided in this Section 47-20.3, which the applicant submits as the basis for a parking reduction.

- d. A parking study which documents and supports the criteria submitted by the applicant for a parking reduction. The parking study shall be certified by a state licensed engineer, architect or landscape architect or American Institute of Certified Planners certified planner and shall document the existence of certain facts related to the projected use of the parking facility and its relationship to surrounding rights-of-way and properties. The methodology for conducting the study shall be submitted for review and approval by the city engineer and shall include, but not be limited to the week and day the study will be conducted, the number of days and duration of the study, and the time intervals and locations for data collection.
- e. A report by the city engineer, city's director of parking services and director regarding the parking reduction application when required in accordance with the provisions of this section.
- f. The application may be forwarded for review by an independent licensed professional engineer contracted by the city to determine whether the parking study supports the basis for the parking reduction request. The cost of review by the city's consultant shall be reimbursed to the city by the applicant.

4. *Review process.*

- a. Except as provided in subsection b., the application shall be reviewed in accordance with the review process applicable to a site plan level III, as provided in Section 47-24.2.
- b. An application for a parking reduction must include the information required for a site plan level I application and is subject to the site plan level I review process as provided in Section 47-24.2 of the ULDR for the following:
 - i. Northwest-Progresso-Flagler Heights Community Redevelopment Area as defined in Resolution No. 95-86 as may be amended, adopted on June 20, 1995; or
 - ii. On property with non-residential zoning located within the Central City Community Redevelopment Area; or
 - iii. Developments which meet the criteria for affordable housing in Section ~~47-20.3.A.2.b~~47-23.16 of the ULDR; or

- iv. Locally designated historic landmark or a contributing property within a locally designated historic district that have been designated in accordance with Section 47-24.11. of the ULDR.
 - v. On property located within the Downtown Regional Activity Center, subject to City Commission Request for Review as provided in Section 47-26A.2. Properties located in the Northwest-Progresso-Flagler Heights Community Redevelopment Area are not subject to City Commission Request for Review as provided in Section 47-26A.2.
 - vi. On property located in the Uptown Zoning Districts, subject to City Commission Request for Review as provided in Section 47-26A.2.
5. *Criteria.* An applicant must show that the request meets the following criteria and the reviewing body shall consider the application for parking reduction based on the criteria provided as follows:
- a. Adequacy requirements, as provided in Section 47-25.2; and
 - b. The use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses; or
 - c. There is a public parking facility within seven hundred (700) feet of the parcel which the parking is intended to serve along a safe pedestrian path as defined by Section 47-20.4, which spaces may be used to provide parking for applicant's property without conflict with the need for public parking based on a report by the department which includes a report by the city's director of parking services and city engineer; or
 - d. If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours; or
 - e. If the application is based on two (2) or more different users sharing the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users; or

- f. Restrictions will be placed on the use of the property or actions will be taken such as providing company vans for car pooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or
 - g. Any combination of subsections A.5.a through e; and
 - h. Notwithstanding the provisions of Section 47-20.19 and Section 47-3, Nonconforming Uses, Structures and Lots, parking legally permitted and associated with an established permitted use prior to or on the effective date of the ULDR (June 18, 1997) located within the Central Beach zoning districts of the Central Beach Regional Activity Center, and where the structure containing such permitted use is not voluntarily demolished by more than fifty (50) percent such parking shall be deemed to be conforming parking for the purposes of a change of use as regulated by Section 47-20 and Section 47-3, Nonconforming Uses, Structures and Lots and shall not be required to provide additional parking; and,
 - i. In addition to the criteria provided above, that any alternative parking arrangement proposed will be adequate to meet the needs of the use the parking will serve and that reducing the required parking will be compatible with and not adversely impact the character and integrity of surrounding properties.
6. Conditions may be required on the site where the parking facility is to be located and the site which the parking facility is intended to serve, if such conditions are necessary to preserve the character and integrity of the neighborhood affected by the proposed reduction and mitigate any adverse impacts which arise in connection with the approval of a parking reduction.
7. *Effective date of approval.* The approval of an application for parking reduction shall not be effective nor shall a building permit be issued for a parking facility until thirty (30) days after approval and after the requirements in subsection A.4 are met, and then only if no motion is adopted by the city commission seeking to review the application or no appeal is filed as provided in Section 47-26B, Appeals. If no action is taken by the city commission within the thirty-day period, the approval of the parking reduction shall be final.
8. *Parking reduction order.* If an application for parking reduction is approved, such approval shall be evidenced in an order executed by the department and a consent to

order executed by the applicant. The order shall state the number of parking spaces required to be provided, a legal description of the property where the parking is to be provided and the property served by the parking area and the conditions upon which the parking reduction is approved. The parking reduction order shall only take effect upon the recordation of the order in the public records of Broward County at the expense of the applicant and filed with the department by applicant.

