

UPTOWN URBAN VILLAGE LAND USE PLAN AMENDMENT



CITY OF FORT LAUDERDALE

APPLICATION FOR AMENDMENT TO THE
CITY OF FORT LAUDERDALE AND
BROWARD COUNTY LAND USE PLANS

January 2024

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1. TRANSMITTAL INFORMATION

- A. Letter of transmittal from municipal mayor or manager documenting that the local government took action by motion, resolution or ordinance to transmit a proposed amendment to the Broward County Land Use Plan. Please attach a copy of the referenced motion, **resolution or ordinance**. The local government's action to transmit must include a recommendation of approval, denial or modification regarding the proposed amendment to the Broward County Land Use Plan.

See Appendix I for the letter of transmittal, signed by the City Manager.

- B. Name, title, address, telephone, facsimile number and email of the local government contact.

City of Fort Lauderdale - Development Services Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Contact: Christopher Cooper, AICP, Director
Phone: 954-828-5980
Email: ccooper@fortlauderdale.gov

- C. Summary minutes from the local planning agency and local government public hearings on the transmittal of the Broward County Land Use Plan amendment.

See Appendix II for Local Planning Agency (Planning and Zoning Board) meeting minutes and Appendix III for City Commission meeting minutes.

- D. Description of public notification procedures followed for the amendment by the local government, including notices to surrounding property owners, advertisements in local publications, signage at proposed site, etc.

Per Chapter 163, F.S. and Section 47-27, City of Fort Lauderdale Unified Land Development Regulations (ULDR), the LUPA will follow public notification procedures that include newspaper advertisements, public notices, and mail notices.

- E. Whether the amendment is one of the following:
*Development of Regional Impact
*Small scale development activity (per Florida Statutes)
*Emergency (please describe on separate page)

The amendment is none of the above.

2. APPLICANT INFORMATION

- A. Name, title, address, telephone, facsimile number and email of the applicant.

City of Fort Lauderdale
Development Services Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Contact: Christopher Cooper, AICP, Director
Phone: 954-828-5980

Email: ccooper@fortlauderdale.gov

- B. Name, title, address, telephone, facsimile number and email of the agent.

Primary Contact:

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Development Services Department
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- C. Name, title, address, telephone, facsimile number and email of the property owner.

The amendment area contains multiple owners. See [Appendix IV](#) for list of property owners.

- D. Applicant's rationale for the amendment. The Planning Council requests a condensed version for inclusion in the staff report (about two paragraphs). Planning Council staff may accept greater than two paragraphs, if submitted in an electronic format.

The City of Fort Lauderdale is seeking to amend the existing underlying land uses from Employment Center, Industrial, and Commercial to an Activity Center land use designation (County Land Use Plan) and Transit Oriented Development land use designation (City Land Use Plan). The overall intent is to establish an underlying land use designation that aligns **with the City's adopted master plan for the Uptown area with one, unified land use** designation that supports a mix of uses and transit supportive development.

In 2014, the City engaged the Urban Land Institute (ULI) to conduct a technical advisory panel (TAP) report on the Uptown area with the goal of identifying how the City could drive future growth to Uptown. The TAP panel concluded that land use and zoning changes would be necessary to facilitate a mixed use environment, including housing, which can capitalize on the strong employment base and existing transit services. In addition, the TAP panel recommended strategies for making the streets more walkable, livable and inviting for a wide range of mobility needs, in order to transform the area into a more vibrant urban village neighborhood.

In 2019, the City adopted the Uptown Urban Village Master Plan with form based regulations to ensure the implementation of master plan vision. The master plan and land development regulations contain requirements that encourage a mix of uses, transit and multimodal improvements and connections, building design standards with a focus on quality design, affordable housing options, and a sustainable future growth pattern. This **land use amendment will assist in further implementing the City's vision** for the area.

3. AMENDMENT SITE DESCRIPTION

- A. Concise written description of the general boundaries and gross acreage (as defined by BCLUP) of the proposed amendment.

The proposed application is seeking to amend the existing underlying land uses from Employment Center, Industrial, and Commercial to an Activity Center land use designation (County Land Use Plan) and Transit Oriented Development land use designation (City Land Use Plan). **The amendment area, commonly known as "Uptown,"** is generally described **as the area in and around the Fort Lauderdale Executive Airport with the area's core** flanked by C-14 canal and McNab Road to the north, 57th Street to the south, Powerline Road to the west, and I-95 to the east. The core is approximately 353 gross acres and is the subject of this application.

- B. Sealed survey, including legal description of the area proposed to be amended.

A sketch and legal description is provided. See Exhibit A.

- C. Map at a scale clearly indicating the amendment's location, boundaries, and proposed land uses.

A location map is provided. See Exhibit B.

4. EXISTING AND PROPOSED USES

- A. Current and proposed local and Broward County Land Use Plan designation(s) for the amendment site. If multiple land use designations, describe gross acreage within each designation. For Activity Center amendments, the proposed text indicating the maximum residential and non-residential uses must be included.

The subject site contains various land use designations on the County and City land use plans. Those land uses are: Industrial, Employment Center, Office, and Commercial. The breakdown of existing land uses can be found in the table below.

TABLE 1 LAND USES		
CURRENT LAND USE	CITY ACREAGE	COUNTY ACREAGE
Industrial	80	80
Employment Center	257	257
Commercial	9	9
Office	7	7
PROPOSED LAND USE	CITY ACREAGE	COUNTY ACREAGE
Transit Oriented Development	353	-
Activity Center	-	353

Source: City of Fort Lauderdale, Urban Design and Planning

- B. Indicate if the flexibility provisions of the Broward County Land Use Plan have been used for the amendment site or adjacent areas.

The City unified its flex zones into a single unified receiving area which was approved in August 15, 2018. Since that approval the City has allocated unified flex units to three properties through the site plan approval process. As part of the Uptown development regulations, property owners can increase density if the project provides for affordable housing units based on a formula. Additional information regarding the affordable housing formula can be found In Section VII. Table 2 identifies the project and number of units assigned to date. These units are being considered as existing units in the proposed LUPA entitlements. The affordable units are assigned from the unified flex table line item for affordable units.

TABLE 2 FLEX ALLOCATION IN LUPA AREA				
PROJECT	PROJECT ADDRESS	MARKET	AFFORDABLE	TOTAL
Fairfield Cypress Creek	6500 N. Andrews Avenue	287	8	295
Mayla	6261 NW 6 th Way	312	0	312
Avery Mixed Use	6210 N. Andrews Avenue	176	24	200
TOTAL		775	32	807

Source: City of Fort Lauderdale, Urban Design and Planning

- C. Existing use of amendment site and adjacent areas.

The existing uses within the amendment site and adjacent areas are a variety of uses including retail commercial, office, residential, employment, airport uses, and other community facility uses.

- D. Proposed use of the amendment site including proposed square footage (for analytical purposes only) for each non-residential use and/or dwelling unit count. For Activity Center amendments, also provide the existing for each non-residential use and existing dwelling units for amendment area.

The amendment site is planned to be a single land use designation as an Activity Center on the County Land Use Plan and Transit Oriented Development on the City Land Use Plan. Table 3 outlines the proposed LUPA uses and limitations, which include existing development and the new proposed development.

For the purposes of generating the proposed development uses, City staff conducted an analysis based on the following factors:

- 1) The redevelopment of underutilized properties including surface parking areas; and
- 2) Lack of certain land uses; e.g. residential; and
- 3) A market sector demand based on the addition of residential use, **which doesn't** currently exist.

A market analysis was completed that examined the commercial demand based on the population generated from the residential units. Data from Colliers International was used to generate the commercial demand which was based on the additional 4,000 units within the LUPA area and also on a macro level encompassing the surrounding census tract housing data. In addition, staff conducted an analysis for office demand. Data from Colliers International was used that was based on current vacancy rates, any new construction, any planning construction, and the anticipated office growth. Table 4 outlines the analysis.

Note, future redevelopment that replaces existing development will either be given the credit if same use is proposed within the project or added back to available intensity for the LUPA area.

TABLE 3 LUPA DEVELOPMENT INTENSITY AND DENSITY							
	INDUSTRIAL (square feet)	COM (square feet)	OF (square feet)	RES (units)	PARK (acres)	HOTEL (rooms)	CF (square feet)
Existing Use	1,262,922	449,494	3,374,186	239	0	718	132,611
Proposed LUPA	1,000,000	1,000,000	1,000,000	4,000	7	900	20,000
TOTAL	2,262,922	1,449,494	4,374,186	4,239	7	1,600	152,611

Source: City of Fort Lauderdale, Urban Design and Planning; BCPA Property Data

TABLE 4 COMMERCIAL AND OFFICE USE DEMAND					
	COMMERCIAL USE DEMAND				
	PERSONS PER UNIT ⁽²⁾	UNITS	POPULATION	RATIO PER CAPITA ⁽³⁾	COMMERCIAL (square feet)
Retail Ratio Calculation LUPA ⁽¹⁾	2.6	4,000	10,400	60.06	624,624
Retail Ratio Calculation MACRO ⁽¹⁾	2.6	14,612	37,991	46.44	1,764,311
Minus Existing Commercial					449,494
TOTAL					1,939,441
	OFFICE USE DEMAND				
	VACANCY RATE	NET ABSORPTION (square feet)	OFFICE DELIVERIES (square feet)	UNDER CONSTRUCTION (square feet)	5-YEAR GROWTH
Office Demand	13.2%	80,935	0	0	2.7%

(1) City of Fort Lauderdale, Urban Design and Planning; Data by Colliers International, 2023; Analysis based on proposed LUPA units and MACRO area (census tract data) and Ratio per Capita

(2) Average household size per City's Comprehensive Plan

(3) Note, LUPA ratio higher than MACRO due to Fort Lauderdale pulls trades beyond City limits

E. Maximum allowable development per adopted and certified land use plans under existing designation for the site, including square footage/floor area ratio/lot coverage/height limitations for each non-residential use and/or dwelling unit count.

Table 5 depicts the existing development potential based the following analysis:

- 1) Existing land area in each of the current land use designations,
- 2) Intensity standard of FAR of 2.5 **as outlined in the City's** Comprehensive Plan for TOD land use designation,
- 3) Existing development square footage,
- 4) Buildable reduction factor of 50% **based upon City's Unified Land Development Code** (ULDR) requirements, and
- 5) Proposed new LUPA uses.

Assumptions were made for residential and hotel square footage which have been noted. The buildable reduction factor is based on applying setbacks, building heights, etc., and would result in approximately 50% buildable area.

Table 3 contains the total LUPA program, including existing development and proposed future development. When compared to Table 5, which analyzed the maximum development based on floor area ratio (FAR) intensity standard of 2.5 **from the City's** Comprehensive Plan, the results are extremely less development could potentially be built under the Comprehensive Plan if a FAR of 2.5 was used and concludes that the proposed **LUPA is less intense than permitted by the City's** Comprehensive Plan.

TABLE 5 DEVELOPMENT POTENTIAL BASED ON LAND USE AREA						
	EXISTING LAND USE DESIGNATIONS				PROPOSED USES	
	EC	COM	OF	IND	RES ⁽¹⁾	HOTEL ⁽²⁾
Land Area (approx. acres)	257	9	7	80	-	-
Land Area (approx. sq. ft.)	11,230,557	409,906	317,412	3,491,270	-	-
Development Potential (FAR 2.5)	28,076,392	1,024,765	793,530	8,728,175	-	-
Existing Development	4,315,806	451,409	3,723	952,287	-	-
Comp Plan (FAR 2.5 Remaining)	23,760,586	573,356	789,807	7,775,888	-	-
50% Buildable Pattern ⁽³⁾	11,880,291	286,678	394,903	3,967,279	-	-
Proposed Uses (conversion to sq. ft.)	-	-	-	-	3,600,000	360,000
Existing Residential Use Reduction	445,500	280,800	0		726,300	-
Proposed Residential Use Reduction	2,873,700	0	0	0	2,873,700	-
Proposed Hotel Use Reduction	250,000	0	0	110,000	-	360,000
Remaining FAR	8,311,091	5,878	394,903	3,857,279	-	-

(1) Square feet for residential use calculated based on average of 900 square feet per unit (900 x 4,000 units)
 (2) Hotel Room square footage was estimated based on average of 400 square feet per room (400 x 900 rooms) and Hotel Rooms for existing hotels captured in existing development square feet
 (3) Buildable pattern is based on average of 50% building coverage when land development regulations are applied (e.g. setbacks, parking landscape, etc.)

5. ANALYSIS OF PUBLIC FACILITIES AND SERVICES

The items below must be addressed to determine the impact of an amendment on existing and planned public facilities and services. Provide calculations for each public facility and/or service. If more than one amendment is submitted, calculations must be prepared on an individual and cumulative basis.

The project area is serviced by both Broward County and City of Fort Lauderdale. Due to the split in service provider area, the proposed LUPA development program for Uptown has been divided into two subareas for the purposes of evaluating impact to water and wastewater services. However, it should be noted that the subdivided program is not exclusive to the subarea and that the program may be located in another subarea. In the event that occurs, the development review process will ensure adequate service is available. Subareas one is serviced by Broward County and subarea two is serviced by the City. Table 6 provides a breakdown by subarea. See Exhibit C for project area map depicting the subareas.

TABLE 6 SUBAREA BREAKDOWN							
	INDUSTRIAL (square feet)	COM (square feet)	OF (square feet)	RES (units)	PARK (acres)	HOTEL (rooms)	CF (square feet)
Proposed LUPA	1,000,000	1,000,000	1,000,000	4,000	7	900	20,000
SUBAREA FOR PUBLIC SERVICE ANALYSIS							
Subarea 1	0	750,000	750,000	4,000	4	700	20,000
Subarea 2	1,000,000	250,000	250,000	0		200	0

Source: City of Fort Lauderdale, Urban Design and Planning

A. Potable Water Analysis

1. Provide the potable water level of service per the adopted and certified local land use plan, including the adoption date of the 10 Year Water Supply Facilities Plan.

The City adopted the 10-Year Water Supply Facilities Work Plan on April 7, 2015. The

level of service standards are outlined in the adopted Water Supply Facilities Work Plan for the proposed LUPA.

- Identify the potable water facility serving the area in which the amendment is located including the current plant capacity, current and committed demand on the plant and planned plant capacity expansions, including year and funding sources.

TABLE 7 POTABLE WATER PROJECTED PLANT CAPACITY & DEMAND BROWARD COUNTY - DISTRICT 1 WATER TREATMENT PLANT	
Current Plant Design	16 MGD ¹
Current + Committed Plant Demand	8.08 MGD ¹
Operating Permit	15.3 MGD ⁽¹⁾
Expiration Date of SFWMD Permit	April 8, 2028
Source: ¹ Broward County 2020 Water Supply Plan Table WS-14 (2025) (1) Operating permit 06-58-00009 for District 1 Operating Plan	
CITY OF FORT LAUDERDALE - FIVEASH AND PEELE-DIXIE WATER TREATMENT PLANTS	
Current Plant Design (Fiveash – 70 MGD, Peele – 12 MGD)	82.00 MGD
Current + Committed Plant Demand	36.27 MGD ¹
SFWMD Permitted Withdrawal	52.55 MGD ²
Expiration Date of SFWMD Permit	2028

Source: City Comprehensive Plan, Sanitary Sewer, Water and Stormwater Element data and inventory

- Identify the net impact on potable water demand, based on the adopted level of service, resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit.

TABLE 8 COUNTY SERVICE AREA - POTABLE WATER CURRENT EXISTING DEMAND		
Use	Calculation	Total
Industrial	409,416 sf x 0.168 ERCs/1,000 sf = 68.8 ERCs x 185 GPD	= 12,728 GPD
Commercial (Restaurant)	36,140 sf x 1.788 ERCs/1,000 sf = 64.6 ERCs x 185 GPD	= 11,951 GPD
Commercial (Retail)	272,365 sf x 0.185 ERCs/1,000 sf = 50.4 ERCs x 185 GPD	= 9,324 GPD
Commercial (Auto Repair)	107,019 sf x 0.489 ERCs/1,000 sf = 52.3 ERCs x 185 GPD	= 9,676 GPD
Office	2,513,996 sf x 0.212 ERCs/1,000 sf = 533 ERCs x 185 GPD	= 98,605 GPD
Residential (Condo, apartment)	941,400 sf x 0.805 ERCs/900 sf = 842 ERCs x 185 GPD (Note: Residential Unit based on 900 sf/unit)	= 155,770 GPD
Hotel (without restaurant and meeting rooms)	579,837 sf x 0.473 /400 sf = 685.7 ERCs x 185 GPD (Note: Hotel Room based on 400 sf/room)	= 126,855 GPD
Civic	23,619 sf x 0.212 ERCs /1,000 sf = 5 ERCs x 185 GPD (Note: ERC calculation based on "office" use)	= 925 GPD
Existing		= 425,834 GPD (0.426 MGD)
PROPOSED LUPA DEMAND		
Industrial (Warehouse use)	0 sf x 0.168 ERCs/1,000 sf = 0 ERCs x 185 GPD	= 0 GPD
Commercial (Restaurant)	750,000 sf x 1.788 ERCs/1,000 sf = 1,341 ERCs x 185 GPD	= 248,085 GPD
Office	750,000 sf x 0.212 ERCs/1,000 sf = 159 ERCs x 185 GPD	= 29,415 GPD
Residential (Condo, apartment)	3,600,000 sf x 0.805 ERCs/900 sf/unit = 403 ERCs x 185 GPD (Note: Residential Unit based on 900 sf/unit)	=523,180 GPD
Hotel (without restaurant and meeting rooms)	280,000 sf x 0.473 ERCs/400 sf/room = 331.1 ERCs x 185 GPD (Note: Hotel Room based on 400 sf/room)	= 61,254 GPD
Civic	20,000 sf x 0.212 ERCs/1,000 sf = 4.24 ERCs x 185 GPD (Note: ERC calculation based on "office" use)	= 784 GPD

	Proposed LUPA	= 862,718 GPD (0.863 MGD)
	TOTAL	=1,288,552 GPD (1.289 MGD)

Source: Broward County Water and Wastewater Engineering Division – Equivalent Residential Unit Factors, April 12, 2012

TABLE 9 CITY SERVICE AREA - POTABLE WATER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 300 GPD	= 94,230 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 300 GPD	= 16,563 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 300 GPD	= 2,553 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 300 GPD	= 164,130 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 20,460 GPD
	Existing	= 297,936 GPD (0.298 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 300 GPD	= 110,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 300 GPD	= 187,140 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 300 GPD	= 47,700 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 300 GPD (Note: Residential Unit based on 900 sf/unit)	= 0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 15,300 GPD
	Proposed LUPA	= 360,540 GPD (0.361 MGD)
	TOTAL	= 658,476 GPD (0.658 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

- Correspondence from the potable water provider verifying the information submitted in items 1-3 above. Correspondence must contain name, position and contact information of party providing verification.

See Appendix V: Potable Water Correspondence

B. Sanitary Sewer Analysis

- Provide the sanitary sewer level of service per the adopted and certified local land use plan.

The Sanitary Sewer, Water, and Stormwater Element of the City's Comprehensive Plan states in Policy SWS 2.1.2 that the levels of service for wastewater are as follows: 1) FDEP Permitted Capacity of the facility, and 2) LOS measured by average daily flow. Policy SWS 2.1.2a also states that review for development and redevelopment shall include requested sewer demand based upon the Guidelines for the Calculations of Sanitary Sewer Connection Fees, committed flows for previously approved projects, impacts on relevant collection pipes, pumping station, and wastewater, and recommended improvements. Policy SWS 2.1.2b requires **applications for amendments to the City's** Land Use Plan for increased densities and intensities shall include an analysis of the availability of sanitary sewer service

- Identify the sanitary sewer facilities serving the area in which the amendment is located including the current plant capacity, current and committed demand on the plant and planned capacity expansions, including year and funding source.

TABLE 10 SANITARY SEWER - PROJECTED PLANT CAPACITY & DEMAND	
BROWARD COUNTY - DISTRICT 1 WASTEWATER TREATMENT PLANT	
FDEP Permitted Capacity	95 MGD ⁽¹⁾
Current + Committed Plant Demand	71.25 MGD ⁽²⁾
Source: Broward County Water Supply Facilities Work Plan, November 24, 2014	
1. FDEP permit is FL0031771	
2. Annual average wastewater flow, 2010.	
CITY OF FORT LAUDERDALE - G.T. LOHMEYER TREATMENT PLANTS	
FDEP Plant Capacity	56.6 MGD
Current + Committed Plant Demand	50.45 MGD + 3.92 MGD = 54.37 MGD
Planned Plant Capacity	56.6 MGD

Sources/Notes:

- Based on FDEP permit and Maximum Three Month Average Daily Flow (M3MADF). Permit #FLA041378-012-DWIP.
- Based on BCDEP Permit #WWIT-0700-12 and Annual Average Daily Flow (AADF).
- The committed flow is traced by the City of Fort Lauderdale Public Works Department and varies as new developments are completed.
- The Capacity Analysis Report (CAR) is in the process of being updated. Expansion of plant capacity is not expected to be needed until 2037.

- Identify the net impact on sanitary sewer demand, based on adopted level of service, resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot* or dwelling unit.

TABLE 11 COUNTY SERVICE AREA – SANITARY SEWER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	409,416 sf x 0.168 ERCs/1,000 sf = 68.8 ERCs x 147 GPD	= 10,114 GPD
Commercial (Restaurant)	36,140 sf x 1.788 ERCs/1,000 sf = 64.6 ERCs x 147 GPD	= 9,496 GPD
Commercial (Retail)	272,365 sf x 0.185 ERCs/1,000 sf = 50.4 ERCs x 147 GPD	= 7,409 GPD
Commercial (Auto Repair)	107,019 sf x 0.489 ERCs/1,000 sf = 52.3 ERCs x 147 GPD	= 7,688 GPD
Office	2,513,996 sf x 0.212 ERCs/1,000 sf = 533 ERCs x 147 GPD	= 78,351 GPD
Residential (Condo, apartment)	941,400 sf x 0.805 ERCs/900 sf = 842 ERCs x 147 GPD (Note: Residential Unit based on 900 sf/unit)	= 123,774 GPD
Hotel (without restaurant and meeting rooms)	579,837 sf x 0.473 /400 sf = 685.7 ERCs x 147 GPD (Note: Hotel Room based on 400 sf/room)	= 100,798 GPD
Civic	23,619 sf x 0.212 ERCs /1,000 sf = 5 ERCs x 147 GPD (Note: ERC calculation based on "office" use)	= 735 GPD
Existing		= 338,365 GPD (0.338 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	0 sf x 0.168 ERCs/1,000 sf = 0 ERCs x 147 GPD	0 GPD
Commercial (Restaurant)	750,000 sf x 1.788 ERCs/1000 sf = 1,341 x 147 GPD	197,127 GPD
Office	750,000 sf x 0.212 ERCs/1000 sf = 159 x 147 GPD	23,373 GPD
Residential (Condo, apartment)	3,600,000 sf x 0.805 ERCs/900 sf/unit = 403 ERCs x 147 GPD (Note: Residential Unit based on 900 sf/unit)	59,241 GPD
Hotel (without restaurant and meeting rooms)	280,000 sf x 0.473 ERCs/400 sf/room = 331.1 ERCs x 147 GPD (Note: Hotel Room based on 400 sf/room)	48,672 GPD
Proposed LUPA		328,413 GPD (0.328 MGD)
TOTAL		= 666,778 GPD (0.667 MGD)

Source: Broward County Water and Wastewater Engineering Division – Equivalent Residential Unit Factors, April 12, 2012

TABLE 12 CITY SERVICE AREA - SANITARY SEWER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 175 GPD	= 54,968 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 175 GPD	= 9,662 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 175 GPD	= 1,489 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 175 GPD	= 95,743 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	= 11,935 GPD
Potential		= 173,797 GPD (0.174 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 175 GPD	64,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 175 GPD	109,165 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 175 GPD	27,825 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 175 GPD (Note: Residential Unit based on 900 sf/unit)	0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	8,925 GPD
Proposed LUPA		= 210,315 GPD (.210 MGD)
TOTAL		= 384,112 GPD (0.384 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

- Correspondence from sewer provider verifying information submitted as part of the application on items 1-3. Correspondence must contain name, position and contact information of party providing verification.

See Appendix VI: Sanitary Sewer Correspondence

C. Solid Waste Analysis

- Provide the solid waste level of service per the adopted and certified local land use plan.

Per Solid Waste Element Policy SW 1.1.3 for future development projects, the City shall **ensure adequate solid waste capacity consistent with Broward County's** Comprehensive Plan solid waste generation rates as part of the development review process.

- Identify the solid waste facilities serving the service area in which the amendment is located including the landfill/plant capacity, current plus committed demand on landfill/plant capacity, and planned landfill/plant capacity.

The City has contracted with Republic Services for solid waste collection and with WIN-Waste Innovations Technologies for solid waste disposal. Waste is disposed of at the WIN-Waste Innovations South Plant.

TABLE 13 SOLID WASTE FACILITIES	
Capacity	821,250 Tons/Year
Current + Committed Demand	725,000 Tons/Year
Planned Capacity	No planned expansion

Source: WIN-Waste Innovations

- Identify the net impact on solid waste demand, based on the adopted level of service, resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit.

TABLE 14 SOLID WASTE IMPACT		
Proposed Uses	Calculation	Total
Industrial	1,000,000 sf x 2 lbs/100 sf/day	20,000 lbs/day
Retail	2,000,000 sf x 4 lbs/100 sf/day	80,000 lbs/day
Office and Civic	1,020,000 sf x 1 lb per 100 sf/day	10,020 lbs/day
Residential	4,000 dus x 8.9 lbs/unit/day	35,600 lbs/day
Hotel	900 x 3 lbs/room/day	2,700 lbs/day
Change		+383,240 lbs/day

Source: BrowardNext 2.0 Comprehensive Plan

- Correspondence from the solid waste provider verifying that the information submitted in items 13 above. Correspondence must contain name, position and contact information of party providing verification.

See [Appendix VII: Solid Waste Correspondence](#) and below:

Name: Robert Hely

Title: Marketplace Manager

Agency: WIN-Waste Innovations

Address: 4400 S. SR 7, Fort Lauderdale, FL33314

Phone: (954) 980-6998 Email: Rhely@wtienergy.com

D. Drainage Analysis

- Provide the drainage level of service per adopted and certified local land use plan.

Finished Floor Elevation. The lowest finished floor elevation shall be the greater and more stringent of the following:

- **A minimum of the calculated stage elevation for the site based on the 100 year design storm;** or
- **Elevations designated in the Florida Building Code as amended.**
- **Standards set forth in the “Floodplain Management” section of City Code of Ordinances as may be amended from time to time.**

New development and redevelopment. Commercial developments, new residential subdivisions, multi-family developments shall be designed and constructed to meet state and local laws governing water quality and quantity criteria, as described in **South Florida Water Management District’s Environmental Resource Permit Applicant’s Handbook**, as may be amended from time to time. The site shall be graded to harmonize with adjacent property improvements and elevations and to prevent off-site discharge onto adjacent properties, public rights-of-way and easements.

