



**CITY OF FORT LAUDERDALE**  
**City Commission Agenda Memo**  
**REGULAR MEETING**

**#25-0791**

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**TO:** Honorable Mayor & Members of the  
Fort Lauderdale City Commission

**FROM:** Rickelle Williams, City Manager

**DATE:** September 3, 2025

**TITLE:** Quasi-Judicial - Resolution for Site Plan Level II Development Permit and Design Deviation Requests in Uptown Urban Village Area – Cypress Development LLC. – 150 NW 68 Street – Case No. UDP-S24021 – **(Commission District 1)**

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**Recommendation**

Staff recommends the City Commission consider a resolution authorizing the issuance of a Site Plan Level II development permit for a project called “*Cypress Development*” in the Uptown Urban Village Area with the associated design deviations pursuant to Unified Land Development Regulations (ULDR) Section 47-37B.3.B.

**Background**

The applicant, Cypress Development, LLC., is proposing to redevelop a 22.75-acre parcel of land located at 150 NE 68 Street with 973 residential units dispersed into ten (10) multifamily buildings and five (5) townhouse buildings along with accessory buildings for parking, bike storage, and trash collection. The subject parcel is the former Pan American mobile home park which is zoned Uptown Urban Village Northeast (UUV-NE), with an underlying land use designation of Uptown Urban Village Transit Oriented Development. The proposed development is located in the Uptown Urban Village Area (“*Uptown*”). A Location Map is attached as Exhibit 1.

The project is subject to ULDR Section 47-37B, Uptown Urban Village Zoning Districts and the adopted Uptown Urban Village Illustration of Design Standards, also referred to as the Uptown Master Plan (UMP). The site design is based on walkable development blocks with each block not exceeding 600 feet by 600 feet. Sidewalks and pathways are located throughout the project and provide direct connections to the public sidewalk network. Buildings front all primary streets and parking is located behind the buildings. The applicant proposes multimodal transportation options for residents and increased bike storage to align with transit related development principles for the project. A parking reduction, which was reviewed per ULDR Section 47-20.3, Parking Reductions and Exemptions, was also approved as part of the review and as described in the parking and transportation section herein. Vehicle access to the project is limited to one access point at Andrews Avenue, one at NW 66 Street, and one at McNab Road. An enhanced

streetscape with a wider sidewalk on Andrews Avenue, including street trees and site furniture will be incorporated along the perimeter of the site. The development application, project narratives, and plan set are attached as Exhibit 2.

The project was reviewed by the Development Review Committee (DRC) on June 23, 2020. The DRC Report with applicant's responses is attached as Exhibit 3.

### **Staff Analysis**

On March 4, 2025, the City Commission adopted the Uptown Urban Village Transit Oriented Development Land Use Designation in the City's Comprehensive Plan, which establishes the permitted entitlements in Uptown. In addition, on April 15, 2025, the City amended ULDR Section 47-37B, to align with the adopted land use designation and modified the approval process for projects in Uptown to be reviewed as a Site Plan Level II review if the project meets Uptown regulations, and Site Plan Level II subject to City Commission approval for applications that propose deviations.

The application was reviewed for consistency with the following ULDR sections:

- ULDR Section 47-37B, Uptown Urban Village Zoning Districts
- ULDR Section 47-20.3, Parking Reductions and Exemptions
- ULDR Section 47-25.2, Adequacy Requirements

### **Uptown Urban Village Zoning District Regulations**

ULDR Section 47-37B.3 contains the Uptown Urban Village Zoning District regulations, including the approval process, development monitoring, dimensional requirements, and design standards applicable to Uptown. For reference, the Uptown regulations are intended to help create a thriving mixed use, transit-oriented urban neighborhood village comprised of office, multi-family residences, retail, and open space. The regulations are implemented through the application of quantitative and qualitative standards to ensure the vision for Uptown is achieved, while providing flexibility for applicants to request deviations as long as the UMP design intent is maintained.

The applicant proposes eleven (11) deviations to the design regulations. Staff evaluated each design deviation based on the applicant's justification and determined whether the deviation maintains or does not maintain the design intent. The applicant and staff coordinated to better align some of the deviations with the specific design intent, included as part of the conditions of approval. Table 1 provides a summary of the applicable design standards with each deviation request, justification, and determination of design intent followed by summary of each. The applicant's Design Review Team (DRT) application submittal with comments by the DRT is attached as Exhibit 4.