9. The parking reduction order shall act as a restrictive covenant running with the land and be binding on any successors in interest or assigns of the property owner.
10. If there is a failure of any condition contained in the parking reduction order, the owner of the property or agent shall:
 - a. Apply for an amended parking reduction order. The application shall show that although the condition has failed, it does not adversely impact the character and integrity of surrounding properties or that additional conditions will be substituted for any failed condition. The department may require a new parking study as provided in subsection A.1.d to support the application.
 - b. In the event the department agrees with the application, the department may approve the amendment to parking reduction. The approval of the amendment shall not take effect for thirty (30) days during which time the city commission may adopt a motion to review the approval in accordance with Section 47-26B, Appeals. If no motion is adopted the approval shall be final.
 - c. When final, the amended order shall be prepared for execution and recording in the public records of the county at applicant's expense by the applicant.
 - d. If the department determines that failure of the condition adversely impacts the character and integrity of surrounding properties, the owner will be required to comply with the condition or obtain a new parking reduction order in accordance with this section. Failure of a condition of a parking reduction order without approval of an amended or new parking reduction order as provided herein shall be a violation of the ULDR.
11. If a parking reduction application includes the use of an off-site parcel owned by other than the applicant for parking or purposes related to parking, an off-site parking agreement in accordance with Section 47-20.18 will be required.

12. A parking reduction order may be terminated by application of the owner of the property affected by the order to the department if it is shown that parking has been provided which meets the requirements of Section 47-20.2 and the use no longer needs a parking reduction. A termination of the parking reduction order shall be executed by the department and recorded in the public records of the county at the applicant's expense. A copy of the recorded order shall be filed with the department by the applicant.
 13. *Appeal.* If a parking reduction application is denied or approved with conditions unacceptable to the applicant, the applicant may appeal to the appropriate city body in accordance with the provisions of Section 47-26, Appeals and Request for Review, as provided on Table 1 in Section 47-24, Development Permits and Procedures.
- B. *Central beach parking facility fee.* Parking reductions in the central beach area may be granted by the payment of a parking facility fee in accordance with Section 47-12.9.
- C. *Downtown Regional Activity Center.* ~~Uses located within the RAC-CC and RAC-AS districts shall be exempt from the parking required as provided in Section 47-20.2.~~ Parking for all other RAC districts shall be required as provided in Table 3 of this Section 47-20.
- D. *Galt Ocean Mile.* All permitted uses except apartments shall receive an exemption of one (1) space for each one thousand (1,000) square feet of plot area on the following lots:
1. The lots in the Galt Ocean Mile business area fronting on both sides of N.E. 32nd Street and N.E. 33rd Street from N.E. 32nd Avenue to State Road A-1-A.
 2. Those lots bounded on the west by the Intracoastal Waterway; on the east by a line one hundred thirty (130) feet east of N.E. 33rd Avenue; on the north by Oakland Park Boulevard; and on the south by Sailfish Lake, the north line of Lot 10, Block 25, and the south line of Lot 1, Block 23; both of Lauderdale Beach Ext. Unit "B," P.B.29, P.32.
- E. *Historic landmarks and historic districts.*
1. Off-Street parking is subject to the regulations in Section 47-20.2 of the ULDR, except as provided herein. Historic landmarks designated by the city that are utilized for adaptive reuse as defined in Section 47-24.11 of the ULDR and contributing properties located within a historic district designated by the city and that are utilized for adaptive reuse as defined in Section 47-24.11 of the ULDR must comply with the following regulations:

- a. Residential Properties are required to provide at a minimum one (1) parking space per dwelling unit.
- b. Commercial Properties:
 - i. Off-Street parking is not required for structures up to two thousand five hundred (2,500) gross square feet in area. All development greater than two thousand five hundred (2,500) gross square feet shall be required to provide sixty (60) percent of the parking spaces required for uses as provided in Table 1 in Section 47-20.2 of the ULDR.
 - ii. Commercial properties are exempt from all parking requirements for structures located within a RAC zoning designation.

2. *H-1 district.* The following legally described land, zoned H-1, is exempt from the parking requirements as provided for in this section:

- a. An area in Section 10, Township 50 South, Range 42 East, City of Fort Lauderdale, Broward County, Florida, said area bounded on the north by a line one hundred twenty (120) feet north of and parallel with the centerline of S.W. 2nd Street; on the east by S.W. 2nd Street; on the east by S.W. 2nd Avenue; on the south by New River; and on the west by S.W. 5th Avenue.

F. *On-street parking.* The number of required parking spaces for developments that: (1) are non-residential located within the Northwest-Progresso-Flagler Heights Community Redevelopment Area, or (2) are non-residential properties with abutting on-street parking located within the Central City Community Redevelopment Area, or (3) ~~meet the criteria for affordable housing in Section 47.20.3.A.2.b.,~~ or (4) are a locally designated historic landmark, or contributing properties within a locally designated historic district, or (4) located in Uptown may be reduced by the number of on-street parking spaces provided in accordance with the following criteria:

- 1. The on-street parking space abuts the development site.
- 2. The on-street parking space is located between the extended property lines of the property applying for the reduction, except, if a parking space straddles two (2) properties owned by different property owners each property may count the space towards required parking.