Single Family Lots. Site improvements in association with the construction or modification of residential homes on single family lots in existing subdivisions shall be designed to retain the first inch of runoff from the site or the total runoff of 2.5 inches times the impervious area, whichever is greater. The site shall be graded to harmonize with adjacent property improvements and elevations and to prevent off-site discharge onto adjacent properties, public rights-of-way and easements.

Stormwater Quality in Construction. Any construction activity for private or public purposes that disturbs soil or generates construction debris, foreign substances, chemicals, liquids or other undesirable substances harmful to the environment shall comply with the Stormwater Element of the National Pollutant Discharge Elimination System (NPDES) as mandated by Section 402(p) of the Clean Water Act (CWA) and promulgated in the State of Florida under Section 403.0885, F.S. and Section 27-195 of the Broward County Code of Ordinances. **Best Management Practices (BMP's) shall be employed on all such construction projects as provided in the latest edition of the Florida Stormwater Erosion and Sedimentation Control Inspector's Manual.**

Roadway stormwater standards. Stormwater systems for new roads or road reconstruction shall be designed to meet the minimum criteria in the South Florida **Water Management District's Environmental Resource Permit Applicant's Handbook** or to withstand a 10-year 1-day storm event.

Floodplain. Calculated flood elevations based on the twenty-five year and one-hundred-year return frequency rainfall of three-day duration shall not exceed the corresponding elevations of the preconditions **and the "100 Year Flood Elevation Map"**.

In regard to water quantity requirements, the proposed 100-year, 3-day zero discharge **stage shall be no higher than the Broward County's 100-year** map elevation. the proposed 25-year, 3-day elevation shall be no higher than the pre-condition.

Properties within the subject area have AE with elevations of 6-8 feet and AH with elevations of 7-9 feet per the 2014 FEMA Flood Insurance Rate Map (FIRM). The area is made up of properties with an annual 0.2% and 1% chance of flood hazard. Chapter 14 of the **City's land development** regulations provides guidance on requirements for development and redevelopment.

2. Identify the drainage district and drainage systems serving the amendment area.

The City of Fort Lauderdale is located in the South Florida Water Management District. Drainage systems will be evaluated when development projects have been submitted for site plan approval.

3. Identify any planned drainage improvements, including year, funding sources and other relevant information.

All improvements required to meet the adopted level of service will be installed by property owners in conjunction with new development.

4. Indicate if a Surface Water Management Plan has been approved by, or an application submitted to, the SFWMD and/or any independent drainage district, for the amendment site. Identify the permit number(s), or application number(s) if the project is pending, for the amendment site. If an amendment site is not required to

obtain a SFWMD permit, provide documentation of same.

A Surface Water Management Plan has not been approved for the site but will be prepared if required based upon phasing of future development.

5. If the area in which the amendment is located does not meet the adopted level of service and there are no improvements planned (by the unit of local government or drainage authority) to address the deficiencies, provide an engineering analysis which demonstrated how the site will be drained and the impact on the surrounding properties. The information should include the wet season water level for the amendment site, design storm elevation, natural and proposed land elevation, one hundred year flood elevation, acreage for proposed water management retention area, elevations for buildings, roads and yards, storage and runoff calculations for the design storm and estimated time for flood waters to recede to the natural land elevation.

Development within the site will be required to meet the drainage standards of the City, Broward County Department of Planning and Environmental Protection, and the South Florida Water Management District. The amendment site will meet the adopted level of service for development within the site.

6. Correspondence from local drainage district verifying the information submitted as part of the application on items 1-5 above. Correspondence must contain name, position and contact information of party providing verification.

See Appendix VIII: Drainage Correspondence and below:

Name: Daniel Rey, P.E.

Position: Land Development Manager, City Engineer

Agency: City of Fort Lauderdale Public Works

Address: 700 NW 19th Avenue, Fort Lauderdale, FL 33311

Phone: (954) 828-4653 Email: drey@fortlauderdale.gov

E. Recreation and Open Space

1. Provide the recreation and open space level of service per the adopted and certified local land use plan.

Maintain a local level of service standard of 4.5 acres per 1,000 population of public park, recreation and open spaces. This includes 3 acres of community parks for each 1,000 residents.

2. For amendments which will result in an increased demand for "community parks" acreage, as required by the Broward County Land Use Plan, an up-to-date inventory of the municipal community parks inventory must be submitted.

See Appendix IX: Park and Recreation Data

3. Identify the net impact on demand for "community parks" acreage, as defined by the Broward County Land Use Plan, resulting from this amendment.

TABLE 15 RECREATION & OPEN SPACE IMPACT			
	Use	Calculation	Total
Proposed	4,000 multifamily units	6,500 people ⁽¹⁾ X .003 ac pp ⁽²⁾	= 19.5acres
		Difference	+ 19.5acres

(1) Estimate number of persons for densities 25 to 50 dwelling units per acre. (1.5 persons per unit.) per Broward County Land Development Regulations

- Identify the projected "community parks" acreage needs based on the local government's projected build-out population.

Table 16 depicts park acreage required to meet the minimum level of service of 3 acres of community parks per 1,000 persons through the year 2045. With a current community park acreage total of 1090.93 acres, the City of Fort Lauderdale will be able to meet the community park level of service of 3 acres per 1,000 residents through 2045.

TABLE 16 COMMUNITY PARK NEEDS							
Year	2015	2020	2025	2030	2035	2040	2045
Population	175,228	179,991	208,747	222,915	232,419	240,134	247,613
Acres/1,000 people	6.61	6.43	5.55	5.19	4.98	4.82	4.68
Additional Park Acreage Needed to Maintain Level of Service Standard 5.0 Acres per 1,000 Residents	None	None	None	None	4.48	43.05	80.45

Source: Population from Broward County, 2017.

- As applicable, describe how the local government and/or applicant are addressing Broward County Land Use Plan Policies 2.5.4 and 2.5.5 (a. through e.), regarding the provision of open space.

In addition to the park needs identified above, the Uptown Master Plan adopted in 2019 envisions the need for additional parklands as the area grows and develops. The Uptown Master Plan requires the creation of pocket parks, communal space, and plaza/gathering areas with new development and redevelopment. The following table outlines the open space requirements from the Uptown Master Plan.

	Pocket Park (sf)	Communal Space (sf)	Plaza/Gathering Area (sf)
Residential			
-50 units or less	200 per unit	-	-
-51 units to 150 units	150 per unit	-	-
-151 units or more	100 per unit	-	-
Residential			
-Project with 50% or less of the units at 400 sf	-	1,500 (min)	-
-Project with 51% or more of the units at 400 sf	-	3,000 (min)	-
Mixed Use or Commercial			
-10,000 to 30,000 sf	-	-	1,000 to 3,000
-30,000 sf or greater	-	-	3,000 to 5,000

*Requirements for pocket parks and plaza/gathering areas can be combined and reduced by 50% of listed requirements if such areas are located adjacent or connected to one another.

F. Traffic Circulation Analysis

1. Identify the roadways impacted by the proposed amendment and indicate the number of lanes, current traffic volume, adopted level of service and current level of service for each roadway.

The proposed amendment site contains approximately 353 acres and includes the an area of Fort Lauderdale known as Uptown Urban Village Area, which is commonly referred to as Uptown. Uptown is generally described as the area in and around the **Fort Lauderdale Executive Airport, with the area's core flanked by C-14 canal and McNab Road to the north, 57th Street to the south, Powerline Road to the west, and I-95 to the east.**

Pursuant to Policies, 1.7.1 and 1.7.2 (see Transportation Element, Volume 1–254, page number 9-10 through 9-13), City of Fort Lauderdale Comprehensive Plan, Ordinance C-15-08 as adopted in 2008), the adopted comprehensive plan LOS for FIHS roadways is E and **non FIHS roadways is D for development located in the City's Central District.** Per the trip generation calculations conducted for the proposed amendment, the proposed amendment results in a reduction in trips on a daily and peak hour basis. Therefore, none of the roadway segments are significantly impacted by the proposed amendment.

Table 17 illustrates the existing 2022 daily traffic volumes (adjusted to existing 2023 conditions by applying a 1% growth factor compounded annually), current laneage **and LOS for each study area roadway segment based on FDOT's Generalized Annual Average Daily Volumes and Peak Hour Two-Way Volumes.**

2. Identify the projected level of service for the roadways impacted by the proposed amendment for the long-range planning horizon. Please utilize average daily and p.m. peak hour traffic volumes per Broward Metropolitan Planning.
Per the trip generation calculations conducted for the proposed amendment, the proposed amendment results in a reduction in trips on a daily and peak hour basis. Therefore, the proposed amendment does not result in an increase in daily or peak hour volumes on the surrounding roadway network and none of the roadway segments are significantly impacted by the proposed amendment. Tables 18 and 19 summarize the volumes and level of service (LOS) for the study area for the short-term (2028) Tables 20 and 21 summarize the volumes and LOS for the long-term (2045) scenario.
3. Planning Council staff will analyze traffic impacts resulting from the amendment. The applicant may provide a traffic impact analysis for the amendment – calculate anticipated average daily and p.m. peak hour traffic generation for the existing and proposed land use designations. If the amendment reflects a net increase in traffic generation, identify access points to/from the amendment site and provide a distribution of the additional traffic on the impacted roadway network for the long-range planning horizon. Organization (MPO) plans and projection.

Per the trip generation calculations conducted for the proposed amendment, the proposed amendment results in a reduction in trips on a daily and peak hour basis. Therefore, the proposed amendment does not result in an increase in daily or peak hour volumes on the surrounding roadway network and none of the roadway segments are significantly impacted by the proposed amendment. Table 22 summarizes the trip

generation differential between the existing and proposed LUPA. As shown in Table 22, the proposed LUPA represents a decrease of 41,934 trips, a decrease of 5,103 AM peak hour trips, and a decrease of 5,929 PM peak hour trips in comparison to the existing LUPA.

4. Provide any relevant transportation studies relating to this amendment, as applicable.

A number of transportation planning studies are underway at this time within the study area or adjacent to it. City staff has coordinated with all of the partner agencies including FDOT, Broward County Transit (BCT), Broward County Planning Council (BCPC), Broward MPO, and Broward County Traffic Engineering Department (BCTED) since April 2016 on a regular basis to integrate all on-going projects and planning initiatives to the extent possible.

Andrews Ave Corridor Pre Design Project ID: CPD02

As part of the Broward County Surtax program, Broward County is using the funds to research and propose a grouping of projects for design and construction.

Comprehensive Operational Analysis and General Transit Planning – Project ID: TP01

As part of the Broward County Surtax program, Broward County is using the funds to study a systemwide Transit Service Planning and Comprehensive Operational Analysis.

Transit Systemwide Plan – Project ID: TP02

As part of the Broward County Surtax program, Broward County is using the funds to study a systemwide Study, Planning, and Preliminary Engineering for Bus Rapid Transit and Rail alignments.

I-95 PD&E Study

In 2018 the FDOT has completed their I-95 PD&E Study from South of SR 870/Commercial Boulevard to North of Cypress Creek Road. Below are the proposed improvements as a result of the PD&E Study:

- I-95 southbound Collector Distributor (CD) Road System.
- Reconstructed/Proposed Two-lane Southbound Off-Ramp to Commercial Boulevard with Dual Right Turn Lanes.
- Reconstructed/Proposed Two-Lane Southbound On-Ramp from N. Andrews Avenue (Tie into CD Road System).
- N. Andrews Avenue/Cypress Creek Road – Proposed Additional Right Turn Lane.
- Bike Lanes on Cypress Creek Road.
- Reconstructed I-95 Northbound to Westbound Off-Ramp.
- Commercial Boulevard/Powerline Road Intersection Improvements – Including Additional Southbound Left Turn Lane, Additional Westbound Through Lane.
- Reconstruct a Portion of the Existing I-95 Westbound to Southbound Flyover (Transition Two Lanes to One Lane).
- Proposed Triple Right Turn Lanes from NB I-95 to Eastbound Commercial Boulevard.
- Commercial Boulevard/N. Andrews Avenue Intersection Improvements – Including Bridge Over N. Andrews Avenue, Additional Southbound Left Turn Lane, Additional Eastbound Through Lane.
- Bike Lanes on Commercial Boulevard.

Cypress Creek Mobility Hub Streetscape Improvements

The FDOT is assisting the Broward MPO in advancing the streetscape concepts

identified for the following facilities in the Cypress Creek Mobility Hub Master Plan into the construction phase.

- o Resurfacing and minor widening of Cypress Creek Road
- Pedestrian and Bicycle improvements along Cypress Creek Road
- Resurfacing of N Andrews Way
- New sidewalk along both sides of N Andrews Way
- Resurfacing of NW 59th Court and new curb and gutter along both sides
- Shared use path along south side and new sidewalk along north side of NW 59th Court

The goal of this project is to construct specific bicycle/pedestrian and safety improvement projects that will help the Broward MPO achieve their goal of a multi modal region.

Cypress Creek Mobility Hub Master Plan

The Broward MPO completed the Cypress Creek Mobility Hub Master Plan in 2015. This Master Plan was very comprehensive in that included three key components, existing conditions analysis, economic and market assessment and alternative development strategies for implementation. An integral component of this Master Plan was enhancing bicycle and pedestrian connectivity to the existing Cypress Creek Tri-Rail station. To this end, alternative streetscape concepts were developed for several streets that are within **this amendment's study area including Andrews Avenue, Andrews Way, NW 6th Way, NW 59th Court, and Cypress Creek Road.**

Developing Long-Term Strategies for Resiliency in the Face of Climate Change: The Uptown Urban Village, 2014; Technical Assistance Panel (TAP), Urban Land Institute (ULI)

The ULI's TAP investigated strategies that could be used to create a walkable, livable village core with the Uptown neighborhood - the amendment area. Key strategies included creating pedestrian linkages, reducing posted speed limits, greenways, pathways and linear parks, on-street parking, streetscape improvements to provide shade and aesthetics, safe street crossing as well as a multiway boulevard concept for Cypress Creek Road.

Table 17: Existing Conditions, Year 2023

Roadway	From	To	Number of Lanes	Generalized Annual Average Daily Volumes			Generalized Peak Hour Two-Way Volumes			Existing Conditions (Year 2023)		Year 2023 – Level of Service (LOS)	
				LOS 'C'	LOS 'D'	LOS 'E'	LOS 'C'	LOS 'D'	LOS 'E'	ADT	Peak Hour Volume	Daily	Peak Hour
Powerline Rd/ SR 845	Commercial Blvd/ SR 870	North of NW 57th St	6	44,700	56,800	60,400	4,020	5,110	5,440	35,550	3,380	C	C
Powerline Rd/ SR 845	North of NW 57th St	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	35,550	3,380	C	C
Powerline Rd/SR 845	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	40,180	3,820	C	C
Powerline Rd/ SR 845	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	40,180	3,820	C	C
Andrews Ave	Commercial Blvd/ SR 870	North of NW 56th St	6	44,700	56,800	60,400	4,020	5,110	5,440	13,700	1,300	C	C
Andrews Ave	North of NW 56th St	North of Andrews Way	6	44,700	56,800	60,400	4,020	5,110	5,440	13,700	1,300	C	C
Andrews Ave	North of Andrews Way	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	13,700	1,300	C	C
Andrews Ave	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	19,990	1,900	C	C
Andrews Ave	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	16,380	1,560	C	C
I-95	S of Commercial Blvd / SR 870	N of W. Cypress Creek Rd	8	131,300	163,400	171,600	11,820	14,710	15,440	216,360	20,970	F	F
W. Cypress Creek Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	37,610	3,570	C	C
W. Cypress Creek Rd	West of Powerline Road / SR 845	NW 6th Way	8	52,300	66,900	70,900	4,710	6,020	6,380	37,610	3,570	C	C
W. Cypress Creek Rd	NW 6th Way	Andrews Ave	8	52,300	66,900	70,900	4,710	6,020	6,380	37,610	3,570	C	C
W. Cypress Creek Rd	East of Andrews Ave	I-95 / SR-9	8	52,300	66,900	70,900	4,710	6,020	6,380	37,610	3,570	C	C
W. McNab Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	17,100	1,620	C	C
W. McNab Rd	West of Powerline Road / SR 845	NW 2nd Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,470	1,180	C	C
W. McNab Rd	NW 2nd Ave	East of Andrews Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,470	1,180	C	C
W. McNab Rd	East of Andrews Ave	-	6	44,700	56,800	60,400	4,020	5,110	5,440	12,470	1,180	C	C

Source: Quality/Level of Service Handbook, FDOT, 2023; Volumes from Broward County Roadway Capacity and Level of Service Analysis

Table 18: Projected Traffic Volume, Short Term – Year 2028 without Proposed Land Use Amendment

Roadway	From	To	Number of Lanes	Generalized Annual Average Daily Volumes			Generalized Peak Hour Two-Way Volumes			Year 2028, Short Term w/a Proposed LUPA		Year 2028, Short Term w/o Proposed LUPA - Level of Service (LOS)	
				LOS 'C'	LOS 'D'	LOS 'E'	LOS 'C'	LOS 'D'	LOS 'E'	ADT	Peak Hour Volume	Daily	Peak Hour
Powerline Rd/ SR 845	Commercial Blvd/ SR 870	North of NW 57th St	6	44,700	56,800	60,400	4,020	5,110	5,440	36,260	3,450	C	C
Powerline Rd/ SR 845	North of NW 57th St	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	36,260	3,450	C	C
Powerline Rd/SR 845	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	40,990	3,890	C	C
Powerline Rd/ SR 845	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	40,990	3,890	C	C
Andrews Ave	Commercial Blvd/ SR 870	North of NW 56th St	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of NW 56th St	North of Andrews Way	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of Andrews Way	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	20,390	1,940	C	C
Andrews Ave	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	16,710	1,590	C	C
I-95	S of Commercial Blvd / SR 870	N of W. Cypress Creek Rd	8	131,300	163,400	171,600	11,820	14,710	15,440	220,710	20,970	F	F
W. Cypress Creek Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	38,360	3,640	C	C
W. Cypress Creek Rd	West of Powerline Road / SR 845	NW 6th Way	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. Cypress Creek Rd	NW 6th Way	Andrews Ave	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. Cypress Creek Rd	East of Andrews Ave	I-95 / SR-9	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. McNab Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	17,450	1,660	C	C
W. McNab Rd	West of Powerline Road / SR 845	NW 2nd Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C
W. McNab Rd	NW 2nd Ave	East of Andrews Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C
W. McNab Rd	East of Andrews Ave	-	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C

Source: Quality/Level of Service Handbook, FDOT, 2023; Volumes from Broward County Roadway Capacity and Level of Service Analysis

Table 19: Projected Traffic Volume, Short Term – Year 2028 with Proposed Land Use Amendment

Roadway	From	To	Number of Lanes	Generalized Annual Average Daily Volumes			Generalized Peak Hour Two-Way Volumes			Year 2028, Short Term w/ Proposed LUPA		Year 2028, Short Term w/ Proposed LUPA - Level of Service (LOS)	
				LOS 'C'	LOS 'D'	LOS 'E'	LOS 'C'	LOS 'D'	LOS 'E'	ADT	Peak Hour Volume	Daily	Peak Hour
Powerline Rd/ SR 845	Commercial Blvd/ SR 870	North of NW 57th St	6	44,700	56,800	60,400	4,020	5,110	5,440	36,260	3,450	C	C
Powerline Rd/ SR 845	North of NW 57th St	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	36,260	3,450	C	C
Powerline Rd/SR 845	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	40,990	3,890	C	C
Powerline Rd/ SR 845	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	40,990	3,890	C	C
Andrews Ave	Commercial Blvd/ SR 870	North of NW 56th St	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of NW 56th St	North of Andrews Way	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of Andrews Way	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	13,980	1,330	C	C
Andrews Ave	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	20,390	1,940	C	C
Andrews Ave	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	16,710	1,590	C	C
I-95	S of Commercial Blvd / SR 870	N of W. Cypress Creek Rd	8	131,300	163,400	171,600	11,820	14,710	15,440	220,710	20,970	F	F
W. Cypress Creek Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	38,360	3,640	C	C
W. Cypress Creek Rd	West of Powerline Road / SR 845	NW 6th Way	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. Cypress Creek Rd	NW 6th Way	Andrews Ave	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. Cypress Creek Rd	East of Andrews Ave	I-95 / SR-9	8	52,300	66,900	70,900	4,710	6,020	6,380	38,360	3,640	C	C
W. McNab Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	17,450	1,660	C	C
W. McNab Rd	West of Powerline Road / SR 845	NW 2nd Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C
W. McNab Rd	NW 2nd Ave	East of Andrews Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C
W. McNab Rd	East of Andrews Ave	-	6	44,700	56,800	60,400	4,020	5,110	5,440	12,720	1,210	C	C

Source: Quality/Level of Service Handbook, FDOT, 2023; Volumes from Broward County Roadway Capacity and Level of Service Analysis

Table 20: Projected Traffic Volume, Long Term – Year 2045 without Proposed Land Use Amendment

Roadway	From	To	Number of Lanes	Generalized Annual Average Daily Volumes			Generalized Peak Hour Two-Way Volumes			Year 2045, Long Term w/o Proposed LUPA		Year 2045, Long Term w/o Proposed LUPA - Level of Service (LOS)	
				LOS 'C'	LOS 'D'	LOS 'E'	LOS 'C'	LOS 'D'	LOS 'E'	ADT	Peak Hour Volume	Daily	Peak Hour
Powerline Rd/ SR 845	Commercial Blvd/ SR 870	North of NW 57th St	6	44,700	56,800	60,400	4,020	5,110	5,440	65,900	6,261	F	F
Powerline Rd/ SR 845	North of NW 57th St	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	65,900	6,261	F	F
Powerline Rd/SR 845	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	66,100	6,280	F	F
Powerline Rd/ SR 845	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	66,100	6,280	F	F
Andrews Ave	Commercial Blvd/ SR 870	North of NW 56th St	6	44,700	56,800	60,400	4,020	5,110	5,440	30,800	2,926	C	C
Andrews Ave	North of NW 56th St	North of Andrews Way	6	44,700	56,800	60,400	4,020	5,110	5,440	30,800	2,926	C	C
Andrews Ave	North of Andrews Way	North of W. Cypress Creek Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	30,800	2,926	C	C
Andrews Ave	North of W. Cypress Creek Rd	North of W. McNab Rd	6	44,700	56,800	60,400	4,020	5,110	5,440	39,000	3,705	C	C
Andrews Ave	North of W. McNab Rd	-	6	44,700	56,800	60,400	4,020	5,110	5,440	34,100	3,240	C	C
I-95	S of Commercial Blvd / SR 870	N of W. Cypress Creek Rd	8	131,300	163,400	171,600	11,820	14,710	15,440	341,600	32,452	F	F
W. Cypress Creek Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	66,100	6,280	F	F
W. Cypress Creek Rd	West of Powerline Road / SR 845	NW 6th Way	8	52,300	66,900	70,900	4,710	6,020	6,380	66,100	6,280	D	E
W. Cypress Creek Rd	NW 6th Way	Andrews Ave	8	52,300	66,900	70,900	4,710	6,020	6,380	66,100	6,280	D	E
W. Cypress Creek Rd	East of Andrews Ave	I-95 / SR-9	8	52,300	66,900	70,900	4,710	6,020	6,380	66,100	6,280	D	E
W. McNab Rd	West of Powerline Road / SR 845	-	6	44,700	56,800	60,400	4,020	5,110	5,440	35,300	3,354	C	C
W. McNab Rd	West of Powerline Road / SR 845	NW 2nd Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	26,020	2,472	C	C
W. McNab Rd	NW 2nd Ave	East of Andrews Ave	6	44,700	56,800	60,400	4,020	5,110	5,440	26,020	2,474	C	C
W. McNab Rd	East of Andrews Ave	-	6	44,700	56,800	60,400	4,020	5,110	5,440	26,020	2,474	C	C

Source: Quality/Level of Service Handbook, FDOT, 2023; Volumes from Broward County Roadway Capacity and Level of Service Analysis

Table 21: Projected Traffic Volume, Long Term – Year 2045 with Proposed Land Use Amendment

Roadway	From	To	Number of Lanes	Generalized Annual Average Daily Volumes			Generalized Peak Hour Two-Way Volumes			Year 2045, Long Term w/ Proposed LUPA		Year 2045, Long Term w/ Proposed LUPA - Level of Service [LOS]		% Increase in Segment Volume Compared to w/o Project	Greater than 3% of Roadway Service Capacity
				LOS 'C'	LOS 'D'	LOS 'E'	LOS 'C'	LOS 'D'	LOS 'E'	ADT	Peak Hour Volume	Daily	Peak Hour		
Powerline Road/SR 845	Commercial Boulevard/SR 870	North of NW 57th Street	6	44,700	56,800	60400	4,020	5,110	5440	65,900	6,261	F	F	0.0%	No
Powerline Road/SR 845	North of NW 57th Street	North of W. Cypress Creek Road	6	44,700	56,800	60400	4,020	5,110	5440	65,900	6,261	F	F	0.0%	No
Powerline Road/SR 845	North of W. Cypress Creek Road	North of W. McNab Road	6	44,700	56,800	60400	4,020	5,110	5440	66,100	6,280	F	F	0.0%	No
Powerline Road/SR 845	North of W. McNab Road	-	6	44,700	56,800	60400	4,020	5,110	5440	66,100	6,280	F	F	0.0%	No
Andrews Avenue	Commercial Boulevard/SR 870	North of NW 56th Street	6	44,700	56,800	60400	4,020	5,110	5440	30,800	2,926	C	C	0.0%	No
Andrews Avenue	North of NW 56th Street	North of Andrews Way	6	44,700	56,800	60400	4,020	5,110	5440	30,800	2,926	C	C	0.0%	No
Andrews Avenue	North of Andrews Way	North of W. Cypress Creek Road	6	44,700	56,800	60400	4,020	5,110	5440	30,800	2,926	C	C	0.0%	No
Andrews Avenue	North of W. Cypress Creek Road	North of W. McNab Road	6	44,700	56,800	60400	4,020	5,110	5440	39,000	3,705	C	C	0.0%	No
Andrews Avenue	North of W. McNab Road	-	6	44,700	56,800	60400	4,020	5,110	5440	34,100	3,240	C	C	0.0%	No
I-95	S. of Commercial Boulevard/SR 870	N of W. Cypress Creek Road	8	131,300	163,400	171,600	11,820	14,710	15,440	343,600	32,452	F	F	0.0%	No
W. Cypress Creek Road	West of Powerline Road/SR 845	-	6	44,700	56,800	60400	4,020	5,110	5440	66,100	6,280	F	F	0.0%	No
W. Cypress Creek Road	West of Powerline Road/SR 845	NW 6th Way	8	52,300	66,900	70900	4,710	6,020	6380	66,100	6,280	D	E	0.0%	No
W. Cypress Creek Road	NW 6th Way	Andrews Avenue	8	52,300	66,900	70900	4,710	6,020	6380	66,100	6,280	D	E	0.0%	No
W. Cypress Creek Road	East of Andrews Avenue	I-95/SR-9	8	52,300	66,900	70900	4,710	6,020	6380	66,100	6,280	D	E	0.0%	No
W. McNab Road	West of Powerline Road/SR 845	-	6	44,700	56,800	60400	4,020	5,110	5440	35,300	3,354	C	C	0.0%	No
W. McNab Road	West of Powerline Road/SR 845	NW 2nd Avenue	6	44,700	56,800	60400	4,020	5,110	5440	26,020	2,472	C	C	0.0%	No
W. McNab Road	NW 2nd Avenue	East of Andrews Avenue	6	44,700	56,800	60400	4,020	5,110	5440	26,020	2,474	C	C	0.0%	No
W. McNab Road	East of Andrews Avenue	-	6	44,700	56,800	60400	4,020	5,110	5440	26,020	2,474	C	C	0.0%	No