**Table 1: Dimensional Standards Summary**

Design Standard	UUV-NE Requirement	Proposed	Specific Solution and Justification	DRT Determination	
Height	8 stories (90 feet)	Ranges from 13 feet, 8 inches to 88 feet, 4 inches	N/A	Complies	
Height Townhomes	5 stories (55 feet)	28 feet, 6 inches			
Density	50 units/acre	42.77 units/acre			
Unit Size	400 square feet (min)	629 square feet (min)			
Floor Area Ratio	3.0	1.32			
Setback – Primary Street	10 feet (min) 50 feet (max)	McNab Road: 7 feet, 8 inches Andrews Avenue: 12 feet, 7 inches	Due to existing bridge wall along McNab Road	Deviation McNab Road	
Setback – Secondary Street	5 feet (min) 10 feet (max)	NW 66 <sup>th</sup> Street: 10 feet, 4 inches (max)	To accommodate townhome building		
Building Length	300 feet	361 feet, 7 inches	Overall length exceeds but two portions setback and provide recesses along the length	Deviation	
Shoulder Height	50 feet (5 stories)	88 feet, 4 inches (8-story building)	Midrise construction not high rise where shoulder applies		
Stepback	15 feet	0 feet (8-story building)	Building typology to wrap parking structure with units		
Tower Separation	60 feet	N/A	N/A	N/A	
Floorplate	8,000 to 12,000 square feet	50,251 square feet (8-story building)	Building typology to wrap parking structure with units	Deviation	
Fenestration	50% of wall area facing street	McNab Road: 28% Andrews Avenue: 32%	Based on building use and design		
Building Articulation	Every 100 feet, 3 feet (min)	Ranges from 2 feet to 4 feet, average meets 3 feet	N/A	Complies	
Building Material	Minimum 2 materials for first 2 floors	Not provided	Based on building elements	Deviation	
Building Corners	Enhanced Vertically and horizontally	Not provided	Based on building elements		
Streetscape Zones	Street Tree/Furniture: 5-foot	McNab Road: Not provided	Due to bridge wall		Complies
		Andrews Avenue: 5 feet NW 66 <sup>th</sup> Street: 10 feet	N/A		
		McNab Road: Not provided	Due to bridge wall	Deviation	
	Sidewalk Clear: 7-foot	Andrews Avenue: 8 feet NW 66 <sup>th</sup> Street: 7 feet	N/A	Complies	
		Frontage: 2 feet	McNab Road: Not provided	Due to bridge wall	Deviation
			Andrews Avenue: 6 feet	N/A	Complies
	NW 66 <sup>th</sup> Street:10 feet				
Compact Parking	8 feet, 8 inches by 16 feet	8 feet by 16 feet	Consistent with urban areas and TOD principles	Deviation	

## Requested Deviations

- Setback

The project proposes a building setback along McNab Road at seven (7) feet, eight (8) inches due to an existing bridge wall that is located on the back side of the existing sidewalk along McNab Road. ULDR requires a minimum of ten (10) feet for setback.

- Building Length

The project contains a building length of 361 feet, seven (7) inches for the eight (8) story building along McNab Road. The applicant proposes to recess two (2) areas along the building length which are located at either end of the building. ULDR limits the building length to 300 feet.

- Shoulder Height

The project proposes no building shoulder height along McNab Road. The applicant states that based on a midrise building typology, which typically does not have a building shoulder, the intent of the shoulder height is achieved at eight stories. ULDR requires a shoulder height of 50 feet, five (5) stories.

- Stepback

Similar to the shoulder height, the project proposes no stepback for the building along McNab Road. The applicant states that based on a midrise building typology a stepback is not provided. In addition, the building wraps the parking structure thereby screening the parking with residential units. ULDR requires a stepback of 15 feet.

- Floorplate Size

Floorplate size limitations are applicable for portion of the building above the permitted shoulder height of 50 feet, five (5) stories. In this case floorplate size would apply to the sixth, seventh, and eighth floors. Floorplates are limited to a range of 8,000 to 12,000 square feet and the proposed floorplate for each floor is 50,521 square feet. According to the applicant, the increase in floorplate is necessary to the overall design of the building in order to screen the parking structure.

- Fenestration

There is a transparency requirement for buildings that front primary and secondary streets, which in this case are McNab Road and Andrews Avenue. The transparency requirement is 50% of the building wall area facing the street. The applicant is proposing approximately 28% transparency along McNab Road and 32% transparency along Andrews Avenue, respectively.