3. There is a minimum five-foot sidewalk along the side of the property abutting the on-street parking spaces which meets City Engineering standards. A sidewalk wider than five (5) feet may be required by the City Engineer if necessary to provide a sidewalk consistent with abutting properties or if necessary to meet Engineering standards.
4. The on-street parking spaces must meet the geometric, drainage and site clearance standards provided in Section 47-20 and such other standards determined to be necessary to provide adequate and safe parking as determined by the City Engineer.
5. The right-of-way abutting the on-street parking spaces has sufficient width as determined by the City Engineer to maintain the on-street parking spaces safely.
6. The on-street parking spaces remain open for use by the public.
7. Street trees are in place along the property abutting the on-street parking spaces in accordance with the requirements of Section 47-21.

G. *Shared Parking.*

1. ~~The Development Review Committee (DRC) may authorize a~~A parking reduction for a development site with multiple uses upon the review of a shared parking study that demonstrates that the uses are in close proximity to one another and have different peak parking demands and operating hours.
 - a. *Shared parking study.* The shared parking study shall clearly identify the uses that will use the shared spaces at different times of the day, week, month or year subject to the following:
 - i. The shared parking study shall be based on the Urban Land Institute's (ULI) methodology for determining shared parking, or other generally accepted methodology;
 - ii. The shared parking study shall address the size and type of activities, the composition of tenants or, uses, the rate of turnover for proposed shared spaces, and the anticipated peak parking and traffic demands;
 - iii. The shared parking study shall provide for no reduction in the number of handicapped spaces;

- iv. The shared parking study shall provide a plan to convert reserved space to required spaces; and,
- v. The shared parking study shall be approved by the City Engineer prior to submittal, based on the feasibility and observations of the uses to share the parking due to their particular peak parking and trip generation characteristics; and
- vi. Shared use parking approval shall only be valid for those uses as indicated in the study;
- vii. If a parking reduction is approved under the provisions of this section, such approval shall be evidenced by the issuance of an order in the manner prescribed in Section 47-20.3.A.8. of the ULDR.

b. *Change in use.* Should any of the approved uses as indicated in the approved shared parking study change, or ~~should the Zoning Director or City Engineer find that~~ if any of the conditions described in the approved shared parking study or parking reduction order no longer exist, the owner of record shall have the option of submitting a revised shared parking study in accordance with the standards of this section or of providing the number of spaces required for each use as if computed separately.

H. *Active and Passive Park Use.* The number of required parking spaces for active and passive park use may be reduced by the number of on-street parking spaces provided in accordance with the following criteria:

- 1. The on-street parking space abuts the development site; and
- 2. The on-street parking space is located ~~between~~ between the extended property lines of the development site; and,
- 3. A minimum 5-foot wide sidewalk shall be installed subject to the approval of the City Engineer. A sidewalk wider than five (5) feet may be required by the City Engineer if necessary to provide a sidewalk consistent with abutting properties or if necessary to meet Engineering standards; and,
- 4. The on-street parking spaces must meet the geometric, drainage and site clearance standards provided in Section 47-20 and such other standards determined to be

necessary to provide adequate and safe parking as determined by the City Engineer; and,

5. The right-of-way abutting the on-street parking spaces has sufficient width as determined by the City Engineer to maintain the on-street parking spaces safely; and,
6. The on-street parking spaces remain open for use by the public; and,
7. Street trees are in place along the property abutting the on-street parking space in accordance with the requirements of Section 47-21.

I. Uptown Urban Village Zoning Districts. The number of parking spaces for residential uses and mixed use developments may be reduced for Uptown and shall demonstrate compliance with the following criteria:

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

- d. Payment in lieu of providing the parking stall at established amount per stall with payment made at time of building permit submittal for the development; or
- e. Payment of an annual fee to cover the cost of a local micro transit circulator.

SECTION 2. CODIFICATION AND SCRIVENER'S ERRORS. The City intends that this Ordinance will be made part of the Code of Ordinance; that sections of this Ordinance can be re-numbered or re-lettered to accomplish codification and, regardless of whether this Ordinance is ever codified, the Ordinance can be re-numbered or re-lettered, and typographical errors that do not affect the intent can be corrected with the authorization of the City Manager, or his designee, without the need for a public hearing.

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 are hereby repealed to the extent of such conflict.

SECTION 5. That this Ordinance shall be in full force and effect upon final passage.

PASSED FIRST READING this 1st day of April, 2025.

PASSED SECOND READING this ____ day of _____, 2025.

Mayor
DEAN J. TRANTALIS

ATTEST:

City Clerk
DAVID R. SOLOMAN