Table 22: Trip Generation Calculations for Proposed LUPA

Land Use	LUC	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Current Uptown LUPA (Existing + Existing LUPA Entitlements)									
General Office (>250k)	710	7,093.525 KSE	47,299	6,539	5,754	785	5,708	970	4,738
Light Industrial	110	8,444.637 KSE	41,125	6,249	5,499	750	5,489	768	4,721
Shop Center (>150k)	820	2,117.590 KSE	78,372	1,779	1,103	676	7,200	3,456	3,744
Multifamily Mid-Rise	221	0 DU	0	0	0	0	0	0	0
Hotel	310	718 Rooms	7,360	352	197	155	503	257	746
Government Office	730	132.611 KSE	2,996	443	332	111	227	57	170
		Subtotal	177,152	15,362	12,885	2,477	19,127	5,508	13,619
Driveway Volumes			177,152	15,362	12,885	2,477	19,127	5,508	13,619
Net New External Trips			177,152	15,362	12,885	2,477	19,127	5,508	13,619
Proposed LUPA (Existing + Proposed LUPA Entitlements)									
Multifamily Mid-Rise	221	4,000 DU	19,034	1,748	402	1,346	1,560	952	608
Shop Center (>150k)	820	1,449.494 KSE	53,646	1,218	755	463	4,928	2,365	2,563
Government Office	730	152.611 KSE	3,447	510	383	177	761	65	196
Public Park	411	7 Acres	93	0	0	0	1	1	0
General Office (>250k)	710	4,374.186 KSE	31,058	4,315	3,797	518	3,821	650	3,171
Light Industrial	110	2,262.922 KSE	11,020	1,675	1,474	201	1,471	206	1,265
Hotel	310	1600 Rooms	16,920	793	444	349	1,156	590	566
		Subtotal	135,218	10,259	7,255	3,004	13,198	4,829	8,369
Driveway Volumes			135,218	10,259	7,255	3,004	13,198	4,829	8,369
Net New External Trips			135,218	10,259	7,255	3,004	13,198	4,829	8,369
Proposed LUPA Trips vs Existing LUPA Trips									
Trip Differential (Proposed LUPA - Existing LUPA)			-41,934	-5,103	-5,630	527	-5,929	-679	-5,250
Land Use		Daily		AM Peak Hour		PM Peak Hour			LUC
Multifamily Mid-Rise		T = 4.77(X) - 46.46		T = 0.44(X) - 11.61 (23% in, 77% out)		T = 0.39(X) + 0.34 (61% in, 39% out)			221
Shop Center (>150k)		37.01 trips/1,000 sf		0.84 trips/1,000 sf (62% in, 38% out)		3.4 trips/1,000 sf (48% in, 52% out)			820
Government Office		22.59 trips/1,000 sf		3.34 trips/1,000 sf (75% in, 25% out)		1.71 trips/1,000 sf (25% in, 75% out)			730
General Office (>250k)		ln(T) = 0.87*ln(X) + 3.05		ln(T) = 0.86*ln(X) + 1.16 (88% in, 12% out)		ln(T) = 0.83*ln(X) + 1.29 (17% in, 83% out)			710
Light Industrial		4.87 trips/1,000 sf		0.74 trips/1,000 sf (88% in, 12% out)		0.65 trips/1,000 sf (14% in, 86% out)			110
Public Park		T = 0.64(X) + 88.46		0.02 trips/acre (59% in, 41% out)		0.11 trips/acre (55% in, 45% out)			411
Hotel		T = 10.84 (X) - 423.51		T = 0.50 (X) - 7.85 (56% in, 44% out)		T = 0.74 (X) - 27.89 (51% in, 49% out)			310

G. Mass Transit Analysis

1. Identify the mass transit modes, existing and planned mass transit routes and scheduled service (headway) serving the amendment area within one-quarter of a mile.

Existing Mass Transit Service

The amendment area has significant mass transit service providing local and regional **connectivity in Broward County through Broward County Transit's (BCT) fixed bus route** and throughout the South Florida region with South Florida Regional Transportation Authority's (SFRTA) Tri-Rail commuter rail service.

The BCT routes provide service throughout Broward County. BCT's public transportation service covers approximately 410 square miles with a total operating fleet of 397 buses on 42 local and express fixed routes throughout Broward County.

Existing mass transit routes servicing employees, tourists and businesses in the amendment area include the following BCT fixed bus routes:

1. Route 14 along McNab Road and Andrews Avenue
2. Route 60 along Andrews Avenue
3. Route 62 along McNab Road and Andrews Avenue

BCT Route 14 also provides connection to the Cypress Creek Tri-Rail station in the northbound direction. Table 23 summarizes the operating characteristics of the three BCT fixed bus routes.

TABLE 23 EXISTING BCT BUS ROUTE OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 14	4:59 am – 12:12 am	5:12 am – 11:05 pm	7:41 am – 8:54 pm	40 minutes	48 minutes	45 minutes
Route 60	5:15 am – 11:29 pm	5:19 am – 11:24 pm	9:00 am – 9:39 pm	33 minutes	40 minutes	60 minutes
Route 62	4:53 am – 11:54 pm	5:57 am – 11:23 pm	6:40 am – 10:48 pm	33 minutes	30 minutes	33 minutes

Source: BCT

The SFRTA provides commuter rail service in Miami-Dade, Broward, and Palm Beach Counties. The rail line goes as far south as Miami International Airport (MIA) and as far north as Mangonia Park in Palm Beach County. In Broward County, there are seven stations including the Cypress Creek Tri-Rail station that is located within the study area. Table 24 summarizes the operating characteristics of Tri Rail.

TABLE 24 EXISTING TRI-RAIL OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency (peak/off-peak)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Northbound	4:00 am – 10:35 pm	5:17 am – 11:45 pm	5:17 am – 11:45 pm	20 minutes/60	60 minutes/60	60 minutes/60

				minutes	minutes	minutes
Southbound	4:15 am – 11:29 pm	5:50 am – 11:00 pm	5:50 am – 11:00 pm	20 minutes/60 minutes	60 minutes/60 minutes	60 minutes/60 minutes

Source: BCT

To facilitate first and last mile connections to Tri-Rail passengers, the SFRTA offers commuter bus service at no extra charge. Currently, the SFRTA operates three Cypress Creek (CC) commuter bus routes, CC1, CC2, CC3 providing connection to employment centers and business parks during AM and PM peak hours. Table 25 summarizes the operating characteristics of the Cypress Creek commuter buses.

TABLE 25 EXISTING CYPRESS CREEK COMMUTER BUSES OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency (peak/off-peak)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Cypress Creek 1	5:11 am – 9:54 am 3:10 pm – 7:20 pm	No Service	No Service	20 minutes/-	No Service	No Service
Cypress Creek 2	5:11 am – 9:50 am 3:07 pm – 7:20 pm	No Service	No Service	20 minutes/-	No Service	No Service
Cypress Creek 3	5:11 am – 9:48 am 3:20 pm – 7:20 pm	No Service	No Service	25 minutes/-	No Service	No Service

Source: BCT

Planned Mass Transit Service

Per the 2023 – 2032 Broward County Transit Development Plan (TDP) Annual Update, the headway improvements identified for Route 62 occurred in 2022 and the headway improvement for Route 14 is programmed for 2023. Additional improvements were not highlighted for Routes within the Amendment area.

- Describe how the proposed amendment furthers or supports mass transit use. Quantify the change in demand resulting from this amendment.

The proposed amendment reduces some of the non-residential uses within the amendment area and increases the residential uses. The mixed-use nature of your amendment helps to incentivize walking, biking, use of transit locally.

- Correspondence from transit provider verifying the information submitted as part of the application on items 1-2 above. Correspondence must contain name, position and contact information of party providing verification.

The transit verification letter from Daniel Cohen, Service Planner at the Broward County Transit Division has been included in this application. Daniel Cohen may be contacted at 954-357-5481 or at dacohen@broward.org

H. PUBLIC EDUCATION ANALYSIS

Please be advised that the Planning Council staff will request from The School Board of Broward County (SBBC), as per Policy 2.15.2 of the BCLUP, an analysis of the impacts of the amendment on public education facilities. Per SBBC Policy 1161, the applicant will be subject to a fee for the analysis and review of the land use plan application. The applicant should contact the Growth Management Section of the SBBC to facilitate this review and determine the associated fees.

1. Public School Impact Application.

See Appendix XI: School Board Public School Impact Application and Analysis. It is anticipated

2. The associated fee in the form of a check made payable to the SBBC.

To be provided with transmittal.

6. ANALYSIS OF NATURAL AND HISTORIC RESOURCES

Indicate if the site contains, is located adjacent to or has the potential to impact any of the natural and historic resource(s) listed below, and if so, how they will be protected or mitigated. Planning Council staff will request additional information from Broward County regarding the amendment's impact on natural and historic resources.

A. Historic sites or districts on the National Register of Historic Places or locally designated historic sites.

A review with information available at the time of this request included the Official City of Fort Lauderdale Resources Map and the Florida Master Site File (FMSF); the proposed amendment site does not include any sites and/or districts that are currently designated in the City of Fort Lauderdale.

B. Archaeological sites listed on the Florida Master Site File.

A review with information available at the time of this request included the Official City of Fort Lauderdale Resources Map and the Florida Master Site File (FMSF), no archaeological sites are located within the amendment site. Additionally, the amendment site does not fall within the boundaries of any recognized Archeologically Significant Zones.

C. Wetlands

A review of the Broward County Comprehensive Plan indicates there are three areas affecting the amendment site; an area of Cypress canopy which is existing, and two areas of monitoring maintenance of wetland.

D. Local Areas of Particular Concern as Identified within the Broward County Land Use Plan.

A review of the Broward County Comprehensive Plan indicates there is one area as Environmentally Sensitive Land, which is also included in the wetlands response above as protected; Site 83.

- E. “Endangered” or “threatened species” or “species of special concern” or “commercially exploited” as per the Florida Fish and Wildlife Conservation Commission (fauna), the U.S. Fish and Wildlife Service (flora and fauna), or the Florida Department of Agriculture and Consumer Services (fauna). If yes, identify the species and show the habitat location on a map.

The project area is mostly developed and the applicant is not aware of any listed species on the site.

- F. Plants listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Services.

The project area is mostly developed and the applicant is not aware of any listed species on the site.

- G. Wellfields – Indicate whether the amendment is located within a wellfield protection zone of influence as defined by Broward County Code, Chapter 27, Article 13 “Wellfield Protection.” If so, specify the protected zone and any provisions, which will be made to protect the wellfield

The Broward County Natural Resource Map does not identify any water wellfield protection zones of influence on the amendment site.

- H. Soils – Describe whether the amendment will require the alteration of soil conditions or topography. If so, describe what management practices will be used to mitigate the area’s natural features

The amendment site is an urban area. Redevelopment resulting from this amendment will not require the alteration of soil conditions or topography other than typical construction activity.

- I. Beach Access – Indicate if the amendment is ocean-front. If so, describe how public beach access will be addressed.

The site is not ocean-front.

7. AFFORDABLE HOUSING

Describe how the local government is addressing Broward County Land Use Plan Policy 2.16.2, consistent with Article 5 of this Document.

Summary

The City utilizes a variety of implementation mechanisms for affordable housing. Consistent with Broward County Land Use Policy 2.16.2, the City has the following strategies:

- Programs and policies to maintain existing affordable housing stock through State funding;
- Specific set aside requirements for new affordable housing units;
- Land use regulations which promote the construction of affordable housing units based on building height incentives and density incentives;
- Pay in-lieu fees;
- Streamlined development approval process.

Existing Affordable Housing Policy for Uptown

The City Commission adopted the Uptown Master Plan and form-based code regulations in November 2019. The adopted zoning regulations offer incentives to encourage, support, and assist affordable housing development. Incentives have been established through both city and county policies, offering density bonuses, funding opportunities, and access to residential units.

Specifically, the **city's Unified Land Development Regulations, Section 47-23.16.B.2.a**, Uptown Urban Village, provides an option for developers to request density increase if affordable units are included in the development. This allows an increase from the maximum density of 50 dwelling units per acre to no more than 100 dwelling units per acre based on a formula. Each housing unit set-aside at eighty percent (80%) of the median family income (MFI) is allocated an additional four market rate units, and each housing unit set-aside at one hundred percent (100%) of the MFI is allocated an additional two market rate units. During application submission applicants are required to submit an affordable housing development plan **outlining adherence to the city's affordability requirements**. Prior to building permit issuance applicants shall record a 30 year deed restriction and an affordable housing development plan. Thereafter, applicants are responsible for submitting an annual affordable housing affidavit to ensure continued affordability.

ULDR currently states that residential unit distribution is based on available residential flexibility units, but there are no longer market rate flexibility units available; however there are approximately 1,780 affordable flexibility units remaining for citywide distribution. The Uptown Urban Village is in the early stages of redevelopment and the proposed LUPA would provide access to market rate units while simultaneously allowing the use of the affordable housing density incentive.

Proposed LUPA Affordable Housing Policy

The LUPA proposes 4,000 new residential units plus 1,046 existing units totaling 5,046. Existing units include the 239 mobile homes and 807 units with new approved development, which were approved post adoption of the Uptown regulations. Of the 807 new units, 32 units are restricted as affordable which represents approximately 4% of the newly approved development. The property containing the existing mobile home is anticipated to be redeveloped and the City has engaged the property owner/anticipated developer to address the need to replace the mobile homes with affordable units. City is exploring other options to increase affordable units in the Uptown area.

Citywide Policy

On September 22, 2022, the city adopted County Policy 2.16.4., as reflected under ULDR Section 47-23.16.B.2.c, permitting residential density on properties with direct access to state roads and county arterials that have a future land use of Commercial, Employment Center, Industrial, and Office Park. Property owners abutting NW 62nd Street and West McNab Road have an opportunity to receive residential units in exchange for affordable housing development, the recordation of a 30 year deed restriction, and adherence to policy specific site plan development requirements. Developers may receive residential units based on the following formulas:

- Moderate Income: six bonus units for every one moderate income unit
- Low Income: nine bonus units for every one low income unit
- Very-Low Income: 19 bonus units for every one very-low income unit

Units distributed under Policy 2.16.4 and the city's initiated affordable housing density bonus programs require the submission of an annual affordable housing affidavit to ensure continued affordability compliance.

Both County and City affordable housing policies contain a payment in-lieu option that can apply to units distributed under Policy 2.16.4 and RAC units. Developers have an option of paying \$10,000 for all residential units in development, increasing by 3% annually. Payment in lieu of funds collected for units distributed through Policy 2.16.4 are split between the Broward County Affordable Housing Trust Fund and City of Fort Lauderdale Affordable Housing Trust Fund, to be paid at the time of building permit issuance. Payment in-lieu of funds received collected for RAC units are also collected at the time of building permit issuance, with all funds **being deposited into the City's Affordable Housing Trust Fund.**

In addition, a citywide policy applying to all deed restricted affordable housing units is the reduction of parking to 1 parking space per affordable house unit and provides access to a multifamily parking reduction if at least ten percent (10%) of units are set-aside as affordable.

Housing and Community Development Division

The City of Fort Lauderdale Housing and Community Development Division (HCD) administers and coordinates programs for affordable housing, community development, public service initiatives, and small business assistance that targets and benefits low- and moderate-income residents. HCD is the primary custodian of approximately \$10M - \$12M annually in Federal and State funding. Programs overseen by HCD include the following programs:

- HOME Investment Partnerships Program (HOME), a United States federal assistance provided by the U.S. Department of Housing and Urban Department (HUD) to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.
- Housing Opportunities for Persons with AIDS (HOPWA) program, providing aid to people living with HIV/AIDS. Under the HOPWA program, the Housing & Urban Development (HUD) Department offers Community-Based Housing, Project-Based Rent, Tenant-Based Rental Vouchers, Short-Term, Rent, Mortgage and Utilities assistance (STRMU), Move-in Assistance (PHP) and Housing Case Management.
- State Housing Initiatives Partnership (SHIP) program, providing down payment assistance for first-time home buyers and funding for housing rehabilitation.
- **City's Affordable Housing Trust Fund, established to maintain existing affordable housing stock and fund the construction of new affordable housing projects.** Funding is supported by Broward County Policy 2,16.4 and the sale of municipal lands.

Affordable Housing Data

The affordable housing data contained herein is based on **the "Broward County Affordable Housing Needs Assessment" prepared by Metropolitan Center, FIU, October 11, 2022, referred to "Assessment" hereafter,** and City data from 2022 to current data. The existing supply and demand for Fort Lauderdale is depicted below from the Assessment.

Existing Housing Supply/Demand Analysis
Fort Lauderdale

Total Owner-Occupied Units: 40,388
 Median household Income: \$64,313
 Median Owner Value: \$350,900
 Cost-Burdened Owner Units: 12,693 (31.7%)
 "Severely" Cost-Burdened Owner Units: 6,012 (15.0%)

	HH Income Category	Total Households (Demand)	Home Purchase at Affordable Price Levels		Number of Owner Units Within Affordable Price Range (Supply)	Surplus/Gap within Affordable Price Range
			51% Median	80% Median		
Low Income Owners	51-80% Median		51% Median	80% Median	51-80% Median	
	\$32,800 - \$51,450	5,092	\$98,399	\$154,351	2,815	-2,278
Moderate Income Owners	81-120% Median		81% Median	120% Median	81-120% Median	
	\$51,451 - \$77,176	6,241	\$154,352	\$231,527	6,004	-238
Moderate Income Owners and Renters*	81-120% Median		81% Median	120% Median	81-120% Median	
	\$51,451 - \$77,176	12,273	\$154,352	\$231,527	6,004	-6,269

Total Renter-Occupied Units: 34,580
 Median Renter household Income: \$47,108
 Median Gross Rent: \$1,353
 Cost-Burdened Renter Units: 18,773 (56.7%)
 "Severely" Cost-Burdened Renter Units: 9,053 (27.3%)

	HH Income Category	Number of Renter Households (Demand)	Affordable Rent Levels		Number of Renter Units Within Affordable Price Range (Supply)	Surplus/Gap within Affordable Price Range
			0% Median	30% Median		
Extremely Low Income	0-30% Median		0% Median	30% Median	0-30% Median	
	\$0 - \$14,132	5,132	\$0	\$353	776	-4,356
Very Low Income	31-50% Median		31% Median	50% Median	31-50% Median	
	\$14,133 - \$23,554	3,170	\$353	\$589	799	-2,371
Low Income Renters	51-80% Median		51% Median	80% Median	51-80% Median	
	\$23,555 - \$37,686	5,136	\$589	\$942	4,556	-570
Moderate Income Renters	81-120% Median		81% Median	120% Median	81-120% Median	
	\$37,687 - \$56,530	6,246	\$942	\$1,413	12,065	5,819

*Includes both owners and renters earning 81-120 percent of MHI. Moderate Income renters are included in the calculation as they are viewed as potential first time buyers.

Currently, the city has approximately 6,479 Affordable housing units throughout the City. And **anticipates an increase in affordable housing development due to the adoption of the city's** affordable housing incentives, which include efforts taken by the county to produce additional development opportunities through policy 2.16.4.

CITY OF FORT LAUDERDALE	INCOME LEVELS	TOTAL NUMBER OF UNITS
State and Federal AH	30% to 60% of MFI*	5,695
City (Incentive Based AH)	80% to 120% of MFI	774
CRA AH	80% to 120% of MFI	10
TOTAL		6,479

Source: City of Fort Lauderdale, Urban Design and Planning, and Broward County Affordable Housing Needs Assessment, October 11, 2022

8. LAND USE COMPATIBILITY

Describe how the amendment is consistent with existing and planned future land uses in the area (including adjacent municipalities and/or county jurisdictions). Identify specific land

development code provisions or other measures that have or will be utilized to ensure land use compatibility.

Comprehensive Plan

Land use compatibility shall be consistent with the City of Fort Lauderdale Future Land Use Element objectives and policies, which will provide overall guidance in land use compatibility. The proposed LUPA area is located on the northern edge of the City limits and is adjacent to Pompano Beach and Oakland Park. I-95 is the eastern boundary of the proposed LUPA which provides significant land use separation with Oakland Park; however, the majority of land use adjacent to the LUPA area is designated as residential in Oakland Park as well as the County land use map. McNab Road and the C-14 canal provide separation with Pompano Beach to the north. Industrial land use is designated on the Pompano Beach land use map for the area adjacent to the proposed LUPA northern boundary, and is designated as Activity Center on the County land use map. Within the City of Fort Lauderdale, Employment Center designation is to the west of the proposed LUPA, Industrial to the south, and Transportation to the east.

In addition to the Comprehensive Plan, the City's Unified Land Development Regulations (ULDR) contain requirements for projects in the proposed LUPA area to demonstrate that individual projects meet Section 47-25 of the ULDR, entitled "Development Review Criteria" which includes Adequacy Requirements in Section 47-25.2 of the ULDR and Neighborhood Compatibility Requirements in Section 47-25.3. of the ULDR . Furthermore, the Uptown Master Plan outlined formed based regulations that identify design standards that reduce impact of the development while achieving high-quality, compatible design.

Fort Lauderdale Executive Airport (FXE)

An analysis was conducted evaluating the impact of airport operations on the uses proposed by this LUPA application. Staff analyzed the runway location, noise levels, flight paths, and the proposed uses with special attention given to residential and park uses.

The LUPA area is located immediately to the east of FXE. A small portion of the LUPA area is within the area affected by noise levels in excess of 65 dB DNL with the majority of the LUPA not within this noise level. The Airport Runway 9 jet departures, heading north or westbound, are instructed to turn left to fly over I-95, except for emergency aircraft, weather conditions, or operational requirements.

The City adopted the Uptown Master Plan and associated Uptown zoning regulations in 2019, which is reflective of the LUPA area. The zoning district areas are:

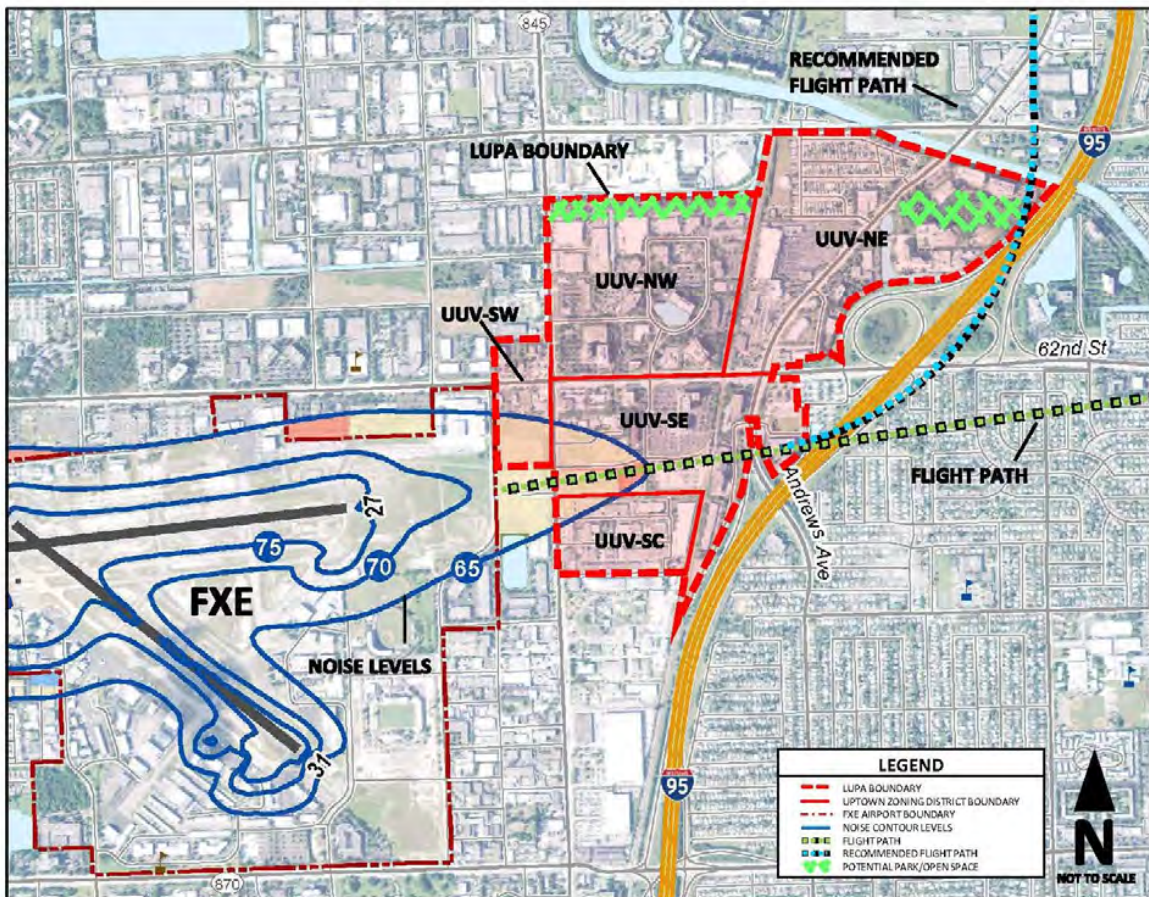
- Uptown Urban Village Northeast (UUV-NE)
- Uptown Urban Village Northwest (UUV-NW)
- Uptown Urban Village Southeast (UUV-SE)
- Uptown Urban Village Southwest (UUV-SW)
- Uptown Urban Village Southcentral (UUV-SC)

Through the Uptown zoning regulations, the City has restricted residential to UUV-NE and UUV-NW districts and portion of UUV-SE, east of Andrews Avenue. This restriction is based on the airport land use analysis completed by staff. The City proffers a condition in the LUPA approval that restricts residential in these aforementioned districts.