- Building Materials

Projects in Uptown must provide high-quality building material for the first two (2) floors along primary and secondary streets, which in this case are McNab Road and Andrews Avenue. Building stucco cannot count towards meeting the high-quality

building material. The applicant is proposing a deviation for buildings along Andrews Avenue where building features such as contrasting building color, articulated balconies, Bahama shutters, and siding are provided throughout the elevation facing the street.

- **Building Corners**

Building corners in Uptown are required to be architecturally enhanced both vertically and horizontally with varying angles to emphasize the corner. Entrances at building corners shall contain large awnings or canopies, significant banding, or other unique design material. The applicant is requesting a deviation based on the buildings containing other architectural elements along the building elevations.

- **Streetscape Zone**

Streetscape design is based on zones, which are intended to provide functional space for pedestrians and bicyclists through certain streetscape elements. There are three (3) streetscape zones; street tree/furniture zone at five feet, sidewalk clear zone at seven (7) feet, and frontage zone at two (2) feet. The streetscape zone requirements apply to primary, secondary, and tertiary street frontages. For this project, the streetscape zone requirements apply to McNab Road, Andrews Avenue, and NW 66 Street. The applicant is proposing deviation to the zones fronting McNab Road based on the existence of the bridge wall, which would be a total of seven feet, eight inches rather than the 14 feet total for the zones.

- **Compact Parking**

The applicant proposes a deviation to the required compact parking space width dimension from eight (8) feet, eight (8) inches to down to eight (8) feet. The space length would comply at 16 feet.

### **Development Monitoring**

Pursuant to ULDR Section 47-37B.3.D, Development Monitoring for Uptown Zoning Districts, development permits are subject to the density and non-residential intensity established for the Uptown in accordance with the City's Comprehensive Plan. The allocation of density and intensity is based on availability, compliance with affordable housing set aside, and project approval. Table 2 provides a summary of development monitoring for Uptown, allocation for the project if approved, and remaining balance.

**Table 2 – Development Monitoring Summary**

	<b>Residential (units) Market    AFH</b>		<b>Commercial (square feet)</b>	<b>Office (square feet)</b>	<b>Industrial (square feet)</b>	<b>Hotel (rooms)</b>	<b>Community Facility (square feet)</b>
<b>Permitted<sup>(1)</sup></b>	3,604	635	1,449,494	4,374,186	2,262,922	1,600	152,611
<b>Allocated<sup>(2)</sup></b>	345	0	449,494	3,374,186	1,262,922	718	132,611
<b>Pending<sup>(3)</sup></b>	827	146	30,519	0	0	0	0
<b>Remaining</b>	2,432	489	1,418,975	1,000,000	1,000,000	900	20,000

(1) Permitted by City Comprehensive Plan, Uptown TOD Land Use Designation

- (2) *Allocated includes development existing at time of adoption of the Uptown TOD*  
(3) *Proposed project is included as pending.*

### Affordable Housing

The proposed project will include 146 affordable housing units to meet the 15% affordable housing set aside pursuant to Section 47-37B.3.D. The affordable housing units will be subject to a 30-year restriction to remain affordable up to 120% of the area medium income. In addition, the applicant must construct all of the 146 affordable housing units at the time the project receives a certificate of occupancy for 50% of the total units in the project or upon the certificate of occupancy for the 486 residential units.

### Dimensional Requirements for Uptown Urban Village Zoning Districts

Pursuant to ULDR Section 47-37B.5, Table of Dimensional Requirements for Uptown Urban Village Zoning Districts, projects in Uptown must demonstrate compliance with specific dimensional standards for the applicable Uptown Zoning District, which in this case is UUV-NE. These standards include building height, density, minimum units size, floor area ratio, setbacks, building length, shoulder height, stepbacks, tower separation, and maximum floorplate. Please refer to Table 1 for complete summary of the dimensional standards applicable to the project.

### Special Regulations for Uptown Urban Village Zoning Districts

The Uptown Urban Village Zoning District Special Regulations are outlined in ULDR Section 47-37B.6, which contains open space, street hierarchy, building design, arrangement of uses, parking and passenger loading, parking structures, streetscape zone, and sense of place elements. An analysis of the applicable regulations has been provided below. Those regulations which the applicant proposed a deviation to are noted.

- Open Space

Pursuant to ULDR Section 47-37B.6.B, open space is based on calculations by use and is considered spatial requirements rather than deeded open space. As such, projects must provide pocket park space for residential and plaza/gathering areas for non-residential uses. The residential use requirement is determined by number of units and the non-residential use is determined by the total commercial square footage. Based on the 973 units, the project is required to provide 97,300 square feet of open space and is proposing 104,729 square feet.

- Arrangement of Uses

Pursuant to ULDR Section 47-37B.6.G, the regulations for the arrangement of uses are intended to ensure appropriate placement of uses along the street and facing adjacent properties. This regulation is intended for projects that contain a mix of uses. This project is a residential project.

- Parking and Passenger Loading

Parking and passenger loading are regulated by ULDR, Section 47-20, for parking ratio requirements, as further described in the Parking and Transportation section contained herein. In regard to Uptown, ULDR Section 47-37B.6.H, there are

requirements for placement and location of parking. More specifically, surface parking is limited to no more than 200 spaces per parking area and no more than one parking aisle may front McNab Road and Andrews Avenue. The project meets these requirements.

- *Parking Structures*

Pursuant to ULDR Section 47-37B.6.I, parking structures that front primary and secondary streets shall meet certain design requirements for ground level active uses, screening of upper levels, and location of access point into the parking structure. As proposed, the project has lined the parking structure fronting McNab Road with residential units.

- *Sense of Place Elements*

Pursuant to ULDR Section 47-37B.6.L, developments in the Uptown area are encouraged to incorporate creative design elements that establish a sense of place. Such design elements can include artistic, social, and functional components of a project and may also include creative building illumination. As proposed, the project will contain site elements throughout the site such as furnishings, trellis structures, and illuminated pedestrian bollards.

### **Adequacy Requirements**

The adequacy criteria of ULDR Section 47-25.2 are used to evaluate the demand created on public services and facilities by a proposed development. Water and wastewater are serviced by Broward County and a capacity letter was issued by the Broward County Public Works Department stating that there is sufficient capacity to serve the project with water and to treat wastewater generated by the project. The capacity letter from Broward County is attached as Exhibit 5.

### **Parking and Transportation**

Vehicular ingress and egress to the site is located from Andrews Avenue, McNab Road, and NW 66 Street. Pedestrian improvements are proposed along Andrews Avenue and NW 66 Street as part of the streetscape zone requirements. Internal sidewalks are arranged so there is direct pedestrian connection to the public sidewalk network which also provides connections to bus stops for transit service options.

Pursuant to ULDR, Section 47-20.3.I, Parking Reductions in Uptown, applicants shall demonstrate compliance with the following criteria: (1) 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 (2) provide 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 (3) restrictions will be placed on the use of the property or actions will be taken such as providing company vans for carpooling of employees and patrons, or consistent use of mass transit will reduce the need for required parking and there are sufficient safeguards to ensure the restriction, action, or both, will take place; or (4) provide parking mitigation measures.

The parking reduction was based on the location of the project within a transit-oriented development land use designation, which meets the first criteria as stated above. The parking analysis was prepared by Kimley-Horn and Associates, dated April 1, 2025, using the Institute of Transportation Engineers (ITE), Parking Generation, 6<sup>th</sup> Edition to determine the parking needs. The required parking pursuant to the ULDR is 1,697 spaces. The analysis indicates that the parking demand would be 1,411 spaces based on a rate of 1.45 per unit and the project is providing 1,572 parking spaces on-site, which would be sufficient for the project. The Parking Analysis Executive Summary is attached as Exhibit 6.

In addition, the applicant is increasing the bicycle parking by 25%. The requirement is 227 bicycle parking plus the 25% increase, which results in 286 spaces. The project proposes 312 spaces.

In regard to traffic, the applicant has submitted a Traffic Impact Analysis, prepared by Kimley-Horn and Associates, dated March 21, 2024, which identified that the project will generate 631 new net daily vehicular trips in the area, with 336 AM peak trips and 295 PM peak trips. The Traffic Study indicates that the surrounding roadway network has sufficient capacity to accommodate the additional vehicular trips from the proposed development. The Traffic Impact Analysis Executive Summary is attached as Exhibit 7.

### **Comprehensive Plan Consistency**

The proposed use is consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Policy FLU 1.1.12, Uptown Urban Village Transit Oriented Development, which encourages mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers guided through design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a "sense of place" and is transit supportive; and Policy FLU 2.3.8, transform the Uptown Area into an urban village that contains a mix of land uses with access to multi-modal options through implementation of the Uptown Master Plan.

The City's Future Land Use Map indicates that the proposed project has a Transit Oriented Development Land Use Designation, which permits a range of uses that support multimodal options.