The LUPA proposes park acreage in the amount of 7 acres in UUV-NE and UUV-NW districts and a portion of UUV-SE, east of Andrews Avenue where residential development is permitted. The park acreage is proposed to be a combination of public park space and private development that provide public access to open space when such development contains residential. Given

that residential development is only permitted in the UUV-NE and UUV-NW districts and portion of UUV-SE, east of Andrews Avenue, then such park space would be located in the same districts resulting in a restriction on the location. Furthermore, at this time the City does not have any publicly owned parks in the proposed LUPA area. There are two properties that are being considered for future park or open space which are located in the UUV-NE and UUV-NW districts. The City would like to restrict the location of parks and open spaces to the aforementioned districts in order to maintain compatible land uses near the airport in accordance with the City's obligations to the federal government, as required by 49 U.S.C. § 47107(a)(10).

The map below depicts the 2015 FXE airport noise levels, flight paths, the LUPA boundaries, Uptown zoning districts, and potential park/open space. It should be noted that the park/open space are not currently zoned park use nor are deed restricted for such rather potential site.



9. HURRICANE EVACUATION ANALYSIS

(Required for amendments located in a hurricane evacuation zone as identified by the Broward County Emergency Management Agency). Provide a hurricane evacuation analysis based on the proposed amendment, considering the number of permanent and seasonal residential dwelling units (including special residential facilities) requiring evacuation,

availability of hurricane shelter spaces, and evacuation routes and clearance times. The hurricane evacuation analysis shall be based on the best available data/modeling techniques as identified by the Broward County Emergency Management Agency.

The amendment site is not located in a hurricane evacuation zone.

10. REDEVELOPMENT ANALYSIS

Indicate if the amendment is located in an identified Redevelopment (i.e., Community Redevelopment Agency, Community Development Block Grant) area. If so, describe how the amendment will facilitate redevelopment and promote approved redevelopment plans.

The project area is not located in a CRA or part of CDBG.

11. INTERGOVERNMENTAL COORDINATION

Indicate whether the proposed amendment site is adjacent to other local governments. If so, please provide additional copies for the notification and/or review by adjacent local governments.

The project area is adjacent to the Cities of Oakland Park and Pompano Beach. Both cities were notified of the proposed LUPA. Additional copies have been provided.

12. PUBLIC OUTREACH

Describe how the applicant and/or local government notified and coordinated with adjacent property owners, master associations, homeowner associations, etc.

The City has been conducted a series of public participation outreach efforts for several years. Table 27 summarizes the public participation effort completed since 2016 to more current efforts in 2023. These efforts include public meetings, website content, public notices, and newspaper advertisement.

TABLE 27 SUMMARY OF PUBLIC OUTREACH			
DATE	MEETING TYPE	NUMBER OF ATTENDEES	ATTENDEES GROUP
August 25, 2016	Interested Parties	4	Envision Representatives
December 9, 2016	Public Open House	44	Interested Parties, General Public
March 8, 2018	Public Presentation	29	Interested Parties, General Public
May 2, 2019	Public Workshop	26	Interested Parties, General Public
August 21, 2019	Commission Conference Meeting	-	City Commission, General Public (Regular Scheduled Conference Agenda)
September 13, 2023	Public Presentation	15	Interested Parties, General Public
December 20, 2023	Local Planning Agency	21	PZB Members, General Public

Source: City of Fort Lauderdale, Urban Design and Planning

13. DESCRIBE CONSISTENCY WITH HIGHLIGHTED REGIONAL ISSUES AND POLICIES OF THE BROWARD COUNTY LAND USE PLAN

The policies below identify consistency with County Land Use Plan.

POLICY 2.1.1; Broward County shall maintain a balanced Land Use Plan to implement a

regional vision including the provision of essential public services and facilities, as well as enhanced sustainability and livability.

POLICY 2.4.2; Local governments may propose a specific area for designation on the Broward County Land Use Plan as an Activity Center. The municipality shall include within their land use element policies that ensure the proposed Activity Center will support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk and/or within approximately a quarter-mile on either side of a transit corridor. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk or transit corridor may be included within one Activity Center.

POLICY 2.4.3; Residential use is required as a principal component within an Activity Center. Maximum residential density must be specified by the local government, and must be described in the permitted uses section of the Broward County Land Use Plan. Residential densities may be specified either as units per gross acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units in the Activity Center).

POLICY 2.4.4; At least two non-residential uses must be permitted in the Activity Center as a principal use. Maximum non-residential intensities must be specified by the local government, and must be described in the permitted uses section of the Broward County Land Use Plan and **Policies | 4 of the local land use element. Non-residential intensities may vary along transit corridors and may be specified either as a maximum Floor Area Ratio (FAR) in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use or land use category in the Activity Center].**

POLICY 2.4.5; Local governments shall consider community needs for affordable housing when proposing an Activity Center and include within their local land use element policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing opportunities, through various mechanisms such as the direction of public housing program funds into the Activity Center, reduced lot size for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, the allowance of accessory dwelling units, or through other mechanisms proven effective in increasing the affordable housing stock. To promote Activity Centers which propose to include **“very low” or “low income” housing as a viable component, Broward County shall support all** reasonable means and methods to mitigate potential negative impacts to public facilities and services which may result from the amendment.

POLICY 2.4.6; Local governments shall include within their local land use element policies that protect archaeological and paleontological resources and promote the preservation, rehabilitation and use of historic structures within a proposed Activity Center.

POLICY 2.4.7; Local governments shall include within their local land use element policies that seek to accomplish fully-connected routes to all destinations within the Activity Center by ensuring convenient access to high use mass transit stops or multi-modal facilities, encouraging internal transit systems (e.g. trolley, community transit services) and incorporating pedestrian and bicycle paths, as well as greenways.

POLICY 2.4.8; In consideration of non-residential land uses in areas proposed for designation as an Activity Center, the impact analysis for the designation in the Broward County Land Use Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the effective local government land use element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact

analysis.

POLICY 2.4.9; Local governments shall include within their local land use element policies that integrate the public realm, through park land, public plazas, urban open space or green space/pocket park uses that are accessible to the public and must be provided as an integrated component within an Activity Center. Public spaces should incorporate amenities such as benches, lighting, landscaping, clocks, fountains, art, drinking fountains, banners, flags and food and beverage vendor areas.)

POLICY 2.4.10; Local governments shall include within their land use element policies to ensure Activity Centers contain design features that promote and enhance pedestrian mobility and safety, based on the following characteristics:

- **Integrated transit stops or stations (within the area) to encourage transit** usage/multimodalism and provide safe and comfortable service including amenities such as seating on benches or planter ledges, shade, lighting, trash receptacles, information kiosks and bicycle parking.
- Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and discourage high speed traffic. The paths should be spatially defined by buildings, adequately landscaped and lighted, and provide ample opportunities for shade and shelter from the elements.
- Buildings should front the street (zero or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Streets (internal and adjacent to the area) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

POLICY 2.4.11; Municipalities which propose an Activity Center designation shall include policies within their land use element which establish design guidelines for mixed use within their land development codes. Policies should promote an urban form which creates well integrated land use combinations, balances intensity and density, promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement and is compatible with adjacent land uses.

POLICY 2.4.12; An interlocal agreement between the municipality and Broward County must be executed no later than six months from the effective date of the adoption of an Activity Center which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality. A written record reflecting the current status of allocated or assigned dwelling units and floor area square footage for non-residential development for each Activity Center within the **municipality's boundary shall be transmitted to the Planning Council twice per year, during the** months of January and July. The referenced written record shall include a tally sheet reflecting the current total dwelling units and floor area square footage for non-residential development as follows:

1. Dwelling units and floor area square footage for non-residential development included per valid plats which have been approved by the municipality and which have restrictive notes reflecting the level of development; and
2. Dwelling units and floor area square footage for non-residential development included per valid site plans which have been approved by the municipality and which are not included per plats as described in 1. above; and
3. Dwelling units and floor area square footage for non-residential development of existing uses which are not included per plats or site plans as described in 1. and 2. above.

POLICY 2.5.1; Local governments shall provide for a minimum of three (3) acres of Community level parks for every 1,000 existing and projected permanent residents. The acreage that may **be used to meet this requirement is listed in the “Community and Regional Parks”** subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.

POLICY 2.4.18; In considering amendments to the Broward County Land Use Plan, analysis regarding the availability of potable water supply shall include a determination of whether such supply will be available as per the applicable adopted 10-Year Water Supply Facilities Work Plan and Capital Improvements Element.

POLICY 2.14.2; To maintain those level of service standards identified within the Broward County Comprehensive Plan and local comprehensive plans, Broward County shall, prior to final action on amendments to the Broward County Land Use Plan, determine whether adequate public facilities and services will be available when needed to serve the proposed development.

POLICY 2.14.7; Broward County and its local governments shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the County.

POLICY 2.14.9; The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments.

POLICY 2.15.1; Local governments shall implement development review procedures to assure that facilities and services meet established countywide and municipal level of service standards and are available consistent with concurrency requirements and Section 163.3180 Florida Statutes (1993).

POLICY 2.15.2; Broward County and its local governments shall determine the consistency of land use plan amendments with their Public School Facilities Elements. The consistency finding shall address whether sufficient capacity is available, or anticipated within the short or long range planning horizon of their Elements, to accommodate the projected student impact of proposed amendments. As provided for within the Amended Interlocal Agreement for Public School Facilities Planning (ILA), the School Board of Broward County shall advise the County and local governments regarding the projected student impact of amendments and the availability of capacity at impacted schools.

POLICY 2.16.2; For amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, Broward County and affected municipalities **shall coordinate and cooperate to implement the affected municipality’s chosen policies**, methods and programs to achieve and/or maintain a sufficient supply of affordable housing. In addressing amendments which proposed to add 100 or more residential dwelling units to the existing densities approved by the BCLUP, the municipality, without limitation, may include consideration and implementation of the following affordable housing strategies:

- a. programs and policies involving mechanisms such as, but not limited to, impact fees, inlieu fees, and/or public funds, in which the municipality, and/or Broward County, and/or other appropriate agencies/entities (including, but not limited to, major employers), provide for the construction or supply of affordable housing;

- b. programs and policies involving mechanisms such as, but not limited to, impact fees, inlieu fees, and/or public funds, in which the municipality, and/or Broward County, and/or other appropriate agencies/entities (including, but not limited to, major employers), provide funding to facilitate the affordable purchase or renting of housing;
- c. programs and policies in which the municipality, and/or Broward County, and/or other appropriate agencies, facilitate the maintenance of the existing supply of affordable housing stock, if any;
- d. property tax abatement programs aimed at preserving or creating affordable housing;
- e. streamlined and reduced-cost permitting procedures for affordable housing;
- f. specific minimum set-aside requirements for new affordable housing construction;
- g. use of appropriate existing public lands, or public land-banking, to facilitate an affordable housing supply;
- h. programs and policies to facilitate the development and use of municipal and/or Broward County affordable housing density bonus provisions;
- i. land development regulations which promote the availability of affordable housing such as reduced lot size and floor area for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, and the allowance of accessory dwelling units;
- j. the existing supply of affordable housing.

The affected municipality shall demonstrate compliance with this Policy at the time of the **County's consideration of the applicable land use plan amendment, by establishing that the municipality has implemented or ensured adoption of appropriate policy and program measures to implement the affected municipality's chosen policies, methods and programs** to achieve and/or maintain a sufficient supply of affordable housing for each of the following affordable housing income categories defined by the Broward County Land Use Plan: very-low, low, and moderate. The local government shall estimate its supply of affordable housing **utilizing the data and methodology referenced within the "Broward County Affordable Housing Needs Assessment," 2018, prepared by The Metropolitan Center Florida International University**, as may be updated and accepted by the Broward County Board of County Commissioners, after January 7, 2021. For the purposes of this Policy, **the term "affordable housing" shall include the meaning as defined by the BCLUP. The median annual income estimate should be updated at least yearly.**

POLICY 2.16.3;

- (1) Bonus residential density may be allocated to facilitate the development of affordable housing for persons within the following income categories as defined in the Broward County Land Use Plan:
 - Moderate-income persons having a total annual anticipated income for the household that does not exceed 120 percent of the median annual income adjusted for family size for households within the county.*
 - Low-income persons having a total annual anticipated income for the household that does not exceed 80 percent of the median annual income adjusted for family size for households within the county.*
 - Very-Low income persons having a total annual anticipated income for the household that does not exceed 50 percent of the median annual income adjusted for family size for households within the county.* *While occupying a rental unit, annual anticipated gross income may increase to an amount not to exceed 140 percent of the applicable median income adjusted for family size.
- (2) Bonus Formulas
 - Moderate-income: Six (6) bonus units per every one (1) "moderate-income" unit (including areas east of the Intracoastal Waterway).*

Low-income: **Nine (9) bonus units per every one (1) “low-income” unit (including areas east of the Intracoastal Waterway).**

Very-Low-income: Nineteen (19) bonus units per every one (1) **“very-low-income” unit (including areas east of the Intracoastal Waterway).**

- (3) Affordable housing density bonuses are conditioned on the developer or purchaser providing, in a manner acceptable to the affected unit of local government, guarantees, as a minimum, through the use of restrictive covenants, that the affordability of the bonus units for the affordable income groups described above will be maintained for a period of at least thirty (30) years for rental housing and at least thirty (30) years for owner occupied housing.
- (4) The total number of units, including affordable and bonus units, on lands designated as **“Residential” may not exceed a maximum of 50 dwelling units per acre on the Broward County Land Use Plan. For parcels designated “Commerce” or similar designation on the** local land use plan map, these maximum densities shall not be applicable. If the total density, including the affordable and bonus units, exceeds the density permitted by the existing zoning classification, the governing body of the local government shall make a finding of compatibility with existing and future land uses and its local land development regulations at a publicly noticed meeting, consistent with its notification requirements; otherwise, the local planning agency of the local government may make the finding of compatibility at a publicly noticed meeting, consistent with the above.
- (5) At the time of allocation of bonus density, the applicable local government must make a finding that adequate public facilities and services are in place or will be in place with completion of project construction, to accommodate all bonus and affordable units.
- (6) Allocations of bonus residential density do not require an amendment to the Broward County Land Use Plan or local land use plan.
- (7) Units of local government may utilize the Bonus Density provisions regardless of whether such provisions are incorporated within their certified local land use elements. This Policy is discretionary upon the local government and does not create any entitlements to the bonus units. Allocation of the bonus units requires authorization of the local government at a publicly noticed meeting, consistent with its notification requirements, of the governing body or, when the total density, including affordable and bonus units, does not exceed the density permitted by the existing zoning classification, by the local planning agency.
- (8) By January 31 of each year, an official of each local government shall transmit to the Planning Council an annual report providing tables reflecting bonus density units allocated.
- (9) **“Affordable” unit and bonus unit construction is subject to the following, as enforced by** the applicable local government:
 - a. **One hundred percent (100%) of “affordable” units must receive** certificates of occupancy before the final fifty percent (50%) of bonus units receive their certificate of occupancy; or
 - b. **The local government must require that “affordable” units are available before or** concurrently with bonus units.
- (10) This Policy is incentive-based and units of local government may be more restrictive and are not required to adopt, utilize or implement the above referenced bonus formulas.

POLICY 2.16.4; Within parcels located west of and including US 1*, and designated **“Commerce” on the Broward County Land Use Plan and fronting with direct access to a** roadway classified as a State road, County arterial, per the Broward Highway Functional Classification map, or other road or portion thereof, as approved by the Board of County **Commissioners, herein after referred to as a “Qualified Road,” or within a parcel designated “Activity Center,” multi-family residential use is permitted in addition to that permitted**

otherwise in those designations by this Plan, subject to the following:

- (1) One or more of the affordable housing categories, as defined by this Plan, must be a **component of the residential development based on the following “bonus” units to “affordable” unit formula(s) described below:**
 - (a) Moderate income: six (6) bonus units for every (1) one moderate income unit.
 - (b) Low income: nine (9) bonus units for every (1) one low income unit.
 - (c) Very-low income: nineteen (19) bonus units for every (1) one very-low income unit.
- (2)
 - (a) Each required affordable housing unit must be no smaller than ten percent (10%) less than the average gross floor area of each bonus unit corresponding type (i.e., one bedroom, two-bedroom, three-bedroom, etc.) in the development project; or
 - (b) The number of bedrooms/bathrooms provided in the affordable units must be proportional to the number provided in the bonus units type (i.e., one-bedroom, two bedroom, three-bedroom, etc.).
- (3) Single-family dwelling units are not permitted. Residential units shall not be permitted on the ground floor portion of any building that fronts a Qualified Road. As per Policy 2.2.5 of the Broward County Land Use Plan, studio or efficiency housing units, no greater than 500 square feet in size, may be counted by the local government as 0.5 dwelling units for residential density purposes.
- (4) These additional permitted residential density provisions are conditioned on the developer or purchaser providing, in a manner acceptable to the affected unit of local government, guarantees, at a minimum through the use of restrictive covenants, that the affordable unit(s) will be maintained as affordable to the applicable designated income group(s) for a minimum period of thirty (30) years.
- (5) Within a development containing residential units, the following shall apply:
 - (a) Office and commercial use may either be vertically or horizontally integrated providing the following: 1. At least fifty percent (50%) of the ground floor of any portion of a building or development, excluding ingress and egress, facing a Qualified Road shall provide office and/or commercial uses; 2. Portions of a development not facing a Qualified Road within an Activity Center is not required, but encouraged, to provide for office and/or commercial uses.
 - (b) On parcels greater than five (5) acres, a minimum of ten percent (10%) of the gross floor area, excluding parking garages, must be reserved or utilized for office and/or commercial uses not ancillary to the residential units.
- (6) “Affordable unit” requirements may be satisfied via an in-lieu payment to the Broward County Affordable Housing Trust Fund** equal to \$10,000 per unit for the total number of units within the development which sum shall increase by 3% annually.**
- (7) Units of local government may utilize the additional permitted residential density provisions described in this Policy, at their option, regardless of whether such provisions or conflicting provisions are incorporated within their certified local land use plan elements and utilization of these provisions does not require an amendment to the Broward County Land Use Plan map or local land use plan map.
- (8) Local government utilization of the additional permitted residential density provisions described in this Policy is subject to the following, as enforced by the applicable local government:
 - (a) One hundred percent (100%) of **the “affordable” units** shall be available for occupancy before the final twenty- five percent (25%) of bonus units are available for occupancy.
- (9) In addition to the provisions of this Policy, parcels designated “Commerce” and meeting the location, frontage, and access requirements of this Policy or within an Activity Center, where the residential development will be located within ¼ mile of a State road, County arterial, or other road or portion thereof, as approved by Board of County Commissioners (“Board”), the Board shall consider the following in the review of funding**

- applications submitted by local governments for future public infrastructure and economic development projects:
- (a) Local government adoption of this Policy into the municipal Comprehensive Plan;
 - (b) Local government adoption of specific regulations, in the municipal zoning and/or land development code, to allow allocation of additional residential density units as a permitted use, by right, within specific zoning district(s);
 - (c) Local government adoption of specific regulations to implement the provisions and criteria of this Policy, including:
 1. Establishment of a minimum net residential density of twenty-five (25) dwelling units per acre;
 2. Where a building is located within 100 feet of any parcel which prohibits, through the applicable zoning regulations, residential development of ten (10) dwelling units per gross acre or more, the local government may establish a maximum building height limit of not less than five (5) stories; and
 3. The zoning regulations that establish reduced on-site parking to accommodate the mixed uses.
 - (d) The Urban Planning Division, in consultation with the Office of the County Attorney, must certify that all the foregoing requirements of this Section (9) have been satisfied.
- (10) Units of local government may be more restrictive and are not required to adopt, utilize or implement the above referenced Policy.

* includes all parcels that front and have direct access to US 1 and, at the option of the applicable municipality as a permitted or special exception use, on parcels east of US 1 and west of the Intracoastal Waterway, provided the municipality makes a finding that the additional dwelling units on said parcels will not negatively impact hurricane evacuation clearance times and/or emergency shelter capacities. A local government is not required to apply this Policy to properties east of US 1 in order to be eligible for funding consideration by the Board of County Commissioners pursuant to Section (9) herein.

** Fifty percent (50%) of in lieu fees may be paid into an Affordable Housing Trust Fund of the applicable municipality, provided the municipality requires said monies to be used for the construction of new affordable units or home repair. All in-lieu payments shall be made at the time of issuance of building permit.

POLICY 2.18.1; For Land Use Plan amendments, transportation impacts from development **within designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas, may be analyzed utilizing an Institute of Transportation Engineers (ITE) “urban infill area – person trip methodology.”**

POLICY 2.20.1; Adopt, implement and encourage land use provisions which promote the **principles of the “Smart Growth” initiative seeking to maintain and create desirable and efficient communities for Broward County residents, visitors and economic interests including quality housing for all, integrated with excellent and sufficient public facilities and services, recreational opportunities and open space areas, and which maximizes preservation and conservation of natural resources.**

POLICY 2.20.2; Provide a range of housing opportunities and choices, including those in the **“medium” to “high” densities where compatible with the physical location and services needs of residents in all age and income groups.**

POLICY 2.21.1 Broward County shall evaluate plan amendments within Priority Planning Areas

for Sea Level Rise and strongly discourage those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. In review of such amendments, the County shall consider: a. Sea level rise/flood protection mitigation strategies and requirements included within local comprehensive plans and/or development regulations; or b. Flood protection improvements committed to by amendment applicants, which would mitigate or enhance flood protection and adaptation from rising sea levels.

POLICY 2.21.5; Broward County shall, prior to approving land use plan amendments in the areas prone to flooding and/or the impacts of sea level rise, as identified on the Flood Plains, Flood Prone Areas, and Coastal High Hazard Areas Map and the Priority Planning Areas for Sea Level Rise Map, respectively, determine that the subsequent development will be served by adequate storm water management and drainage facilities, not adversely affect groundwater quality or environmentally sensitive lands and not increase saltwater intrusion or area-wide flooding

POLICY 2.22.2; Broward County and its local governments shall consider the impacts of land use plan amendments on wetland resources and minimize those impacts to the maximum extent practicable

POLICY 2.32.1; The Broward County Planning Council, as the Countywide Local Planning Agency (LPA), shall continue to use the Chapter 163, Florida Statutes local comprehensive plan review process as a means of ensuring coordination among the Broward County Land Use Plan, the State of Florida Comprehensive Plan, the Regional Plan for South Florida and the comprehensive plans of adjacent counties.

14. ADDITIONAL SUPPORT DOCUMENTS

- A. Other support documents or summary of support documents on which the proposed amendment is based.

Supporting documents include the following:

- Urban Land Institute (ULI) Technical Advisory Panel, August 2014
- Uptown Urban Village Master Plan, November 2019
- Uptown Urban Village Zoning District Regulations, ULDR, Section 47-37B

- B. Any proposed voluntary mitigation or draft agreements.

There is no proposed voluntary mitigation at this time.

15. PLAN AMENDMENT COPIES

- A. 15 copies for the BCPC (Please include additional copies, if amendment site is adjacent to other municipalities and/or county jurisdictions). Additional copies may be requested by the Planning Council Executive Director after the initial application submittal.

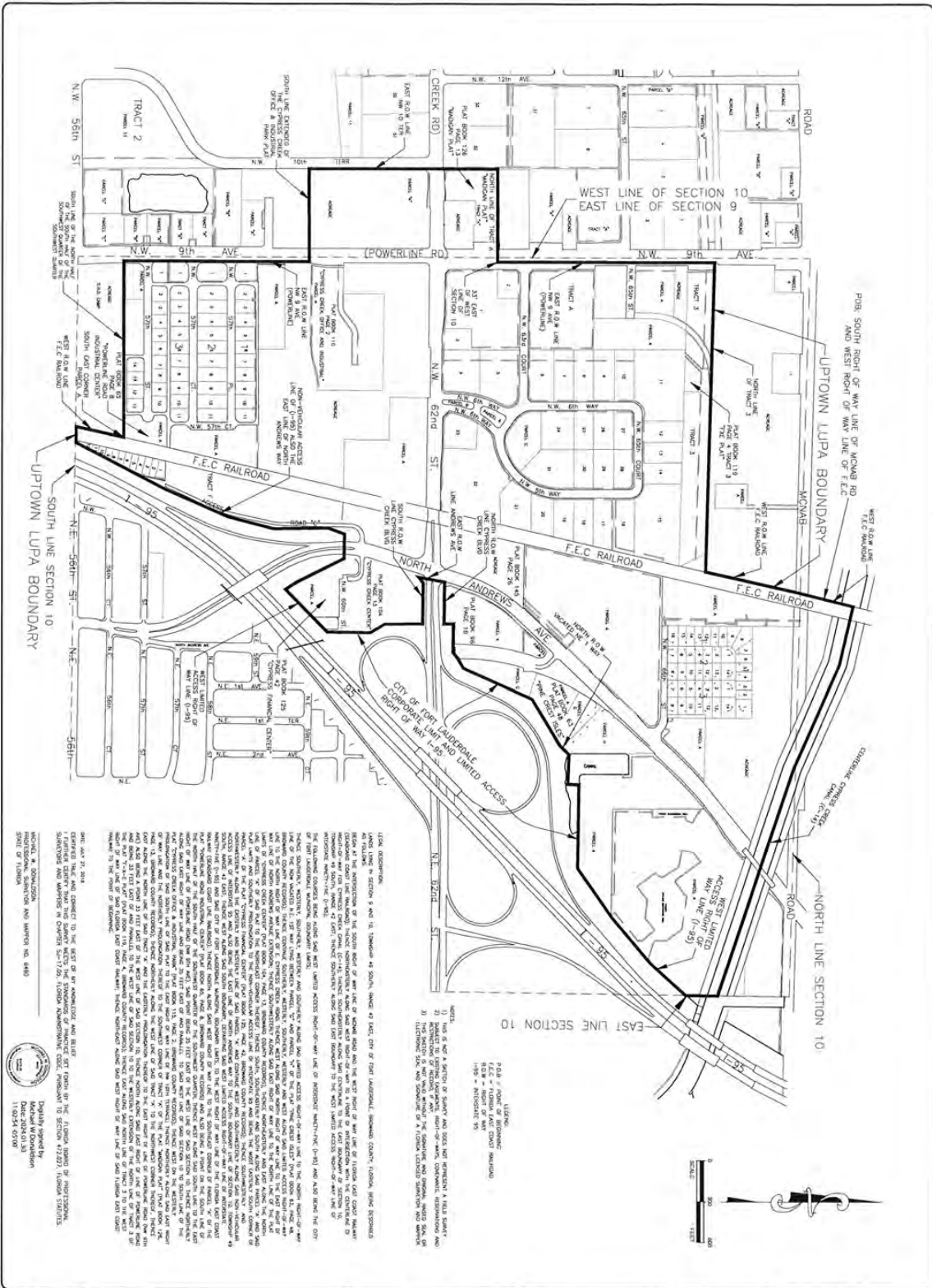
To be provided with transmittal.

- B. 10 copies of the corresponding local land use plan amendment application, if transmitting concurrent to the Florida Department of Economic Opportunity (DEO), including transmittal letter from municipality to DEO.

To be provided with transmittal.

EXHIBITS AND APPENDICES

EXHIBIT A
Sketch and Legal Description



THIS DEVELOPMENT IS SUBJECT TO THE CITY OF FORT LAUDERDALE'S ZONING ORDINANCE, WHICH MAY BE AMENDED FROM TIME TO TIME. THE ZONING ORDINANCE IS SUBJECT TO THE CITY OF FORT LAUDERDALE'S ZONING ORDINANCE, WHICH MAY BE AMENDED FROM TIME TO TIME.

DATE: 03/01/13
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 88888

PROJECT # 88888
UPTOWN LUPA
CITY BOUNDARY MAP
WITHIN CORPORATE BOUNDARY LIMIT
DEVELOPMENT

NO.	DATE	BY	DESCRIPTION
1	1/30/12	M.D.	UPDATED NOTE #3

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE

100 North Andrews Avenue, Fort Lauderdale, Florida 33301

DATE	BY	SCALE
JULY 2015	[Name]	300

DATE	BY	SCALE
JULY 2015	[Name]	300

Legal Description:

Lands lying in Section 9 and 10, Township 49 South, Range 42 East, City of Fort Lauderdale, Broward County, Florida; being described as follows:

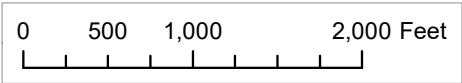
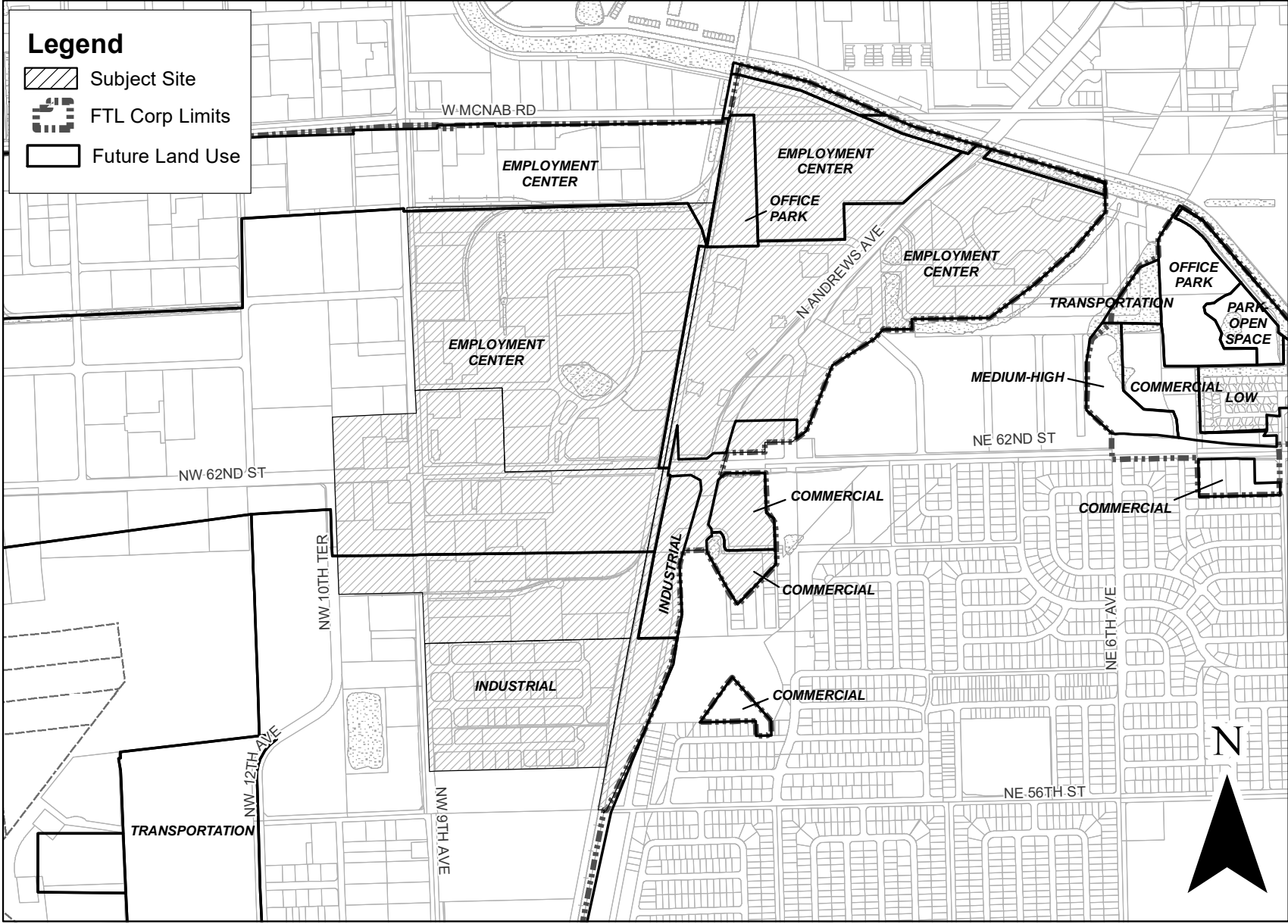
Begin at the intersection of the south right of way line of McNab Road and the west right of way line of Florida East Coast Railway (Seaboard Coast Line Railroad); thence northeasterly along said west right-of-way to a point of intersection with the centerline of right-of-way for Cypress Creek Canal (C-14); thence southeasterly along said centerline to the east boundary of Section 10, Township 49 South, Range 42 East; thence southerly along said east boundary to the west limited access right-of-way line of Interstate ninety-five (I-95);

The following courses being along said west limited access right-of-way line of Interstate Ninety-Five (I-95) and also being the City of Fort Lauderdale municipal boundary limits;

Thence southerly, westerly, southerly, westerly and southerly along said limited access right-of-way line to the north right-of-way line of the now vacated N.E. 1st Way lying between Parcel "G" and Parcel "H" of the plat "PINE CREST ISLES" (Plat Book 63, Page 48, Broward County Records); thence continue southerly, westerly, southerly, westerly and west along said limited access right-of-way line to the north right of way line of E. Cypress Creek Road; thence west along said north right of way line to the east right of way line of North Andrews Avenue Extension; thence southwest along said east right of way line to the north line of the plat limits of "CYPRESS CREEK CENTER" (Plat Book 104, Page 13, Broward County Records); thence northeasterly and east along the north line of parcel "A" of said plat to the northeast corner thereof; thence south, southeasterly and south along said parcel "A" and said plat limits and southerly prolongation to the non-vehicular access line of Interstate 95 and being the most easterly south corner of Parcel "A" of the plat "CYPRESS FINANCIAL CENTER" (Plat Book 125, Page 42, Broward County Records); thence southwest and northwest along the easterly and westerly line of said Parcel "A" and continue west and southwest along said non-vehicular access line of Interstate 95 and also being the east line of North Andrews Way to the south boundary line of Section 10, Township 49 South, Range 42 East; thence west along said south boundary, departing said west limited access right-of-way line of Interstate ninety-five (I-95) and said City of Fort Lauderdale municipal boundary limits, to the east right of way line of Powerline Road (NW 9th Ave); thence northerly along said east right of way line to south line of Parcel "A" of the plat "CYPRESS CREEK OFFICE & INDUSTRIAL PARK" (Plat Book 115, Page 2, Broward County Records); thence east on the easterly prolongation of said south line of Parcel "A" to the east right of way line of NW 10th Terrace and the northerly prolongation of to the southwest corner of Parcel "A" of the plat "MADIGAN PLAT" (Plat Book 126, Page 13, Broward County Records); thence north along the west line of said Parcel "A" to the northwest corner thereof, thence east along the north line of said Parcel "A" and the easterly prolongation thereof to the east right of line of Powerline Road (NW 9th Ave); thence north along said east right of line of Powerline Road to the south line of Tract 3 of the plat "F-X-E PLAT" (Plat Book 119, Page 4, Broward County Records); thence east along said south line of Tract 3 to the west right of way line of Florida East Coast Railway; thence northeast along said west right of way line of Florida East Coast Railway to the point of beginning.

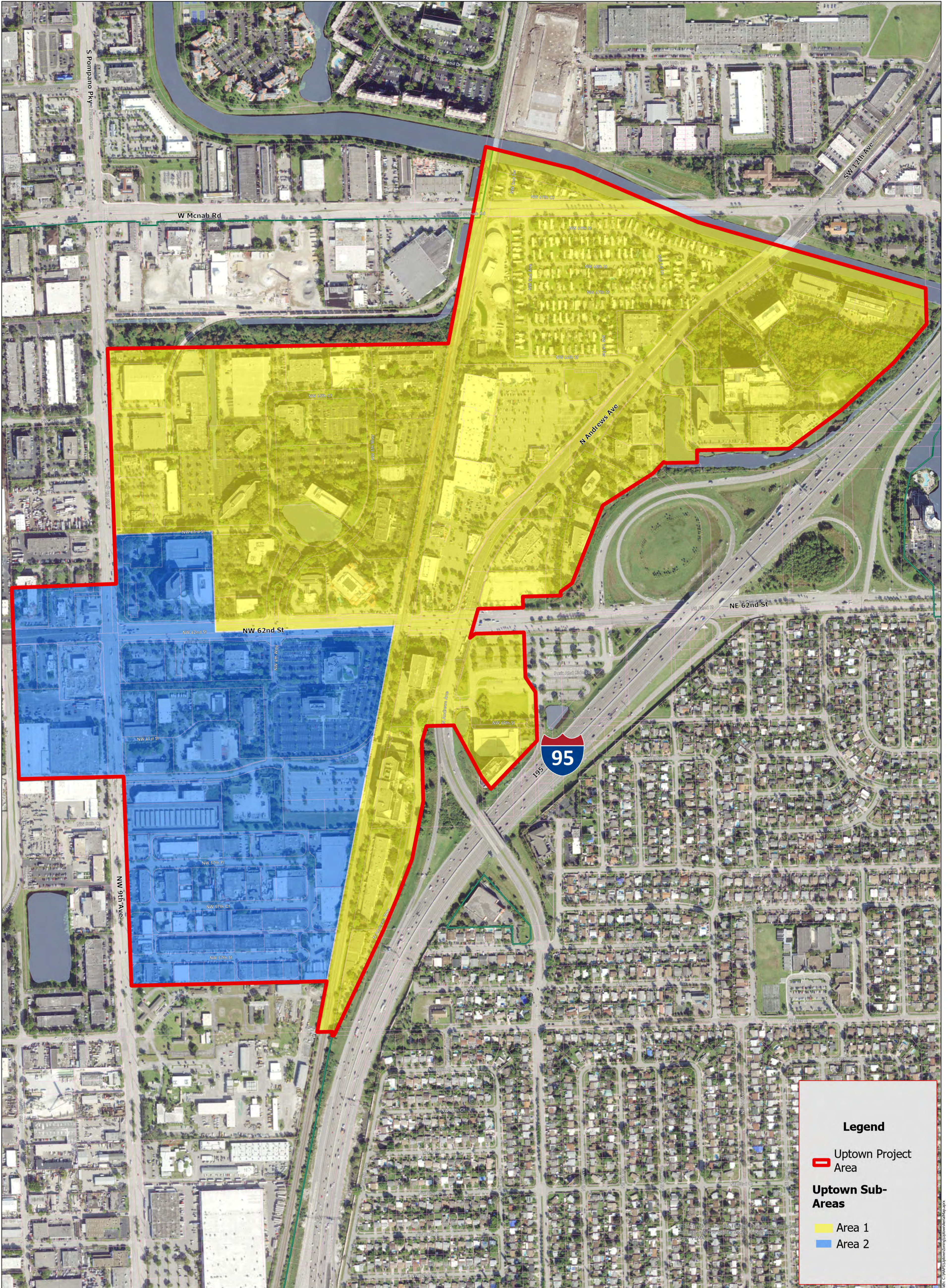
Description prepared by a licensed professional surveyor and mapper;
Dated: August 15, 2017
Michael W. Donaldson LS 6490.

EXHIBIT B
Location Map



Graphic Scale

EXHIBIT C
Project Area and Subarea



Uptown Project Area and Sub-Areas



EXHIBIT D
Proposed City Text

Transit Oriented Development

Transit Oriented Development (TOD) maximum FAR of 3.0 for combined nonresidential development with residential development based on specific total permitted number of units or by density. Specific density and intensity standards for each TOD will be specified when the map designation is applied.

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Development (TOD) land use category within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

Transit Oriented Developments must incorporate 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.

Land Use Criteria:

Residential use is required as a principal component within a Transit Oriented Development.

Maximum residential densities must be specified when the designation is applied to the future land use map. Residential densities may be specified, at the option of the local government, either as units per net acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units like in the "Local Activity Center" and "Regional Activity Center" designations). When the density of the Transit Oriented Development is specified as units per net acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be permitted in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including "live work" buildings), research business, civic and institutional.

Minimum and Maximum Floor Area Ratio (FAR) for non-residential uses within a Transit Oriented Development must be specified by and described in the permitted uses section of the Future Land Use Element. Minimum non-residential FARs (Gross) of two are encouraged. Non-residential intensities may vary in the TOD and may be specified at the option of the local government, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)]. When non-residential intensity is specified as a maximum FAR the percentage distribution among the mix of uses must also be identified.

Additional or expanded, standalone automobile oriented uses such as large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; "big box"/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited, unless designed in a manner to encourage pedestrian and transit usage.

Design Guideline Principles:

Within one year of the adoption of the first TOD on the future land use map, the City shall establish design guidelines in the ULDR for the area. These guidelines shall promote an urban form with the well-integrated land use combinations, balanced intensities and densities or uses compatible with surrounding uses, and mobility through safe and convenient interconnectivity or vehicular, transit, pedestrian and other non-motorized modes of travel. The design guidelines shall integrate public area through open space, urban public plazas, and/or recreational or community facility areas. The guidelines shall promote connectivity and access to transit stations and stops, while establishing a "sense of place". Transit Oriented Developments shall promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- Integrated transit stops with shelter or station (within the TOD area).
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Development.
- Wide (5 feet shall be the minimum consistent with ADA Requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings should front the street (zero or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

Transit Oriented Developments shall include internal pedestrian and transit amenities (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas) to serve the residents and employees within the area.

Review Process Considerations:

The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit-oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects.

In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Development, the impact analysis for the designation in the Broward County Land Use Plan and City of Fort Lauderdale Comprehensive Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the City's Future Land Use Element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact analysis.

An interlocal agreement between the City and Broward County must be executed no later than six months from the effective date of the adoption of a Transit Oriented Development which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.

Uptown Urban Village Transit Oriented Development

The intent of the Uptown Urban Village TOD is to create a vibrant, urban village built environment with a mix of businesses and residential uses defined with multimodal transportation options and access to regional transportation. Design criteria, building form, and pedestrian and transit elements are described in the Uptown Master Plan.

General Location:

South of W Mc Nab Road, north of NW 57th Street, between I-95 and Powerline Road

Size: 353 Acres

Density and Intensity of Uses:

Development shall be consistent with the adopted Uptown Master Plan.

List of Permitted Uses:

<u>Residential</u>	<u>4,239 dwelling units</u>
<u>Commercial</u>	<u>1,449,494 square feet</u>
<u>Office</u>	<u>4,374,186 square feet</u>
<u>Industrial</u>	<u>2,262,922 square feet</u>
<u>Hotel</u>	<u>1,600 rooms</u>
<u>Transportation</u>	<u>no specified limit</u>
<u>Community and Civic Facilities</u>	<u>152,611 square feet</u>
<u>Park-Open Space</u>	<u>7 acres minimum</u>

Comments:

1. Residential density does not include the allocation of 807 flex units assigned to approved projects.
2. Uptown TOD has direct access to the Cypress Creek Tri Rail Station, Interstate 95, and Fort Lauderdale Executive Airport.
3. Uptown TOD shall contain priorities for a modal shift through the provision of transit oriented design, pedestrian and transit amenities, safe and comfortable connectivity, publicly accessible areas and plazas, and promote internal modal capture as part of overall development and mixed-use projects.
4. Uptown TOD design principles shall integrate public area through open space, urban public plazas, and/or recreational or community facility areas. Design principles shall promote connectivity and access to transit stations and stops, while establishing a "sense of place". Developments shall promote and enhance pedestrian mobility, including connectivity to regional transit station.

5. Additional or expanded, stand-alone automobile oriented uses such as large surface parking lots, gas stations, auto repair, car washes, auto dealers, self-storage, big box retailers, single-family detached dwelling units, and drive-through facilities are discouraged and shall be limited.

EXHIBIT E
Proposed County Text

EXHIBIT E
COUNTY TEXT AMENDMENT

Activity Center - Uptown Urban Village

General Location: South of W Mc Nab Road, north of NW 57th Street, between I-95 and Powerline Road

Size: 353 Acres

Density and Intensity of Permitted Land Uses:

<u>Residential</u>	<u>4,239 dwelling units</u>
<u>Commercial</u>	<u>2,449,494 square feet</u>
<u>Office</u>	<u>4,374,186 square feet</u>
<u>Industrial</u>	<u>2,262,922 square feet</u>
<u>Hotel</u>	<u>1,1600 rooms</u>
<u>Transportation</u>	<u>no specified limit</u>
<u>Community and Civic Facilities</u>	<u>152,611 square feet</u>
<u>Park-Open Space</u>	<u>7 acres minimum</u>

Comments:

1. Residential density does not include the allocation of 807 flex units assigned to approved projects.
2. Uptown TOD has direct access to the Cypress Creek Tri Rail Station, Interstate 95, and Fort Lauderdale Executive Airport.
3. Uptown TOD shall contain priorities for a modal shift through the provision of transit oriented design, pedestrian and transit amenities, safe and comfortable connectivity, publicly accessible areas and plazas, and promote internal modal capture as part of overall development and mixed-use projects.
4. Uptown TOD design principles shall integrate public area through open space, urban public plazas, and/or recreational or community facility areas. Design principles shall promote connectivity and access to transit stations and stops, while establishing a "sense of place". Developments shall promote and enhance pedestrian mobility, including connectivity to regional transit station.
5. Additional or expanded, stand-alone automobile oriented uses such as large surface parking lots, gas stations, auto repair, car washes, auto dealers, self-storage, big box retailers, single-family detached dwelling units, and drive-through facilities are discouraged and shall be limited.

APPENDIX I
City Manager Letter



February 5, 2024

Ms. Barbara Blake Boy
Executive Director
Broward County Planning Council
115 S. Andrews Avenue, Rm. 307
Ft. Lauderdale, FL 33301

**RE: Broward County Land Use Plan Amendment Application
Uptown Urban Village Transit Oriented Development Land Use Designation (City)
Activity Center Land Use Designation (County)**

Dear Ms. Boy:


The City of Fort Lauderdale is transmitting a land use plan amendment (LUPA) to the City's Comprehensive Plan, Future Land Use Element and Future Land use Map and BrowardNext Broward County Land Use Plan for an area commonly known as *Uptown*. This amendment will designate *Uptown* as a Transit Oriented Development on the City's plan and Activity Center on the County's plan. A location map is attached for reference. Specific site information, as well as all the required analysis can be found in the attached LUPA application.

The City's Planning and Zoning Board, acting as the Local Planning Agency, voted to recommend approval of the land use plan amendment on December 20, 2023. The City Commission is scheduled to review the proposed LUPA on March 5, 2024, and if approved, the amendment will be formally transmitted. With that said, this submittal does not contain City Commission meeting minutes; however, the minutes will be provided upon City Commission action.

Note, due to the size of the application including the support documents, three hard copies of the application and one hardcopy of the support documents are being provided and three complete electronic copies of the application including the support documents as well.

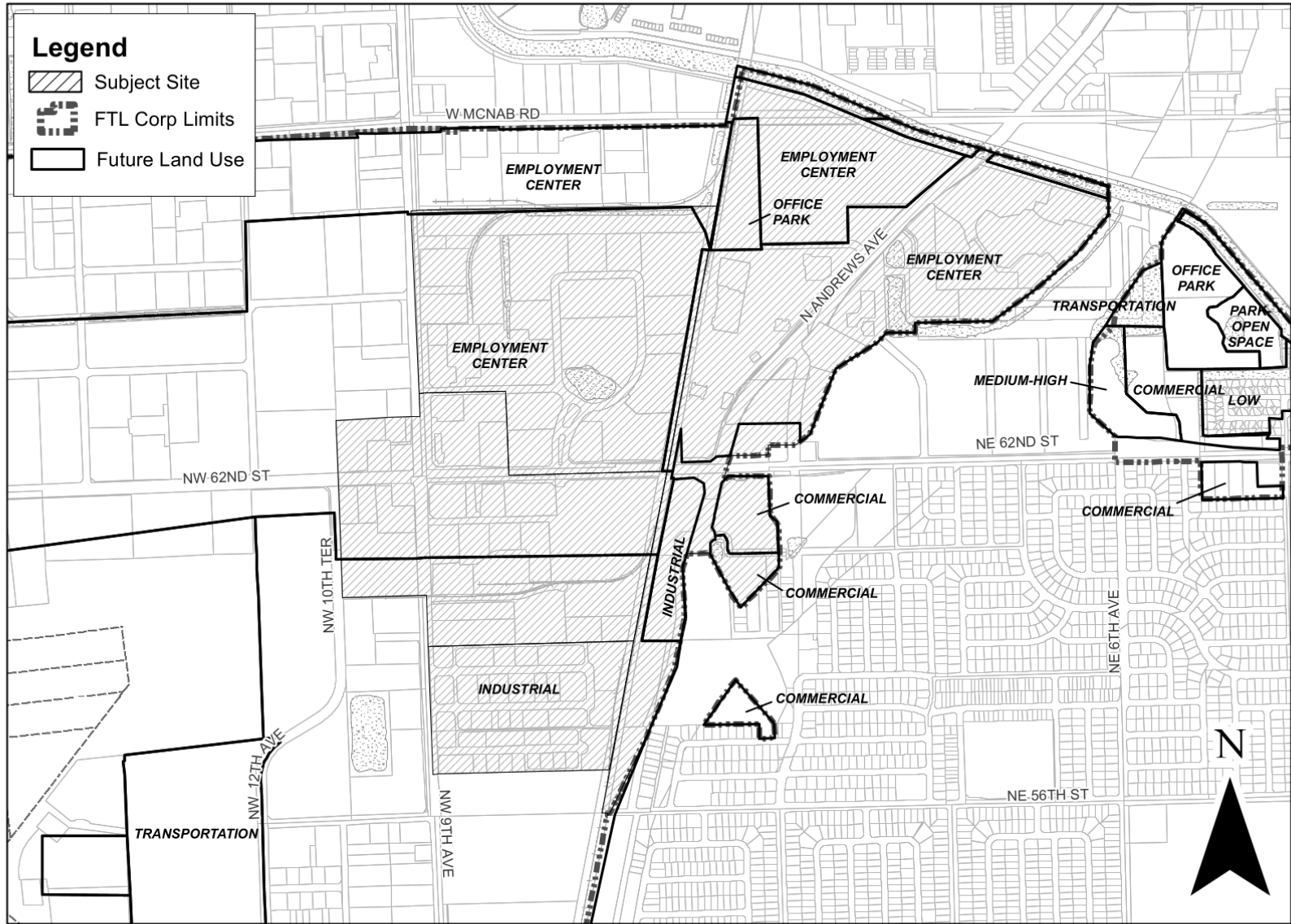
If you have any questions regarding the LUPA submittal, please contact Jim Hetzel, Principal Urban Planner, Development Services Department at jhetzel@fortlauderdale.gov or 954-828-5019.

Sincerely,



Greg Chavarria (Feb 5, 2024 12:43 EST)
Greg Chavarria
City Manager

Attachments: Location Map
LUPA Application via hardcopy



UDP-L23001

APPENDIX II
Local Planning Agency Agenda and Meeting Minutes



CITY OF FORT LAUDERDALE

DRAFT

**PLANNING AND ZONING BOARD MEETING MINUTES
DEVELOPMENT SERVICES DEPARTMENT
700 NW 19 AVENUE, FORT LAUDERDALE, FL 33311
WEDNESDAY, DECEMBER 20, 2023 – 6:00 P.M.**

Board Members	Attendance	Present	Absent
Michael Weymouth, Chair	P	6	0
Brad Cohen, Vice Chair (arr. 6:05)	P	4	2
John Barranco	P	4	2
Mary Fertig	P	5	1
Steve Ganon	P	5	1
Marilyn Mammano	P	5	1
Shari McCartney	P	6	0
Patrick McTigue	P	6	0
Jay Shechtman	P	5	1

Staff

D'Wayne Spence, Deputy City Attorney
Bob Dunckel, Assistant City Attorney
Shari Wallen, Assistant City Attorney
Jim Hetzel, Principal Urban Planner
Nancy Garcia, Urban Design and Planning
Michael Ferrera, Urban Design and Planning
Lorraine Tappen, Urban Design and Planning
Leslie Harmon, Recording Secretary, Prototype, Inc.

Communication to City Commission

None.