### **Public Participation**

This application is subject to the public participation requirements established in ULDR Section 47-27.4, which applies to projects within 300 feet of City-recognized civic associations and for real property within 300 feet of the project site. The applicant conducted a public participation meeting on July 7, 2025, and there was no one in attendance. The applicant's public participation meeting summary and affidavit are provided as Exhibit 8.

### **Conditions of Approval**

If the City Commission approves the development permit, the following conditions shall



apply:

1. Applicant shall obtain Certificate of Occupancy for the 146 affordable housing units upon the development reaching 50% of the residential units constructed or by issuance of the Certificate of Occupancy for the 486 residential unit in the project.
2. Prior to final DRC, the applicant shall address the following:
  - a. Coordinate with staff to revise the sense of place elements on the site.
  - b. Revise the site plan to reflect any dedication(s) or easement(s) as required by the plat (Case No. UDP-P24006).
  - c. Revise the north elevation for the eight (8) story building to architecturally enhance the blank wall space, revise the west elevation of the five (5) story building, south of the main entrance on Andrews Avenue, with an enhanced canopy feature at the lower level, and enhance the area between the McNab Road retaining wall and building with items such as, but not limited to pedestrian lighting, landscape, and path to meet Crime Prevention Through Environmental Design (CPTED) principles.
  - d. Provide a draft parking reduction order for review by the City.
3. Prior to issuance of the first building permit, the applicant shall address the following:
  - a. Provide a copy of the recorded deed restriction for the 146 affordable housing units required for the project which shall be restricted for a 30-year period with income restriction up to 120% of the area median income.
  - b. Obtain Broward County Surface Water Management License as required prior to any construction activities that alter the flow of surface water for early start or any phased construction.
  - c. Obtain a final School Capacity Availability Determination (SCAD) letter and provide a copy to the Development Service Department.
  - a. Provide copy of the executed and recorded parking reduction order.
  - b. Pay the Park Impact Fee for the residential units in accordance with ULDR, Section 47-38A, Park Impact Fees.
  - c. Provide a phasing schedule for the construction of affordable housing units consistent with Condition of Approval #1.
  - d. A no objection letter from FPL or documentation of a fully vacated easement shall be provided regarding FPL easements BK 1360 PAGE 248 and BK 3912 PAGE 917.
  - e. Shall complete the plat application, Case No. UDP-P24006, and record the plat in Broward County Public Records. A copy of the recorded plat must be provided to the City's Development Service Department to obtain building permit.
4. Prior to the issuance of Certificate of Occupancy, the applicant shall address the following:
  - a. For first building in Phase 1, dedicate and record a public pedestrian sidewalk access easement along the west side of N. Andrews Avenue, to

accommodate a portion of the required pedestrian clear path located outside of existing right-of-way as approved by the BCHCED.

- b. For first building in Phase 2, dedicate and record a pedestrian sidewalk access easement along the north side of NW 66 Street, to accommodate a portion of the respective required pedestrian clear path located outside of existing right-of-way approved by the City Engineer.

### **Resource Impact**

There is no fiscal impact associated with this section.

### **Strategic Connections**

This item is a FY 2025 Commission Priority, advancing the Affordable Housing and Economic Development initiative.

This item supports the *Press Play Fort Lauderdale 2029* Strategic Plan, specifically advancing:

- The Housing Focus Area, Goal 2: Enable housing options for all income levels.

This item advances the *Fast Forward Fort Lauderdale 2035* Vision Plan: We Are Community.

This item supports the *Advance Fort Lauderdale 2040 Comprehensive Plan* specifically advancing:

- The Neighborhood Enhancement Focus Area
- The Future Land Use Element
- Goal 2: The City shall encourage sustainable, smart growth which designates areas for future growth, promotes connectivity, social equity, preservation of neighborhood character and compatibility of uses.

### **Attachments**

Exhibit 1 – Location Map

Exhibit 2 – Application, Project Narrative, and Plan Set

Exhibit 3 – DRC Comment Report with Applicant's Responses

Exhibit 4 – DRT Submittal with DRT Review Comments

Exhibit 5 – Water and Wastewater Capacity Letter

Exhibit 6 – Parking Analysis Executive Summary, Kimley-Horn and Associates, April 1, 2025

Exhibit 7 – Traffic Impact Executive Summary, Kimley-Horn and Associates, March 21, 2024

Exhibit 8 – Public Participation Summary

Exhibit 9 – Resolution Approving

Exhibit 10 – Resolution Denying

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