I. CALL TO ORDER / PLEDGE OF ALLEGIANCE

~~Chair Weymouth called the meeting to order at 6:03 p.m. The Pledge of Allegiance was recited, and the Chair introduced the Board members present.~~

~~Vice Chair Cohen arrived at 6:05 p.m.~~

II. APPROVAL OF MINUTES / DETERMINATION OF QUORUM

~~It was noted a quorum was present at the meeting.~~

~~**Motion** made by Mr. Shechtman, seconded by Ms. McCartney, to approve. In a voice vote, the **motion** passed unanimously.~~

~~III. PUBLIC SIGN-IN / SWEARING IN~~

~~Any members of the public wishing to speak at tonight's meeting were sworn in at this time.~~

~~IV. AGENDA ITEMS~~

~~Index~~

Case Number	Applicant
1. UDP-P23001* **	Full Gospel Church of Living God, Inc.
2. UDP-S23002**	Ocean Harbor Properties, LLC
3. UDP-Z23012* **	City of Fort Lauderdale
4. UDP-Z23013* **	City of Fort Lauderdale
5. UDP-Z23014* **	City of Fort Lauderdale
6. UDP-Z23015* **	City of Fort Lauderdale
7. UDP-PDD22003* **	PFL VII, LLC
8. UDP-Z23009* **	City of Fort Lauderdale
9. UDP-T23009*	City of Fort Lauderdale
10. UDP-T23007*	City of Fort Lauderdale
11. UDP-L23001*	City of Fort Lauderdale

~~Special Notes:~~

~~Local Planning Agency (LPA) items (*) – In these cases, the Planning and Zoning Board will act as the Local Planning Agency (LPA). Recommendation of approval will include a finding of consistency with the City's Comprehensive Plan and the criteria for rezoning (in the case of rezoning requests).~~

~~Quasi-Judicial items (**) – Board members disclose any communication or site visit they have had pursuant to Section 47-1.13 of the ULDR. All persons speaking on quasi-judicial matters will be sworn in and will be subject to cross-examination.~~

~~Chair Weymouth advised that an item not on tonight's Agenda was submitted to the Board for reconsideration and would be addressed later in the meeting.~~

~~The following item was taken out of order on the Agenda.~~

~~9. CASE: UDP-T23009~~

~~REQUEST: * Moratorium to the City of Fort Lauderdale Unified Land Development Regulations (ULDR) Section 47-19.3, Boats Slips, Boat Davits, Hoists and Similar Mooring Structures~~

~~APPLICANT: City of Fort Lauderdale~~

~~GENERAL LOCATION: Citywide~~

~~CASE PRESENTER: Robert Dunckel, Assistant City Attorney III~~

~~Assistant City Attorney Bob Dunckel explained that this Item is intended to ensure that the proposed moratorium Ordinance is consistent with the City's Comprehensive Plan. The Board is asked to make a recommendation on whether or not the City Commission should approve the proposed Ordinance. He provided the Board members with a handout including details.~~

~~Attorney Dunckel continued that the individuals who will present this Item have intimate knowledge of the navigational hazards the City hopes to address with the proposed Ordinance.~~

~~Phil Purcell, representing the Marine Industries Association of South Florida (MIASF), explained that the marine industry generates approximately \$9.8 billion in Broward County. Each tugboat operating on the 6.5 miles of the New River has an annual operating budget of roughly \$3.5 million, including crew and maintenance. These vessels, as well as other major investments on the New River, are challenged by "choke points" that occur on the waterway and impede safe navigation.~~

~~Mr. Purcell advised that the request before the Board would have construction remain within the limits of what is allowed by Code and would also consider the location of the New River's navigational channel. The intent is to have standard operating procedures in place which will allow the marine industry and its investments on the waterway to continue to grow for the benefit of the community.~~

~~Courtney Day, owner/operator of Cape Ann Marine Towing, showed a video of a tugboat navigating the New River. With more encroachment on the waterway from very large vessels, the more difficult it can be to travel up and down the river, particularly when making turns. There are fewer and fewer areas where commercial vessels such as tugboats can pass other vessels.~~

~~Steve Witten, chair of the City's Marine Advisory Board (MAB), stated that the MAB began working toward a moratorium approximately 18 months ago, as they were concerned the New River would be choked off by continued construction and intrusion into the waterway as a result of requests for larger and larger boat lifts. Roughly one year ago, the MAB requested that the City Commission consider enacting a one-year moratorium on construction on the New River, which would provide time to evaluate what is being done and preserve the integrity of the waterway.~~

~~Mr. Witten asserted that the New River has shrunk over time, and the beams of boats on the waterway have become wider. There are rocks in some areas of the waterway, and the City is in the process of having a new bathymetric study done to clarify where vessels may "lay over" on the waterway. These issues make it more difficult for marine industries to operate on the New River.~~

~~Mr. Shechtman asked if the MAB has considered requiring further definition of the term “extraordinary circumstances,” which are used to justify waivers for dock length and other structures. He pointed out that because this term is not clearly defined, individuals may use “any logic” to explain why they may need a waiver. Deputy City Attorney D’Wayne Spence advised that the moratorium is being requested so City Code can be evaluated to determine whether or not there is a need for Code amendments. The moratorium pauses the issuance of additional waivers and provides an opportunity to address any issues through the planning process. Future Code amendments will address issues such as the definition of terms.~~

~~Mr. Witten added that the MAB plans to work with members of the City Attorney’s Office and to provide opportunities for public outreach. He anticipated that over the next few months, they will determine the outline of what they would like to see on the New River.~~

~~Ms. Mammano requested clarification that the moratorium would be placed on the granting of waivers. Mr. Witten confirmed this, explaining that if a homeowner wished to construct a dock within the limits of current Code, they would not be affected by the moratorium. He emphasized that the moratorium would affect construction only on the areas of the New River identified on a map before the Board, which include the Spiro Canal/Marker 10 area as well as areas moving toward marine yards on the west side.~~

~~Mr. Shechtman noted that the proposed Ordinance states the City Commission may still issue waivers under extraordinary circumstances. Attorney Dunckel advised that the moratorium addresses Code Section 47-19.3.e, which would pause construction on the western New River only. It would not affect the Intracoastal Waterway or the City’s canals.~~

~~Mr. Witten observed that by the year 2050, homeowners on the waterway will be required to raise the height of their seawalls. If a barge cannot access the waterway to perform this work, seawalls cannot be raised. He added that there are some large barges which already have difficulty navigating parts of the New River.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~**Motion** made by Ms. Fertig, seconded by Mr. Shechtman, “to recommend approval of Case Number UDP-T23009, and the Board hereby finds that the text amendments are consistent with the Comprehensive Plan.”~~

~~Ms. McCartney asked what would happen after the one-year moratorium. Attorney Dunckel replied that the City hopes to bring forward an Ordinance to present to the Board which will implement solutions to the problems the moratorium aims to address. If there is no such Ordinance within 12 months, there may be a request to extend the moratorium.~~

~~In a roll call vote, the **motion** passed unanimously (9-0).~~

~~The following Item was taken out of order on the Agenda.~~

~~7. CASE: UDP-PDD22003~~

~~**REQUEST:** * ** Site Plan Level IV Review: Rezoning Request from County Hotel R-6 District (County R-6) and County One-family District (County R-1-C) to Planned Development District (PDD) with an Associated Site Plan for 298 Hotel Rooms, 340 Multifamily Residential Units, and 4,717 Square-Foot of Commercial Use~~

~~**APPLICANT:** PFL VII, LLC~~

~~**AGENT:** Nectaria Chakas, Lochrie and Chakas, P.A.~~

~~**PROJECT NAME:** Westin/Aura Cypress Creek~~

~~**ADDRESS:** 200 and 400 N. Corporate Drive~~

~~**ABBREVIATED LEGAL DESCRIPTION:** Shell at I-95 102-25 B POR TR 1 TOG WITH PT of Vacated Canal~~

~~**ZONING DISTRICT:** County Hotel R-6 District (County R-6) and County One-family District (County R-1-C)~~

~~**PROPOSED ZONING:** Planned Development District (PDD)~~

~~**LAND USE:** Mixed Use~~

~~**COMMISSION DISTRICT:** 1 – John Herbst~~

~~**NEIGHBORHOOD ASSOCIATION:** N/A~~

~~**CASE PLANNER:** Lorraine Tappen~~

~~Disclosures were made at this time.~~

~~Nectaria Chakas, representing the Applicant, recalled that the subject site has come before the Board a number of times, including hearings addressing a Land Use Plan Amendment. The site was annexed from Broward County and had retained its County land use and zoning designations, which were changed from Residential to Mixed Use. There were also text amendments for the site.~~

~~The site first came before the Planning and Zoning Board for a Land Use Plan Amendment and text amendments, which were approved by the City Commission in June 2023. The final step in the Land Use Plan Amendment (LUPA) process was finalized in September 2023, when the Broward County Planning Council certified the City's Comprehensive Plan. The subject site now appears as Mixed Use on the new land use map.~~

~~The Applicant proposes to change the site from R-6 and R-1-C, which are County zoning designations that no longer exist in Broward County, to a City zoning category. The zoning category which best implements mixed use is PDD, and will include the existing Westin Hotel on the north end of the site. The 14-story, 298-room hotel will remain as is, with ancillary restaurants and meeting space. The new section of the site, which will replace the parking lot, will include a 10-story parking garage, which will house parking for the new hotel and residential units. 340 residential units are proposed in a 12-story~~

~~building, with 51 units, or 15%, to be set aside for affordable housing. The remainder of the units will be market rate.~~

~~In addition to the residential use, 4717 sq. ft. of ground floor commercial uses are proposed for the building. Ms. Chakas reviewed the area, which will include a walking trail as well as two privately owned public spaces, a linear park and a commons park. These spaces will be granted to the City through public purpose and park easements, which will be memorialized in a development agreement to be approved by the City Commission.~~

~~The proposed building is 12 stories in height, but includes significant movement, including recesses, terracing, curved balconies, and other features providing variation to the façade. Ms. Chakas showed multiple views of the site, noting that the proposed garage will provide parking for both the residential and hotel units. The hotel and residential units will have separate entrances to this garage. A three-story cutout will allow light and air to move between the buildings and provide an appearance of separation.~~

~~Three public areas will be granted to the City through easements: a linear park, a commons park, and a walking trail of one quarter-mile to one half-mile in length. The trail will be granted to the City as a pedestrian promenade. The linear park will include furnishings and sculptural earth work. The commons park, which is located between the hotel and parking garage, will also incorporate sculptural earth work, as well as specialty paving, plantings, and furniture. It is intended to be used by residents, hotel guests, and the public. The walking trail circulates around the buildings. A dog park will also be incorporated into the project.~~

~~The Applicant has worked with City Staff to amend a number of conditions of approval. Ms. Chakas characterized these amendments as primarily affecting the timing of some of these conditions. She distributed a list of the revised conditions of approval to the Board members, noting that Staff is in agreement with them. The conditions affect the timing of requirements for the development agreement and easements. The development agreement will be a condition of final Development Review Committee (DRC) approval.~~

~~Ms. Chakas noted that one condition was inadvertently omitted from the list. This condition required the developer to pay a proportionate share to the City for some road improvements.~~

~~Ms. Mammano noted that one condition of PDD zoning requires significant improvements to the property which are available to the public. She expressed disappointment that there appeared to be only one entrance to the site from the public sidewalk, which leads into the linear park. Ms. Chakas advised that there are access openings from Cypress Creek Road and Corporate Drive. She added that the Applicant is amenable to the inclusion of signage at these access points which indicate that the space is open to the public. Ms. Mammano asserted that she would like to see this signage added to the access points.~~

~~Ms. Mammano also asked if the Applicant has determined the hours in which the public space will be open, as well as the actual dimensions of the parks. Ms. Chakas advised that the Applicant has provided an open space diagram in their application package. The walking trail is a 5-ft. wide sidewalk path. The easement applies to the sidewalk only and not to any adjacent landscaping.~~

~~Ms. Chakas added that the open space diagram provided in the Application is slightly more than what the Applicant would be giving the City. They will work with City Staff to come up with a more accurate diagram before the Application goes before the City Commission.~~

~~Ms. Mammano explained that her concern was that the Board is asked to approve the Application without seeing the open space diagram or knowing the dimensions and location of the areas dedicated as open space. She requested assurance from Staff that this documentation will be provided to the City Commission before they are asked to approve the Application. It was confirmed that this could be done.~~

~~Ms. Mammano also addressed the affordable units, asking if these are provided “under some program” or by the developer’s decision alone. Ms. Chakas replied that the developer made the decision to include these units as part of the LUPA in order to show the County that they recognized the ongoing crisis of affordable housing. The Applicant was not asked to include the affordable units.~~

~~Ms. Mammano reiterated that she wished to know the program under which the units would be provided, as well as the entity responsible for monitoring the provision of affordable units and the applicable income criteria. Ms. Chakas stated that the units will be available at between 80% and 120% of area median income (AMI), which is \$88,500/year. The units will be affordable for a period of at least 30 years. A document has already been recorded in public records as part of the LUPA, and is included in the Board’s backup materials. It constitutes another public purpose component to the project.~~

~~Ms. Fertig requested clarification of the total acreage of the site’s public spaces. Ms. Chakas replied that while she did not have this information at hand, it will be quantified before the Application goes before the City Commission.~~

~~Ms. Fertig also requested more information regarding parking. Ms. Chakas advised that a parking reduction to 0.67 space per room is requested for the hotel. The hotel has indicated that they need only 200 spaces. The Applicant’s traffic consultant conducted monitoring of the site during a hotel event in June 2023 and confirmed that the greatest parking demand was approximately 180 spaces at that time.~~

~~In addition to the hotel parking reduction, City Code allows parking reductions for affordable housing units. The 51 affordable units will be parked at one space per unit instead of the standard 1.75 spaces per unit. The market-rate units will be parked according to Code requirements.~~

~~Ms. Fertig commented that the backup materials show that the 188 studio/one-bedroom units would require 329 spaces, while the Applicant plans to provide 240 spaces. Lorraine Tappen, representing Urban Design and Planning, noted that an updated version of the Staff Report has been provided to the Board members. The updated report includes a number of corrections, including:~~

- ~~● P. 1: Applicant's name has been updated to PFL VII, LLC~~
- ~~● P. 2: 180-day expiration date has been updated to May 22, 2023, with an extension until January 9, 2024~~
- ~~● P. 7: the proposed development proposes 835 parking spaces, surpassing the analyzed demand by 17 spaces; there will be 137 studio/one-bedroom units, 134 two-bedroom units, and 18 three-bedroom units; this reflects a ratio of 1.75 spaces for studio/one-bedroom units and two spaces for two-bedroom units~~
- ~~● P. 9: revised conditions include:~~
 - ~~○ Pursuant to Unified Land Development Regulations (ULDR) Section 47-38.a, Park Impact Fees, the Applicant will be required to pay park impact fees for the proposed residential units, less any applicable credits, consistent with the ULDR Section noted above~~
 - ~~○ Condition 4.a was updated prior to final DRC approval record of a unified control document recorded in the public records of Broward County, encompassing the PDD land area~~
 - ~~○ Prior to issuance of a final Certificate of Occupancy (CO) recorded in the public records of Broward County, any required non-exclusive utility easements and non-exclusive easements for public open space for the area shown on the PDD development plan~~
 - ~~○ Prior to final DRC, a development agreement must be recorded with the City which includes permitted uses and provisions for the construction of the public improvements, including public open space and streetscape improvements according to the approved~~
- ~~● Prior to issuance of the building permit, other than site permits, Applicant shall be required to pay \$14,567.98 to the City of Fort Lauderdale's Transportation and Mobility Department for their proportional share of two turn lane extensions~~

~~Ms. Chakas further clarified that the Application is expected to go before the City Commission for first reading in January 2024, followed by a second reading in February. The deadline can be further extended until February 10, 2024 as a voluntary condition by the Applicant.~~

~~Ms. Mammano requested clarification of the condition that would ensure when the site's open space becomes available to the public. Ms. Chakas stated that once the open space has been completed and the final CO is issued, this space would be available.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~Motion made by Ms. Fertig, seconded by Mr. McTigue, to include the Staff Reports on any Item where applicable without hearing from the Staff, including tonight, with any corrections that may be presented. In a voice vote, the motion passed unanimously.~~

~~Motion made by Ms. Mammano, seconded by Vice Chair Cohen, "that the Planning and Zoning Board approves the Application and determines that the proposed rezoning and Site Plan Level IV Application meets the standards and requirements of the ULDR and criteria for Site Plan Level IV review; Planning and Zoning Board shall recommend approval with conditions necessary to ensure compliance with the standards and requirements of the ULDR and criteria for the proposed rezoning associated development to the City Commission, with the following conditions, and it's all of the revised conditions that we have seen tonight, plus I would like to add a condition that all of the entrances to the publicly accessible open space from the public rights-of-way have signage indicating that the public is welcome and the hours in which the public will be able to use those spaces."~~

~~Ms. Mammano continued that she would also like her motion to include the Applicant's voluntary agreement to provide 51 units of affordable housing. It was noted that this is already included in the conditions.~~

~~It was asked if the condition offered by Ms. Chakas, in which the Applicant voluntarily agreed to provide the City with an extension to approve or deny until February 10, 2024, would be included as well.~~

~~Attorney Spence advised that under Florida Statute 166.0141, rezonings must be conducted at public hearings, and there is not sufficient time to advertise the two public hearings for the time frame cited above. The Applicant would need to waive this to provide additional time for a second public hearing, as the first hearing cannot be January 9, 2024.~~

~~Ms. Chakas suggested that the first reading in January 2024 could be scheduled for the second City Commission meeting of that month, with the second reading to take place at the first City Commission meeting in February 2024. She felt the proposed extension to February 10, 2024 would be more than sufficient.~~

~~Ms. Fertig commented that emergency conditions could further delay the process, and suggested that the extension be made until March 1, 2024. It was determined that the extension would be to the second City Commission meeting in February 2024.~~

~~Ms. Mammano asserted that she would like this condition to be added to her motion as follows: "that the Applicant agrees to waive the public hearing until the second meeting in February. Attorney Wallen clarified that this would mean the Applicant voluntarily agrees to provide the City with an extension under Florida Statute 166.033 until February 20, 2024, which is the date of the second City Commission meeting in February."~~

Vice Chair Cohen ~~seconded the amended motion.~~

In a roll call vote, the ~~motion~~ passed unanimously (9-0).

The following ~~Item~~ was taken out of order on the Agenda.

~~2. CASE: UDP-S23002~~

~~REQUEST: ** Site Plan Level III Review: Conditional Use for Increased Building Height Exceeding 120 Feet East of Intracoastal, Waterway Use, and Yard Modification Request for 36 Multifamily Residential Units~~

~~APPLICANT: Ocean Harbor Properties, LLC.~~

~~AGENT: Stephanie Toothaker, Esq.~~

~~PROJECT NAME: Ocean Harbor Residences~~

~~ADDRESS: 3013 and 3019 Ocean Harbor~~

~~ABBREVIATED LEGAL DESCRIPTION: Lot 11, Ocean Harbor, According to Plat Thereof, Plat Book 26, Page 39~~

~~ZONING DISTRICT: Residential Multifamily High Rise/High Density District (RMH-60)~~

~~LAND USE: High Residential~~

~~COMMISSION DISTRICT: 4 – Warren Sturman~~

~~NEIGHBORHOOD ASSOCIATION: Harbor Drive Civic Association~~

~~CASE PLANNER: Jim Hetzel~~

~~Disclosures were made at this time.~~

~~Stephanie Toothaker, representing the Applicant, stated that there are currently 24 units in the buildings located at 3013 and 3019 Ocean Harbor. The proposed project would increase this number to 36 units.~~

~~Ms. Toothaker pointed out that the subject property, and the properties surrounding it, have a land use of High Residential, which means they may house up to 60 units per acre. This land use plan has been in effect for some time. The site's zoning is RMH-60, which permits up to 60 units per acre.~~

~~Ms. Toothaker continued that the subject property is "on the line" between RMH-60 and SBM-HA zoning. Properties developed to its east, including the Bahia Cabana and Bahia Mar projects, are SBM-HA. She reiterated that the subject site itself is zoned RMH-60.~~

~~Ms. Toothaker noted a number of relevant nearby buildings, including Bahia Cabana and Harbourage Place. She added that an older project was previously approved for the subject site under older Code requirements, which have since been amended. The current Code allows greater height than what was previously permitted.~~

~~The proposed project complies with nearly every aspect of Code, including minimum lot size, maximum structure length, minimum lot width, minimum floor area, minimum landscaped area, required parking, and maximum density. The maximum height permitted on the site is 240 ft., of which 120 ft. are permitted by right. Code provides specific criteria by which an applicant may request up to 240 ft. of height. It was also noted that while up to 240 ft. of height is permitted to the east of the Intracoastal Waterway, up to 300 ft. of height is permitted to the west of the waterway under RMH-60 zoning.~~

~~The Applicant requests setback modification for the proposed project. Ms. Toothaker noted that Code requires a project to request modification for any setback that is less than half the height of the building. Because this requirement would create a setback of 120 ft. on both sides of the proposed building, no building could be constructed on the lot. The Applicant proposes a minimum setback of 20 ft. at the building's base level in order to preserve view corridors to the Intracoastal Waterway.~~

~~The requested front setback is 26 ft. 7 in., while the requested east setback is 21 ft. 5 in. On the west side, the request is for 20 ft. 11 in., and the rear setback is requested at 26 ft. 3 in. At the building's higher levels, its balconies extend past the podium, which means setbacks would be slightly smaller at these exterior spaces.~~

~~Bernardo Fort-Brescia, architect for the Applicant, reviewed the proposed Site Plan, pointing out that vehicles are brought into the property so they are not lined up at the street. The site includes a recessed arrival area with fully internalized queueing, as well as a direct pedestrian entrance into the lobby. Parking is not blocked by any external traffic.~~

~~View corridors are in place on both sides of the site, providing views to the Intracoastal Waterway. These areas will be landscaped. The site includes a garage concealed within a sculptured podium with planting and undulation. The lobby includes curved glass and transparency, further opening the vistas to the water.~~

~~Mr. Fort-Brescia showed a number of views of the property, including waterway and night views.~~

~~Ms. Toothaker addressed the criteria for the Application, noting that any waterway uses come before the Planning and Zoning Board. The project satisfies Section 47-23.8 of the ULDR, which requires that buildings and land uses abutting waterways must be designed to preserve the character of the city and neighborhood in which they are located, harmonize with other development, and protect and enhance the scenic quality and tranquility of the waterways.~~

~~Ms. Toothaker also referred to the conditional use section of Code, noting that the Staff Report states the project will enhance the site and provide improvements along the Intracoastal Waterway. It also states the proposed use is compatible with the surrounding~~

~~neighborhood, and that the project is designed to be harmonious with that neighborhood. The development will provide access from Harbor Drive and will have minimal impact on the transportation network, with a minor increase in traffic due to the net increase of 12 units.~~

~~The location or use of the structure is not in conflict with the City's Comprehensive Plan. Off- and on-site conditions exist which reduce any impact of the structure. Ms. Toothaker noted that the proposed project will remove existing backout parking as well as existing buildings which are in poor condition. The new building will meet modern building and hurricane Codes and will provide wide sidewalks on its portion of Harbor Drive.~~

~~On-site improvements have been incorporated into the Site Plan, which minimize any adverse impacts that may result from permitting the structure. The project will include streetscape and sidewalk improvements, defined access points for the garage, and moving traffic from Harbor Drive into the garage. Proximity to a similar use does not affect the character of the zoning district, as the site is surrounded by other RMH-60 developments except on the east, where SBM-HA zoning exists. There are no adverse impacts of the use which would affect the health, safety, or welfare of residents.~~

~~The project satisfies yard modification criteria, and the proposed design provides for well-defined entrances and improved landscaping. The front yard will contribute to the public realm by adding sidewalks and removing backout parking. The units are two-, three-, and four-bedroom condominium units.~~

~~The project satisfies neighborhood compatibility requirements, as the proposed height of 240 ft. is specifically permitted in its zoning district and is compatible with surrounding zoning districts. Setbacks, fenestration, and mass are believed to be compatible with the neighborhood.~~

~~The project will have the traffic impact of one net new p.m. trip. It meets water and wastewater capacity requirements.~~

~~The Applicant held a large number of public participation meetings, inviting all adjacent neighborhoods to attend. They have met with the Harbourage Place condominium association and held virtual public participation meetings which invited residents of Harbor Beach, Harbor Inlet, Harbourage Place, Villa Madrid, and Bahia Vista. Although the project lies outside the boundaries of the Central Beach Alliance, they also presented to that organization through one virtual and one general membership meeting. Ms. Toothaker noted that Harbourage Place provided a letter of support for the project.~~

~~Ms. Toothaker noted that the Applicant has made a number of commitments to Harbourage Place, which are reflected in a letter of conditions. The Applicant has also recently received a list of requested conditions from Villa Madrid. Ms. Toothaker advised that the Applicant is voluntarily agreeing to those conditions as well. These agreements include the following:~~

- ~~Developer shall clean the parking lot regularly and wash that area as needed~~
- ~~Developer shall clean the cars and pool area once per month~~
- ~~Pool filters shall be replaced and any damages repaired at developer's expense~~
- ~~Developer's general contractor shall screen and protect the west side of the property abutting Villa Madrid as needed and permitted by the City~~
- ~~Developer shall install a fence, with height subject to the City's approval, on the west side of the property~~
- ~~Developer shall clean the exterior of the buildings to the west every three months or when required~~

~~Eduardo Pelaez Romer, Applicant, introduced himself to the Board.~~

~~Ms. Mammano asked why the developers had decided to place a landscape buffer on the side of the project facing Bahia Cabana and the loading dock on the side facing existing residential uses, asking if there had been consideration of flipping these locations. Mr. Fort-Brescia replied that the traffic consultant felt large trucks should maneuver further into the site.~~

~~Jim Hetzel, Principal Urban Planner, noted a correction to p.2 of the Staff Report: the first sentence of the first paragraph under "Waterway Use" should include the number 47 for Section reference. This number should also be included in the third paragraph.~~

~~Ms. Fertig requested additional information on how Staff had found the proposed project to be compatible with surrounding buildings. Mr. Hetzel replied that the property to the east is located within a Regional Activity Center (RAC) associated with the beach, and its design is very compatible with the proposed building. To the south, in the RMH-60 zoning district, is an existing 12-story hotel. There is an existing six-story residential development on the south side of Harbor Drive, bounded on one side by Bahia Cabana and on the other by a lower-scale two-story residential building.~~

~~Ms. Fertig expressed concern that there were no nearby developments of 240 ft. Mr. Hetzel advised that there is another project on Harbor Drive which is 240 ft. tall. While it is "around the bend" from the proposed project, it is considered to be in its vicinity.~~

~~Ms. Mammano observed that if the Bahia Cabana building already existed, it would be compatible with the proposed project; however, there is no guarantee that the Bahia Cabana project will be constructed. She expressed concern with making a compatibility finding based on a structure that may or may not be built.~~

~~Mr. Ganon stated that he was also concerned with height, as Harbourage Place is the only building of comparable height. He recalled that after that building's height was approved, it had galvanized a number of activists to work toward ensuring similar approvals did not happen again. He felt allowing 240 ft. in height would allow other projects with RMH-60 zoning to build to similar heights, and asked if this was really what~~

~~the City wanted to see, as the area transitions downward in height to single-family homes of one to two stories.~~

~~Mr. Hetzel advised that the increase of height up to 240 ft. is permitted in RMH-60 zoning. The Board makes a determination on its compatibility using technical analysis provided by Staff, which is tied to conditional use. He noted that the conditional use section of the Staff Report addresses these technical elements, which Staff has found meet the criteria for conditional use.~~

~~At this time Chair Weymouth opened the public hearing.~~

~~Cindy Long, private citizen, stated that the proposed project is not compatible with the surrounding neighborhood, pointing out that while there are some six- and seven-story buildings in the area, there are even more two-story buildings. While she was in favor of development on Harbor Drive, she expressed concern with the potential for setting an unwanted precedent for setbacks, shadows, and height.~~

~~Rodney Fenstermacher, private citizen, was also concerned with the proposed project's neighborhood compatibility. He spoke in favor of transition between heights on Harbor Drive rather than a series of tall buildings. He concluded that the Applicant did not hold a meeting with Villa Madrid residents in which there was discussion of the proposed project rather than presentation only.~~

~~It was asked if the permitted height of 120 ft. would be satisfactory to Villa Madrid residents, although there would also be shadows cast by that height. Mr. Fenstermacher reiterated that the Applicant had not heard input from the residents of his building.~~

~~Ms. Mammano asked if Mr. Fenstermacher felt he could live with the effects of a 120 ft. building next door. Mr. Fenstermacher replied that he was in favor of "more reasonable" height.~~

~~Babs Byers, representing the property management company for Villa Madrid, stated that an item was left off the list of voluntary conditions by the Applicant mentioned earlier in the Applicant's presentation. She requested that the Applicant add pest control to that list of conditions, effective immediately.~~

~~Ms. Mammano asked if the Villa Madrid is a co-op. Ms. Byers confirmed this, further clarifying that the Villa Madrid's board of directors is divided in its opinion of the Application.~~

~~As there were no other individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~Vice Chair Cohen asked how many units are included in the Villa Madrid property. It was clarified that there are 22 units, 15 of which are under contract. Ms. Toothaker added that~~

~~the Applicant was agreeable to the request for pest control. She reiterated that the Applicant also agrees to the list of voluntary conditions she had read earlier.~~

~~Ms. Mammano addressed the Staff Report, stating that because the proposed height of 240 ft. is permitted by conditional use rather than by right, she did not believe this height was appropriate for comparison. She felt it was more appropriate to use the permitted height of 120 ft. by right when comparing heights within the area.~~

~~Ms. Mammano continued that the first criterion for conditional use states the impact of the proposed development on abutting properties must be evaluated by neighborhood compatibility. She asserted that the proposed project did not meet this criterion, as the Bahia Mar project to which it is compared is across the waterway. In addition, the Bahia Mar project only received its 300 ft. height because it is a PDD development and made significant public contributions. She felt the appropriate height for comparison would be 160 ft.~~

~~Ms. Mammano also expressed concern that the project's balconies would encroach further into the already reduced side hard, stating that she could not support that encroachment.~~

~~Ms. Mammano continued that while the use is compatible and permitted, and there are no compatibility issues with traffic or with the City's Comprehensive Plan, the modifications requested by the developer are based on site constraints and the provision of visual interest consistent with emerging development patterns. She did not believe this was relevant to the site's conditions.~~

~~Ms. Mammano referred to the Staff Report, which states that the site's use and proximity to similar uses do not affect neighborhood character. While the use is compatible, she did not feel this was the case for the structure itself due to its significantly greater height and width. She concluded that the project is excessively tall, which could have been addressed by including more units per floor, and reiterated her concern with the encroachment presented by the balconies, for which there is no public purpose other than accommodation of luxury apartments. She suggested that the size of the units themselves could be decreased slightly to prevent this encroachment.~~

~~Ms. Fertig expressed concern with the conditional height of 240 ft., which she felt would dramatically change the appearance of the subject area. She asserted that if this is done, it should be accomplished through a "deliberate zoning decision" to do so rather than on a property-by-property basis. She did not feel the project met neighborhood compatibility requirements.~~

~~Ms. Toothaker stated that neighborhood compatibility is not defined by existing conditions, but by what is potentially permitted by zoning. She added that it is likely Villa Madrid will also be redeveloped in the future, and recommended that this be taken into consideration when reviewing compatibility.~~

~~Ms. Toothaker continued that when a property is purchased in the RMH-60 zoning district, its owner may ask for conditional use approval if specific criteria are met. Ms. Mammano did not agree with this interpretation of zoning.~~

~~Mr. Barranco also addressed compatibility, pointing out that when a property is not developed to its full potential, it can be considered in comparison to height either by right or by conditional use. If 60 units per acre are permitted, he felt the developer should be allowed to consider a greater height without being hampered by an adjacent property that has not developed to its full potential height.~~

~~Mr. Barranco continued that the shadow studies included in the Board members' backup information showed that an adjacent building is shadowed by a two-story property as well as by the proposed 240 ft. building. He also requested more information from Staff regarding how balconies are permitted within setbacks. Mr. Hetzel confirmed that Code permits front and side yard encroachments from balconies.~~

~~Ms. Mammano asked for additional information on encroachments from balconies. Mr. Hetzel clarified that they may encroach 5 ft. into front yard setbacks and 3 ft. into side yard setbacks. Ms. Mammano pointed out that the proposed balcony encroachments are 3 ft. "at the very front" and nearly 10 ft. in other areas.~~

~~Mr. Barranco requested clarification of the project's proposed open space calculations. Mr. Hetzel replied that there is a 35% open space requirement. The definition of open space includes both pervious and impervious elements and does not include driveways. Mr. Barranco cautioned that the Application's calculation of open space may include driveways, and recommended that Staff review this further.~~

~~Ms. Fertig proposed that the Board set aside future time to discuss neighborhood compatibility at greater length, as she felt there should be more consistency between what is permitted in a zoning district and what the Board may permit. She reiterated that she did not believe the Application met conditional use criteria.~~

~~Ms. Mammano pointed out that the developer in this case proposes to build 36 units, and has chosen to make those units and their balconies very large rather than reducing their size to decrease the encroachment into setbacks.~~

~~Vice Chair Cohen observed that while there are 22 units in Villa Madrid, only two unit owners from that property had spoken at tonight's meeting, nor had other residents of the subject neighborhood. He added that if the proposed units were smaller, their design would differ significantly from what was presented. He also characterized the Harbourage development as being close to the proposed project, and noted that the two developments are similar. He also felt it was unlikely that future developers will choose to construct smaller units in the same neighborhood.~~

~~Mr. Hetzel clarified that the Bahia Cabana building is located in a RAC zoning district, and its developer did not request greater height than 120 ft. RAC zoning differs from the RMH-60 zoning for the proposed project.~~

~~**Motion** made by Vice Chair Cohen “to adopt the Resolution plan approving the Site Plan Level III, Case Number UDP-S23002, based on the following findings of facts and the City report and testimony heard by the Applicant, the Board hereby finds that the Application meets the standards and requirements in the ULDR and the criteria for proposed use as cited in the Resolution, and the approval of the Application is subject to all the conditions, including the City Staff Report.”~~

~~Attorney Wallen asked if the Vice Chair’s **motion** also accepted the conditions proffered by the Applicant on the record. Vice Chair Cohen confirmed that it was his intent to include those conditions in his **motion**.~~

~~Mr. McTigue **seconded** the **motion**. In a roll call vote, the **motion** passed 6-3 (Ms. Fertig, Mr. Ganon, and Ms. Mammano dissenting).~~

~~Attorney Wallen requested that Ms. Toothaker provide Staff with a copy of the list of voluntary conditions cited earlier during discussion of the Item.~~

~~**1. CASE:** UDP-P23001~~

~~**REQUEST:** * ** Plat Review~~

~~**APPLICANT:** Full Gospel Church of Living God, Inc.~~

~~**AGENT:** Elizabeth Tsouroukdissian, Pulice Land Surveyors~~

~~**PROJECT NAME:** Bal Harbour Village Plat~~

~~**ADDRESS:** 2201 NE 19th Street~~

~~**ABBREVIATED LEGAL DESCRIPTION:** 25-49-42 That Portion of GOVT Lot 5 East of Federal Highway~~

~~**ZONING DISTRICT:** Residential Single Family/Low-Medium Density District (RS-8) and Boulevard Business District (B-1)~~

~~**LAND USE:** Low-Medium Residential and Commercial~~

~~**COMMISSION DISTRICT:** 1 – John Herbst~~

~~**NEIGHBORHOOD ASSOCIATION:** N/A~~

~~**CASE PLANNER:** Nancy Garcia~~

~~Elizabeth Tsouroukdissian, representing the Applicant, stated that the request is for plat approval which would subdivide the subject property, which is currently occupied by a house of worship. The developer proposes to build seven single-family homes and one office use on the site.~~

~~Disclosures were made at this time.~~

~~Ms. Tsouroukdissian advised that Site Plan approval is not part of the current Application. She showed a PowerPoint presentation on the Application, adding that the office use is~~

~~proposed for the portion of the site which is zoned Commercial rather than Residential. Each single-family residence will be constructed with its own building permit.~~

~~Ms. McCartney requested clarification of the size of the residential lots. Cabot Edewaard, property owner, replied that the lots range in depth from 128 ft. to 140 ft., with a minimum width of 75 ft. They are all approximately 10,000 sq. ft. The lots meet all necessary criteria and follow underlying zoning within the RS-8 zoning district.~~

~~Mr. Barranco asked why the Applicant chose office use for a portion of the subject site. Mr. Edewaard explained that the area includes a number of commercial uses; office use generates the fewest number of trips and was likely to be "least offensive" to the surrounding neighborhood by creating a barrier between commercial and residential uses.~~

~~At this time Chair Weymouth opened the public hearing.~~

~~James Flavell, private citizen, advised that the Bal Harbour neighborhood has a single gated entrance and is adjacent to the proposed office use on the subject site. He characterized the neighborhood as "besieged by development," and expressed concern that no changes have been proposed to traffic in the area, which is already congested.~~

~~Mr. Flavell continued that he had communicated his concerns to City Commissioner John Herbst, who had indicated that the City was interested in purchasing the subject land. He suggested that the land could be used as park space rather than placing a commercial structure adjacent to the gatehouse. He expressed concern for the neighborhood's increasing density.~~

~~Mr. Ganon asked if the church currently located on the property had generated significant traffic. Mr. Flavell replied that the church had been a quiet neighbor and its traffic had been manageable.~~

~~Mr. Shechtman asked why the office portion of the lot had not also been made residential. Mr. Edewaard replied that the space is not zoned for residential development. He added that no office building is being proposed at this time, and the property is currently unplatted and therefore noncompliant. The plat will bring it into compliance with the underlying zoning.~~

~~Mr. Edewaard continued that the City has approached him with regard to using the office portion of the site as park space; however, this offer is unrelated to the Application before the Board.~~

~~Mr. Shechtman asked if the Board should include a reference to "potential park use" if they approve the plat. Attorney Spence stated that this would be a restriction which could not be imposed upon the Applicant. The County requires the Applicant to designate use as part of the plat for the purpose of calculating impact fees. The entire site is included in~~

~~the plat Application; however, any actual development of the site would require a separate development permit.~~

~~Mr. Shechtman requested clarification of the height allowed in the B-1 zoning district for commercial development. It was noted that the maximum height in this district is 150 ft., which is restricted due to its adjacency to residential zoning and land use.~~

~~Ms. Mammano asked if there is access to the subject site from both outside and inside the gate. Mr. Edewaard identified an egress point located "before the gate."~~

~~Ms. Mammano asked if approving the plat Application would interfere with the possibility of the City purchasing the lot and converting it to park use. She noted that plat approval could affect the value of the property, forcing the City to pay more for the site. Attorney Spence replied that this is not relevant to the decision before the Board, which is to determine whether or not the plat meets Code requirements for platting and subdivision. The value of the property is not typically tied to the plat restrictions, but to zoning and the potential uses permitted by its zoning district(s).~~

~~Ms. Mammano also asked if the Applicant would be willing to include a plat note stating that future development of the commercial lot would only have access from the west side of the gate. Mr. Barranco pointed out that the only access comes from the roadway before the gate is reached.~~

~~Mr. Edewaard commented that he did not believe it was legal to restrict an owner's access to their property, and that the site only faces one roadway. Ms. Mammano asserted that her suggestion would limit access to the property in response to the neighborhood's concerns.~~

~~Mr. Hetzel stated that when the City reviews a plat, they consider the potential impact of restricting access to a certain point, including the impact on adjacent properties. Staff had not considered this possibility, but had reviewed what was submitted and evaluated. In addition to the County's plat process, because the site is adjacent to US 1, the Florida Department of Transportation (FDOT) will also consider access to determine whether or not there would be impacts to Federal Highway. If the Applicant wishes Staff to revisit this access, additional analysis would be necessary to determine the impacts of restricting access.~~

~~Ms. Mammano concluded that she would like Staff to do this. Mr. Hetzel advised that this decision was left to the Applicant.~~

~~Mr. Edewaard observed that this issue would only arise when Site Plan approval is requested for the subject property. He reiterated that the plat is being requested to bring the property into compliance with the underlying zoning set forth by the City. He concluded that there is no practical reason for traffic to enter the neighborhood and circle back.~~

~~Michael Hamaway, private citizen, stated that he is the co-chair of a committee formed by the Bal Harbour Homeowners' Association to explore the possibility of obtaining the subject area as park space. He pointed out that the neighborhood is surrounded by an 8 ft. to 10 ft. wall dividing it from Federal Highway. He felt the addition of an office building would be "a disaster" for the Bal Harbour community, as it would not be compatible with that neighborhood.~~

~~Chair Weymouth asked if the homeowners' association has discussed the possibility of purchasing the subject space for park use. He suggested that if the neighborhood has consensus on this issue, they may wish to communicate that to Commissioner Herbst. Mr. Hamaway reiterated that the neighborhood is unique and it was not suitable to divide the subject property as proposed.~~

~~Virginia Holden, private citizen, shared Mr. Hamaway's concerns, stating that an office building is incompatible with an entrance to the neighborhood. She expressed concern that the commercial parcel is approximately 100 ft. x 200 ft. but could accommodate a 10,000 sq. ft. office building. She concluded that traffic is already congested and worsening due to nearby development.~~

~~Mr. Shechtman asked how the developer had been convinced to change the number of residential lots and lot sizes. Ms. Holden replied that this change had been in response to the zoning in Bal Harbour, which has a minimum lot size of 75 ft. Nancy Garcia, representing Urban Design and Planning, further clarified that subdivision regulations require 75 ft. wide lots, while the RS-8 zoning district requires 50 ft. lots. When the Applicant had first gone before the DRG, they had proposed to follow only RS-8 regulations, but were ultimately required to follow subdivision regulations because their proposal was for new construction.~~

~~Doug Fulcher, private citizen, advised that while the neighborhood did not object to the proposed single-family homes, they were concerned with the commercial parcel, because they did not know what to expect there. He expressed concern for the effect of the parcel's development on property values, as well as for illicit activity.~~

~~Mr. Fulcher continued that the neighborhood entrance is landscaped in a manner that is not easily recognizable as a residential street. He also described the intersection as dangerous.~~

~~Mr. Shechtman asked if Mr. Fulcher would support a rezoning of the lot to residential. Mr. Fulcher confirmed this, adding that he was not aware of any neighborhood residents who objected to the residential portion of the site.~~

~~Mr. Shechtman asked what Mr. Fulcher felt would constitute the worst-case scenario for construction on the commercial lot. Mr. Fulcher replied that commercial space could be "most anything." Chair Weymouth clarified that due to the lot's underlying zoning, it is limited to certain uses with specific requirements for sizes and setbacks, and advised that~~

~~discussion of use would be more appropriate when a project is brought forward for the lot in question.~~

~~Charles Donato, private citizen, explained that the commercial portion of the site includes a one-way driveway. He did not feel this could be reconstructed as a two-way entrance/exit for a commercial property. He also noted that in addition to the gatehouse for the neighborhood, there is landscaping which would be affected by developing the one-way access into two-way access.~~

~~Rom Levy, private citizen, stated that commercial development beside the neighborhood would negatively affect property values, and suggested that the lot be developed for residential use instead.~~

~~Samuel Lievano, private citizen, advised that most of the neighborhood's concerns resulted from the original proposal for the site, which had suggested nine single-family homes as well as town homes. He felt this had caused residents to have doubts about how the parcel could be developed, as well as for the possibility of greater change and more impacts to traffic.~~

~~As there were no other individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~Mr. Shechtman asked if the Applicant would have been able to rezone the commercial parcel to residential without first platting that parcel. Attorney Spence stated that in order to residentially develop a commercial parcel, a developer would have had to apply for flex units or for an amendment to the Broward County Land Use Plan.~~

~~Mr. Barranco asked if the Applicant has reviewed any potential plans to determine whether or not a 10,000 sq. ft. office building could fit on the property. Mr. Edewaard replied that he had estimated that 10,000 sq. ft. would constitute roughly half of the lot.~~

~~Mr. Barranco suggested that the reference to 10,000 sq. ft. could be reduced to approximately 4000 sq. ft. of office space. He expressed concern that a 10,000 sq. ft. structure could not be built on the lot. Mr. Edewaard noted that regardless of the size of a building that is constructed on the lot, it would still be required to go through DRC and Site Plan approval. He reiterated that he had restricted the potential use of the lot through its B-1 zoning. He concluded that he is only bringing a noncompliant property into compliance.~~

~~Mr. Barranco again requested how the Applicant had arrived at the 10,000 sq. ft. estimate rather than another number. Mr. Edewaard replied that the underlying zoning allows for 150 ft. in height, which could accommodate 10,000 sq. ft. He felt this size constituted "a fair number of what should be there."~~

~~Mr. Barranco commented that the potential for retail on the site seemed to be better than the potential for office use, and explained that he had wondered if the City had encouraged the office use. Mr. Edewaard stated that before he had purchased the property, he had spoken with the City about a possible change to residential zoning; however, the response from Planning and Zoning indicated this was not an option.~~

~~Mr. Barranco asked if flex residential development would not be permitted on the underlying land use. Mr. Hetzel advised that there are no remaining flex units. Affordable housing would be possible, but the site does not meet the qualifications for that development, as the property does not directly front onto Federal Highway.~~

~~Ms. McCartney asked if approving the plat as submitted would prevent the development of a park on the site instead of commercial use. Attorney Spence replied that it would not.~~

~~Mr. Shechtman observed that there seemed to be significant misinformation about the site. He cited the example of concern for the development of town homes, which are not permitted in an RS-8 zoning district. In addition, the proposed lot sizes are consistent with RS-8 zoning. He concluded that the Board is not asked to approve a Site Plan or any buildings on the site; the Applicant must plat the site before developing it, and cannot proceed with anything other than commercial development on the site due to its underlying land use.~~

~~Ms. Fertig stated that the residents of the subject neighborhood may wish to consider having a City representative discuss their concerns with them, including traffic issues.~~

~~**Motion** made by Mr. Shechtman, seconded by Mr. McTigue, "to approve Case Number UDP-23001, plat review, and I find that it meets the ULDR Section 47-25.5 subdivision regulations and Section 47-25.2 adequacy requirements." In a roll call vote, the **motion** passed 8-1 (Vice Chair Cohen dissenting).~~

~~Mr. Hetzel advised that Agenda Items 3, 4, 5, and 6 are all rezoning Applications brought forward by the City, and suggested that the Items be presented together and voted upon separately.~~

~~**Motion** made by Ms. Mammano, seconded by Mr. McTigue, for Items 3, 4, 5, and 6 to be presented all at once but voted upon individually. In a voice vote, the **motion** passed unanimously.~~

~~**3. CASE:** UDP-Z23012~~

~~**REQUEST:** * ** Rezoning from Residential Single Family/Low Medium Density (RS-8) District to~~

~~Parks, Recreation and Open Space (P) District~~

~~**APPLICANT:** City of Fort Lauderdale~~

~~**GENERAL LOCATION:** South of Ponce De Leon Drive, east of SE 9th Avenue, west of SE 11th Street and north of SE 11th Street~~

~~**ABBREVIATED LEGAL DESCRIPTION:** RIO VISTA ISLES UNIT 3 7-47 B
PARKS AS DEDICATED PER PLAT
ZONING DISTRICT: Residential Single Family/Low Medium Density (RS-8)
District
PROPOSED ZONING: Parks, Recreation and Open Space (P) District
LAND USE: Low Medium Residential
COMMISSION DISTRICT: 4 – Warren Sturman
NEIGHBORHOOD ASSOCIATION: Rio Vista Civic Association
CASE PLANNER: Michael Ferrera~~

~~Michael Ferrera, representing Urban Design and Planning, explained that the City has undertaken an initiative to rezone City properties used as parks and open space which are not currently zoned Parks, Recreation, and Open Space (P). Roughly 40 such properties have been identified and the rezoning is underway in phases. Thus far, three phases have been completed and a total of 18 properties have been rezoned. The next four Agenda Items are part of the fourth phase of rezoning.~~

~~Mr. Ferrera reviewed the dimensions and location of Item UDP-Z23012, which would be rezoned from RS-8 to P. The property is currently a passive park known as Hector Park.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~4. **CASE:** UDP-Z23013~~

~~**REQUEST:** * ** Rezoning from Residential Multifamily Low Rise/Medium High Density (RML-25) District to Parks, Recreation and Open Space (P) District
APPLICANT: City of Fort Lauderdale
GENERAL LOCATION: South of SW 4th Street, east of SW 11th Avenue, north of Waverly Road and west of SW 10th Avenue
ABBREVIATED LEGAL DESCRIPTION: WAVERLY PLACE 2-19 D UNNUMBERED BLK S OF BLK 107 & N OF BLK 101 OF SAID PLAT DESC AS: COMM SW COR LOT 15 BLK 107, S 50 TO POB, E 266.30 TO PI ON CUR, SWLY 313.30, N 161.44 TO POB
ZONING DISTRICT: Residential Multifamily Low Rise/Medium High Density (RML-25) District
PROPOSED ZONING: Parks, Recreation and Open Space (P) District
LAND USE: Medium High Residential
COMMISSION DISTRICT: 2 – Steven Glassman
NEIGHBORHOOD ASSOCIATION: Sailboat Bend Civic Association
CASE PLANNER: Michael Ferrera~~

~~Mr. Ferrera reviewed the dimensions and location of Item UDP-Z23013, which would be rezoned from RML-25 to P. The property is currently a passive park known as Major William Lauderdale Park.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~5. CASE: UDP-Z23014~~

~~**REQUEST:** * ** Rezoning from Residential Single Family/Low Medium Density (RS-8) District to Parks, Recreation and Open Space (P) District~~

~~**APPLICANT:** City of Fort Lauderdale~~

~~**GENERAL LOCATION:** South of SE 10th Street, East of SE 9th Avenue, and North of Rio Vista Blvd~~

~~**ABBREVIATED LEGAL DESCRIPTION:** RIO VISTA ISLES UNIT 3 7-47 B PARKS AS DEDICATED PER PLAT~~

~~**ZONING DISTRICT:** Residential Single Family/Low Medium Density (RS-8) District~~

~~**PROPOSED ZONING:** Parks, Recreation and Open Space (P) District~~

~~**LAND USE:** Low Medium Residential~~

~~**COMMISSION DISTRICT:** 4 – Warren Sturman~~

~~**NEIGHBORHOOD ASSOCIATION:** Rio Vista Civic Association~~

~~**CASE PLANNER:** Michael Ferrera~~

~~Mr. Ferrera reviewed the dimensions and location of Item UDP-Z23014, which would be rezoned from RS-8 to P. The property is currently known as Virginia Shuman Young Park.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~6. CASE: UDP-Z23015~~

~~**REQUEST:** * ** Rezoning from Heavy Commercial/Light Industrial (B-3) District to Parks, Recreation and Open Space (P) District~~

~~**APPLICANT:** City of Fort Lauderdale~~

~~**ADDRESS:** 2600 and 2450 S. Federal Highway~~

~~**ABBREVIATED LEGAL DESCRIPTION:** LAKEVIEW 1-68 D THAT PART OF LOT 2 S1/2 & OF LOTS 4 & 6 LYING E OF FEDERAL HWY, LESS RAD ARC IN NW COR OF LOTS 2 & 4 LESS PTS OF SAID LOTS INC'D IN PARCEL 106 OF CA 90-33646 BLK A, LESS POR IN MMB 9-69 B AKA: PART OF WELCOME PARK, LAKEVIEW 1-68 D PART OF LOTS 8,10 & 12 LYING EAST OF FEDERAL HWY R/W BLK A AKA: PART OF WELCOME PARK, HARBOR VIEW 10-5 B LOT 14 A,14 B,16 A,16 B AKA: PART OF WELCOME PARK, 23-50-42 THAT PART OF THE R/W FOR SE 25 ST BOUNDED ON W BY E R/W/L OF~~

~~FEDERAL HWY & BOUNDED ON E BY THE W R/W/L FOR MIAMI RD & BOUNDED ON N BY S/L OF LOT 16 B OF "HARBOR VIEW" & BOUNDED ON S BY N/L OF BLK 1 OF "RESUB OF BLK J LAKEVIEW" AKA: PART WELCOME PARK, RESUB OF BLK J LAKEVIEW 18-20 B ALL BLK 1 LESS ST RD R/W AKA: PART OF WELCOME PARK~~

~~**ZONING DISTRICT:** Heavy Commercial/Light Industrial (B-3) District~~

~~**PROPOSED ZONING:** Parks, Recreation and Open Space (P) District~~

~~**LAND USE:** Commercial~~

~~**COMMISSION DISTRICT:** 4 – Warren Sturman~~

~~**NEIGHBORHOOD ASSOCIATION:** Harbordale and Poinciana Park Civic Association~~

~~**CASE PLANNER:** Michael Ferrera~~

~~Mr. Ferrera reviewed the dimensions and location of Item UDP-Z23015, which would be rezoned from Heavy Commercial/Light Industrial (B-3) to P.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~**Motion** made by Ms. Fertig, seconded by Mr. Shechtman, "to recommend approval of Case Number UDP-Z23012 based on the findings of fact, the Staff Report, and that we find that the application meets the criteria of the ULDR." In a roll call vote, the **motion** passed unanimously (9-0).~~

~~**Motion** made by Ms. Fertig, seconded by Mr. Shechtman, "to recommend approval of Case Number UDP-Z23013 based on the findings of fact in the Staff Report, and that it meets the applicable criteria." In a roll call vote, the **motion** passed unanimously (9-0).~~

~~**Motion** made by Ms. Fertig, seconded by Mr. McTigue, "to recommend approval of Case Number UDP-Z23014 based on the findings of fact in the Staff Report and that we find the Application meets the applicable criteria." In a roll call vote, the **motion** passed unanimously (9-0).~~

~~**Motion** made by Ms. Mammano, seconded by Ms. Fertig, "on Z23015, I move that the Planning and Zoning Board determines that the Application meets the criteria as provided in the Section, the Planning and Zoning Board shall determine that the rezoning be approved or recommended as zoning to a more restrictive zoning district application if necessary to ensure compliance with the criteria in the zoning and if consented to by the Applicant." In a roll call vote, the **motion** passed unanimously (9-0).~~

~~8. CASE: UDP-Z23009~~

~~**REQUEST:** * ** Rezoning from Residential Single Family/Cluster Dwellings/Low Medium Density District (RC-15) and Parks, Recreation and~~

~~Open Space (P) District to Northwest Regional Activity Center – Mixed Use West (NWRAC-MUw) District~~

~~**APPLICANT:** City of Fort Lauderdale~~

~~**AGENT:** Mark Russell, YMCA of South Florida, Inc.~~

~~**PROJECT NAME:** LA Lee YMCA / Mizell Community Center~~

~~**GENERAL LOCATION:** 1409 W Sistrunk Boulevard~~

~~**ABBREVIATED LEGAL DESCRIPTION:** Lincoln Park Corr Plat 5-2 B Lots 9 Thru 16 and 42 Thru 50 Blk 2 and Lots 39 Thru 48 Blk 3~~

~~**ZONING DISTRICT:** Residential Single Family/Cluster Dwellings/Low Medium Density District (RC-15) and Parks, Recreation and Open Space (P) District~~

~~**PROPOSED ZONING:** Northwest Regional Activity Center – Mixed Use West District (NWRAC-MUw)~~

~~**LAND USE:** Northwest Regional Activity Center~~

~~**COMMISSION DISTRICT:** 3 - Pamela Beasley-Pittman~~

~~**NEIGHBORHOOD ASSOCIATION:** Durrs Community Association~~

~~**CASE PLANNER:** Nicholas Kalargyros~~

~~Mark Russell, representing the Applicant, stated that the request is for rezoning of a property to Northwest Regional Activity Center – Mixed Use West (NWRAC-MUw) from Residential. The property belongs to the YMCA of South Florida, Inc., which was asked by the City to activate the street when they purchased the site. The YMCA added 7400 sq. ft. of retail space on the front of the building and is currently sub-leasing this space to five tenants.~~

~~While securing permits for the property, the Applicant discovered that the site was not properly zoned for retail businesses. The tenants include a pharmacy, hair salon, and restaurant, the latter three of which require rezoning before they are opened. The Applicant has also complied with the City's request to activate the streetfront with minority-owned businesses and to create jobs in the local community. There is 100% occupancy on the site.~~

~~At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.~~

~~**Motion** made by Ms. Mammano, seconded by Vice Chair Cohen, "to approve UDP-Z23009, that the Planning and Zoning Board determines that the Application meets the criteria as provided in Section 47-24.4, rezoning; the Planning and Zoning Board shall recommend that the rezoning be approved or recommend a rezoning to a more restrictive zoning district than that was requested in the Application if necessary to ensure compliance with the criteria for the zoning and if consented to by the Applicant, based on the criteria in the ULDR." In a roll call vote, the **motion** passed unanimously (9-0).~~

~~Chair Weymouth noted that a member of the public had submitted a request to speak on the Item, but that individual was no longer present at the meeting.~~

~~10. CASE: UDP-T23007~~

~~REQUEST: * Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) Section 47-27, Notice Procedures for Public Hearings~~

~~APPLICANT: City of Fort Lauderdale~~

~~GENERAL LOCATION: Citywide~~

~~CASE PLANNER: Karlanne Devonish~~

~~Mr. Hetzel requested that this Item be deferred until the January 17, 2024 meeting.~~

~~Motion made by Mr. Shechtman, seconded by Ms. Fertig, to defer Number 10 to January 17, 2024 at 6 p.m. In a voice vote, the motion passed unanimously.~~

11. CASE: UDP-L23001

REQUEST: * Amend City of Fort Lauderdale Comprehensive Plan Future Land Use Element and Amend the Future Land Use Map Establishing the Uptown Urban Village Transit Oriented Development Designation

APPLICANT: City of Fort Lauderdale

EXISTING LAND USE: Employment Center, Commercial, Office, and Industrial

PROPOSED LAND USE: Transit Oriented Development (TOD)

COMMISSION DISTRICT: 1 - John Herbst

CASE PLANNER: Jim Hetzel

Mr. Hetzel advised that this Item was deferred from the October 18, 2023 meeting. He noted that the Board members have received an addendum to the Application.

The City has worked with various stakeholders to prepare the Application, which is one of the City Commission's priority projects. In 2019, the City adopted the Uptown Master Plan and secured a consultant to assist with this planning initiative. The subject area is 323 acres located at the northern end of the City, bounded by I-95, the City limits, Powerline Road, and 57th Street. There are few residential uses in this area.

The proposed Land Use Plan Amendment (LUPA) will create the land use designation of Transit Oriented Development (TOD), which will be specific to the Uptown area in the City's Comprehensive Plan. In the County's Comprehensive Plan, this location will have a land use of Activity Center. The adoption of requirements necessary for a TOD land use designation have already been adopted in the Uptown Master Plan and will be part of the LUPA as well.

A land use analysis is required as part of the LUPA Application. This identifies a program of uses for the project area. Mr. Hetzel referred the Board members to a PowerPoint presentation listing the existing uses, as well as the additional programming proposed by the LUPA.

Staff reviewed the underused properties as well as uses that are not currently located in the area. A market study was done for office and commercial use. Based on this study, as well as the residential demand, Staff developed the program that is before the Board.

Staff also reviewed the impact of this programming on public services. Mr. Hetzel noted that the addition of residential use, for example, affects park space. For trip analysis, Staff reviewed what the Comprehensive Plan will allow through both existing and proposed development. While there would be an increase in a.m. trips due to the addition of residential use, the overall trips for programming would decrease.

Another aspect of the traffic analysis includes the multimodal improvements adopted for the Uptown area. TOD requires that modes of transportation other than cars must be taken into consideration. As the area develops, different modes will develop collectively as well.

The addendum received by the Board members addresses compatibility with the Fort Lauderdale Executive Airport (FXE). Staff performed an analysis in conjunction with FXE staff which considered the requirements for flight paths and approaches, as well as the prospective locations of proposed uses. The TOD land use takes all of these uses into account; however, the City's zoning restricts these uses, including residential, in some zoning areas. The addendum includes language addressing this analysis.

Staff has conducted public outreach meetings and the Application has gone before the DRC. It is now before the Board in their capacity as Local Planning Agency (LPA). The next step will take the Application before the City Commission.

Mr. Hetzel also provided a handout which corrected an error in the addendum: the correction is to the final paragraph on the second page. The corrected language should be as follows:

"The map below depicts the 2015 FXE Airport noise levels, flight paths, the LUPA boundaries, Uptown zoning districts, and the potential Park/Open Space. It should be noted that the Park/Open Space areas are shown as potential Park/Open Space because they are currently undeveloped areas within the LUPA boundaries. They are not zoned Park, nor deed-restricted as such."

Ms. Mammano commented that the spaces referred to in the addendum are not currently zoned Park, nor is there money to purchase that space; for this reason, she requested clarification of why these spaces are being contemplated as potential Park space. Mr. Hetzel explained that these areas were identified in the conceptual plan as potential park space. One of these spaces is owned by FXE, which means it is City-owned.

Ms. Mammano also noted that while some open space is included in the Master Plan, there is no guarantee that it will be used as Park space. Mr. Hetzel confirmed this, adding that one of the Uptown zoning district requirements is tied to the project development as a whole. The LUPA includes an analysis which can count toward the identification of park

space. There may be a requirement of open space for an individual project on private property, including space which is open to the public.

Ms. Mammano continued that the analysis of increased development density is significant, as it doubles the amount of industrial space and increases office, commercial, and residential space as well. She expressed concern for the potential impacts these increases would have on the demand for water and sewer. Mr. Hetzel confirmed that this analysis was part of the LUPA application. He further clarified that only a small portion of the south side of Cypress Creek Road is on City property, while the rest is on County property and therefore within the County's service area. The County will provide water and sewer service for the majority of the area.

At this time Chair Weymouth opened the public hearing. As there were no individuals wishing to speak on the Item, the Chair closed the public hearing and brought the discussion back to the Board.

Motion made by Ms. Fertig "to recommend approval of Case Number UDP-L23001, and the Board hereby finds the text amendments to the ULDR are consistent with the Comprehensive Plan." In a roll call vote, the **motion** passed unanimously (9-0).

Chair Weymouth advised that the Board members had received a request to reconsider an item heard at the October 18, 2023 meeting, Case PL-R19062, which was denied at that time.

Ms. Fertig asserted that the Board had encouraged the Applicant in Case PL-R19062 to defer the Item so they could meet with the project's neighbors.

Attorney Spence recommended that the Board vote to reconsider the Item, followed by withdrawal of their motion to deny, which had passed at the October meeting. The Board may then vote to defer the Item.

Motion made by Ms. Fertig, seconded by Mr. McTigue, "to reconsider deferral of Site Plan Level III development permit for River Oaks Cluster development, Case Number PL-R19062, as heard at the October 18 meeting 2023."

Ms. Mammano asked if any motions made regarding this Item should state that there should be further consultation with the surrounding community. Ms. Fertig stated that it was her intent to include this direction when the Board considers a motion to defer the Item.

Attorney Spence further clarified that if the Board moves to reconsider the Item, their earlier motion to deny will be withdrawn. Another vote by the Board will not be required in order to withdraw their October 18, 2023 motion.

Ms. Fertig **amended** her **motion** to reconsider as follows: "I am making this motion so that the Applicant will meet with the neighbors."

In a roll call vote, the **motion** passed unanimously (9-0).

Attorney Spence advised that the Board may entertain any motion at this time, as the original motion to deny which was passed at the October 18, 2023 meeting has been withdrawn.

Motion made by Ms. Fertig "to defer until March 20, 2024, with the understanding with the requirement that the Applicant will meet with the neighborhoods."

Ms. Toothaker, representing the Applicant in Case PL-R19062, stated that she has spoken with the president of the neighborhood association, and they were pleased to hear from the Applicant's team. She plans to meet with that association in January 2024.

Ms. Mammano **seconded** the **motion**. In a roll call vote, the **motion** passed unanimously (9-0).

~~V. COMMUNICATION TO THE CITY COMMISSION~~

~~Mr. Shechtman addressed the ongoing "train v. tunnel" discussion regarding the New River crossing. He felt there has been a singular focus on which of these two options should be selected, which has caused the City to miss the "bigger picture" of the actual river crossing, which FDOT is studying. He added that there are major east-west thoroughfares which may be adversely affected by the impact of up to 26 trains per day.~~

~~Mr. Shechtman recalled that in 2022, he had written to FDOT to express concern that while there is support for commuter rail, this method of transportation should not be "pushed" at the expense of existing commuter traffic. He also noted the growth of Fort Lauderdale's Downtown, which has significantly increased density as well as impacted Sunrise Boulevard and Davie Boulevard, which are boundaries of the Downtown area. He felt it was shortsighted for FDOT to study a potential New River crossing instead of a Downtown Fort Lauderdale crossing, which would address these two major thoroughfares.~~

~~**Motion** made by Mr. Shechtman "to communicate to the City Commission that we must also prioritize the crossing of major east-west thoroughfares, including Sunrise, Broward, and Davie Boulevard[s], as part of any bridge or tunnel development over the New River on the Florida East Coast Railway right-of-way."~~

~~Vice Chair Cohen **seconded** the **motion**.~~

~~Chair Weymouth commented that there is already a tremendous amount of conversation in the community on this subject, and suggested that Mr. Shechtman reach out to the~~

~~Broward Metropolitan Planning Organization (MPO) for further information, as the MPO is also studying this issue. He was not in favor of making a communication to the City Commission at this time, and pointed out that either a bridge or a tunnel would be implemented very far into the future, with the full expense yet to be determined.~~

~~Mr. Shechtman asserted that he has participated in commuter study groups on this issue. He reiterated that he felt it is important for the Board, as a planning authority, to refocus the City's attention on the need to address major east-west roadways as well as the New River crossing.~~

~~Ms. Fertig also did not feel a communication to the City Commission should be passed at tonight's meeting. She encouraged Mr. Shechtman to reach out to the Broward MPO, which is looking into options that would address east-west traffic. He could then bring this information back to the Board at a subsequent meeting. She also felt it would be helpful to determine which areas could most realistically be addressed by a crossing.~~

~~Ms. Mammano did not agree, stating that she felt the issue is one of policy rather than engineering. She believed it would be appropriate to ask the Commission to consider the effect of additional train traffic on east-west vehicular traffic.~~

~~Ms. McCartney advised that while she agreed with the sentiment of Mr. Shechtman's **motion**, she did not feel this was the appropriate time for the Board to send a communication on that issue. She agreed with Ms. Fertig that outreach to the MPO could provide more information.~~

~~In a roll call vote, the **motion** failed 4-5 (Chair Weymouth, Ms. Fertig, Mr. Ganon, Ms. McCartney, and Mr. McTigue dissenting).~~

~~VI. FOR THE GOOD OF THE CITY OF FORT LAUDERDALE~~

~~Ms. Mammano requested clarification of the impact of the City Commission's vote to extend the Board members' terms to four years.~~

~~Attorney Spence explained that the City Commission has adopted an Ordinance which would align Board terms with the terms of the City's elected officials. This changes the members' three-year terms to four-year terms, and amends the time period of the Chair's election from June to December. This does not affect existing Board members, as the Resolutions appointing them already specify their terms of office.~~

~~Attorney Spence continued that he has advised the City Commission that a Resolution will be brought back which would add one year to each Board member's term. He cautioned that this does not align the members' terms with the terms of office of elected officials: when future Board members are appointed, their terms will align with the officials' terms of office.~~

~~VII. VOTE FOR 2024 PLANNING AND ZONING BOARD CALENDAR~~

~~Motion made by Mr. McTigue, seconded by Vice Chair Cohen, to approve. In a voice vote, the motion passed unanimously.~~

~~There being no further business to come before the Board at this time, the meeting was adjourned at 9:52 p.m.~~

~~Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.~~

Chair

Prototype

[Minutes prepared by K. McGuire, Prototype, Inc.]

APPENDIX III
City Commission Agenda and Meeting Minutes

TO BE INSERTED

**APPENDIX IV
Property Owner
List and Municipal
Notices**

UPTOWN LUPA - PROPERTY OWNER LIST

OWNERS	ADDRESS	CITY	STATE	ZIP
153 E 26TH ST LLC	38-09 43 AVE 1 FL	LONG ISLAND CITY	NY	11101
200 W CYPRESS CREEK HOLDINGS LLC	200 W CYPRESS CREEK RD #500	FORT LAUDERDALE	FL	33309
57 PLACE HOLDINGS LLC	730 NW 57 PL	FORT LAUDERDALE	FL	33309
6001 POWERLINE LLC	1200 WRIGHT AVE	RICHMOND	CA	94804
6300 ACQUISITION LLC	6300 NE 1 AVE 3 FL	FORT LAUDERDALE	FL	33334
6300 NW 5 LLC	6300 NW 5 WAY STE 100	FORT LAUDERDALE	FL	33309
6300 NW 5TH LLC	6300 NW 5 WAY #C	FORT LAUDERDALE	FL	33309
6300 OFFICE CENTER LLC	6300 NW 5 WAY #D	FORT LAUDERDALE	FL	33309
6300 POWERLINE SHOPPING LLC	18001 COLLINS AVE 31 FL	SUNNY ISLES BEACH	FL	33160
6300 UPTOWN CENTRE LP	11-260 EDGELEY BLVD	*VAUGHAN ON	CA	L4K 3
6340NW5 WOLFPACK LLC	3350 NW 53 ST #106	FORT LAUDERDALE	FL	33309
6400 BUILDING LLC	7900 GLADES RD STE 600	BOCA RATON	FL	33434
6500 POWERLINE WAREHOUSE LLC	18001 COLLINS AVE FLR 31	SUNNY ISLES BEACH	FL	33160
6520 POWERLINE WAREHOUSE LLC	18001 COLLINS AVE 31 FLOOR	SUNNY ISLES BEACH	FL	33160
6600 NORTH ANDREWS AVENUE LLC	1055 WASHINGTON BLVD 7TH FL	STAMFORD	CT	6901
6601 PROPERTIES LLC	6601 N ANDREWS AVE	FORT LAUDERDALE	FL	33309
775 NW 57 ST FLL LLC	775 NW 57 ST	FORT LAUDERDALE	FL	33309
811 BUILDING LLC	811 NW 57 PL	FORT LAUDERDALE	FL	33309
825 NW 61ST STREET LLC	20352 HACIENDA CT	BOCA RATON	FL	33498
850 W CYPRESS PARTNERS LLC	100 W CYPRESS CREEK RD STE 900	FORT LAUDERDALE	FL	33309
ACRYLUX BUILDING II LLC	6307 GARDEN AVE	WEST PALM BEACH	FL	33405
ARBY'S PROPERTIES LLC	3 GLENLAKE PKWY 5TH FL	ATLANTA	GA	30328
B B I G LLC	585 STEWART AVE #550	GARDEN CITY	NY	11530
BANK OF AMERICA	101 N TRYON ST NC1-001-03-81	CHARLOTTE	NC	28246
BARREY LLC	11337 NW 10 MNR	CORAL SPRINGS	FL	33071
BAUMWALD HOLDINGS LLC	821-841 NW 57 PL	FORT LAUDERDALE	FL	33309
BOYS & GIRLS CLUBS OF	877 NW 61 ST	FORT LAUDERDALE	FL	33309
BRE/ESA FL PROPERTIES LLC	PO BOX 49550	CHARLOTTE	NC	28277
BROWARD COUNTY	115 S ANDREWS AVE RM 501-RP	FORT LAUDERDALE	FL	33301
BRP LLC	800 NW 57 PL	FORT LAUDERDALE	FL	33309
BURAN LLC	751 NW 57 ST	FORT LAUDERDALE	FL	33321
BW CYPRESS CREEK & POWERLINE LLC	100 N ANDREWS AVE	FORT LAUDERDALE	FL	33301
C & C COMMERCIAL PROP LLC	6300 NW 5 WAY #150	FORT LAUDERDALE	FL	33309
CARTER PROPERTY ENTERPRISES INC	8233 GATOR LN #18	WEST PALM BEACH	FL	33411
CFC OFFICES LLC	9111 TILLINGHAST DR	TAMPA	FL	33626
CHEVALIER ENTERPRISES LLC	5975 SUNSET DR STE 502	MIAMI	FL	33143
CITRIX SYSTEMS INC	851 W CYPRESS RD	FORT LAUDERDALE	FL	33309
CITRIX SYSTEMS INC	851 W CYPRESS CREEK RD	FORT LAUDERDALE	FL	33309
CITY OF FORT LAUDERDALE	100 N ANDREWS AVE	FORT LAUDERDALE	FL	33301
CORPORATE PARK AT CYPRES CREEK	6300 NE 1ST AVE 3RD FL	FORT LAUDERDALE	FL	33334
CORPORATE PARK AT CYPRESS CREEK	6300 NE 1ST AVE 3RD FL	FORT LAUDERDALE	FL	33334
CORPORATE PARK AT CYPRESS CREEK	201 E LAS OLAS BLVD 12TH FL	FORT LAUDERDALE	FL	33301
CPN WEST LLC	6030 HOLLYWOOD BLVD #240	HOLLYWOOD	FL	33024
CPN WEST LLC %CYPRESS PARK	PO BOX 7517	HICKSVILLE	NY	11802
CYPRESS ASSOC LTD PRTN	500 N BROADWAY #201	JERICO	NY	11753
CYPRESS CREEK ASSOC LTD PRTRN	500 N BROADWAY #201	JERICO	NY	11753
CYPRESS CREEK ENTERPRISES LLC	9130 GUILFORD RD	COLUMBIA	MD	21046
CYPRESS CREEK HOTEL LLC	10225 ULMERTON RD STE 12A	LARGO	FL	33771
CYPRESS PLAZA HOLDINGS LLC	7809 GALLEON ST	PARKLAND	FL	33067

DEZER POWERLINE WAREHOUSE	18001 COLLINS AVE 31 FLR	SUNNY ISLES BEACH	FL	33160
DISTRICT BOARD OF TRSTEEES OF	111 E LAS OLAS BLVD	FORT LAUDERDALE	FL	33301
DOUBLE MOUNTAIN DEV VENTURES LLC	15951 SW 41 ST STE 800	DAVIE	FL	33331
EDWARD L ROBERGE TR	4436 SW 26 AVE	FORT LAUDERDALE	FL	33312
EJT HOLDINGS LLC	4850 SW 51 TER	OCALA	FL	34474
ELIZABETH/MORRIS AVENUE CENTER	1 STEVENS RD	WALLINGTON	NJ	7057
ELIZABETH/MORRIS AVENUE CENTER	1 STEVENS RD APT 1	WALLINGTON	NJ	7057
F LAND LLC	6030 HOLLYWOOD BLVD # 240	HOLLYWOOD	FL	33024
FAIRFIELD CYPRESS LP	5355 MIRA SORRENTO PLACE STE 100	SAN DIEGO	CA	92121
FDRE HOLDINGS LLC	6100 N POWERLINE ROAD	FORT LAUDERDALE	FL	33309
FHP MANUFACTURING CO	ONE TOWER LN SUITE 3100	OAKBROOK TERRACE	IL	60181
FHP MANUFACTURING COMPANY	ONE TOWER LN SUITE 3100	OAKBROOK TERRACE	IL	60181
FIRST COAST ENERGY LLP	7014 A C SKINNER PARKWAY STE 290	JACKSONVILLE	FL	32256
FL 16 FORT LAUDERDALE LLC	PO BOX 92129	SOUTHLAKE	TX	76092
FLORIDA DEPT OF TRANSPORTATION	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309
FLORIDA POWER & LIGHT CO	700 UNIVERSE BLVD	JUNO BEACH	FL	33408
G&C CYPRESS INVESTORS LLC	1499 W PALMETTO PARK RD #415	BOCA RATON	FL	33486
GRCZ,WALTER & GRACE	5700 POWERLINE ROAD	FORT LAUDERDALE	FL	33309
HALCAR TRADE CENTRE LLC	4488 W BOY SCOUT BLVD STE 250	TAMPA	FL	33607
HOWMEDICA OSTEONICS CORP	325 CORPORATE DR	MAHWAH	NJ	7430
HPWR PROPERTY LLC	1099 NE 27 TER	POMPANO BEACH	FL	33062
JJ AUTO LLC	3013 YAMATO RD SUITE B12-105	BOCA RATON	FL	33434
JJEI HOLDINGS LLC	741 NW 57 PL	FORT LAUDERDALE	FL	33309
JJKF PROPERTIES LLC	PO BOX 133	SPRING LAKE	NJ	7762
LAKESIDE 6301 LLC	6030 HOLLYWOOD BLVD #240	HOLLYWOOD	FL	33024
LEMONADE MM CYPRESS CREEK LLC	1000 MAINE AVE SW STE 300	WASHINGTON	DC	20024
LEVY 830 LLC	830 NW 57 PL	FORT LAUDERDALE	FL	33309
LR LAUDERDALE HOTEL LLC	PO BOX 1150	JACKSON	WY	83001
MARELENG INC	840 NW 57 PL	FORT LAUDERDALE	FL	33309
MCC HQ LLC	5750 POWERLINE RD	FORT LAUDERDALE	FL	33309
MCDONALDS CORP 009/0246	1439 SW 26 AVE # 300	POMPANO BEACH	FL	33069
MOCHA MONARCH LLC	4782 NW 66 AVE	LAUDERHILL	FL	33319
NATIONWIDE HAUL LLC	2221 NW 22 ST	POMPANO BEACH	FL	33069
NAUTICAL HOME FURNISHINGS INC	60 NW 60 ST	FORT LAUDERDALE	FL	33309
NEW RIVER GROLL HOLDING LLC	15800 NW 15 AVE	MIAMI	FL	33169
NEXUS PROPERTY PARTNERS LLC	425 MADISON AVE STE 400	NEW YORK	NY	10017
NFJB INC	60 NW 60 ST	FORT LAUDERDALE	FL	33309
NORTH ANDREWS 6350 LLC	2362 SE 14 ST	POMPANO BEACH	FL	33062
NRNS ACQUISITION MCNAB ROAD LLC	7809 GALLEON CT	PARKLAND	FL	33067
PAN AMERICAN CORP	150 NW 68 ST	FORT LAUDERDALE	FL	33309
PARTNERS PREFERRED YIELD II INC	PO BOX 25025	GLENDALE	CA	91221
PC TRADING LLC	750 NW 57 CT	FORT LAUDERDALE	FL	33309
PINNACLE CORPORATE PARK LLC	100 S ASHLEY DR #110	TAMPA	FL	33602
POLIAKOFF BECKER &	14601 MARVIN LN	SOUTHWEST RANCHES	FL	33330
POWERLINE 57 LLC	5740 POWERLINE RD	FORT LAUDERDALE	FL	33309
POWERLINE CENTER LLC	PO BOX 970777	COCONUT CREEK	FL	33097
POWERLINE WAWA LLC	95 FOREST AVE	LOCUST VALLEY	NY	11560
PRICE LEGACY CORPORATION	500 N BROADWAY #201	JERICO	NY	11753
PSI PRINTING INC	5650 POWERLINE RD	FORT LAUDERDALE	FL	33309
PUBLIC LAND	100 N ANDREWS AVE	FORT LAUDERDALE	FL	33301
PUBLIC LAND % BROWARD COUNTY	115 S ANDREWS AVE RM 501-RP	FORT LAUDERDALE	FL	33301
RALPH,THOMAS M	7001 NW 4 ST	PLANTATION	FL	33317

ROSTOV,VINCENT	907 W LAKETON AVE	MUSKEGON	MI	49441
SCI FUNERAL SERVICES OF FL LLC	1929 ALLEN PKWY	HOUSTON	TX	77019
SHEA,ROBERT F & SUSAN C	1527 SE 11 ST	DEERFIELD BEACH	FL	33441
SODDER INC	7710 NW 56 WAY # 200	POMPANO BEACH	FL	33073
SOUTH FLORIDA REGIONAL	800 NW 33 ST STE 100	POMPANO BEACH	FL	33064
SOUTH FLORIDA WATER MANAGEMENT	PO BOX 24680	WEST PALM BEACH	FL	33416
SOUTHBOUND INVESTMENTS INC	224 COMMERCIAL BLVD STE 203	LAUDERDALE BY THE SEA	FL	33308
ST 700 LLC & LC 700 LLC	47-14 32 PL	LONG ISLAND CITY	NY	11101
ST 700 LLC & LC 700 LLC	47-17 32 PL	LONG ISLAND CITY	NY	11101
SURR PROPERTIES LLC	5200 S UNIVERSITY DR #101A	DAVIE	FL	33328
TEAM HORNER RE HOLDINGS LLC	5755 POWERLINE RD	FORT LAUDERDALE	FL	33309
TERRY W STILES TR	300 SE 2 ST 8 FL	FORT LAUDERDALE	FL	33301
TMT PROPERTIES INC	PO BOX 970354	COCONUT CREEK	FL	33097
TRI-COUNTY MANAGEMENT LLC	5790 POWERLINE RD	FORT LAUDERDALE	FL	33309
TT OF POMPANO INC	505 S FLAGLER DR #1400	WEST PALM BEACH	FL	33401
WENDYS PROPERTIES LLC	1 DAVE THOMAS BLVD	DUBLIN	OH	43017
WISOLMERSKI,MATTHEW	591 NW 208 CIR	PEMBROKE PINES	FL	33029
YALOZ & RIBAK LLC	8819 STIRLING RD	COOPER CITY	FL	33328

February 8, 2024

Steven Tinsley, Assistant Director
City of Oakland Park
Community and Economic Development
5399 N. Dixie Highway, Suite 3
Oakland Park, FL 33334

Re: Municipal Notification of Proposed Land Use Plan Amendment to the City of Fort Lauderdale's **Comprehensive Plan**

Dear Sir:

The City of Fort Lauderdale is processing a Land Use Plan Amendment (LUPA) for an area generally known as Uptown. This letter is to advise you that the proposed LUPA has been scheduled for consideration by the City Commission on Tuesday, March 5, 2024, at 6:00 PM, 1 E Las Olas Blvd, NSU Art Museum - Horvitz Auditorium.

Case No: UDP-L23001

Project: Uptown Urban Village Land Use Plan Amendment (LUPA)

General Location: Area generally bound by I-95 to the east, Powerline Road to the west, McNab Road to the north, and NW 57th Street (see map on back)

Request: Amend Comprehensive Plan, Future Land Use Element, creating the Uptown Urban Village Transit Oriented Development (TOD) Land Use Designation and amend Comprehensive Plan, Future Land Use Map from Employment Center, Commercial, Office, and Industrial to Transit Oriented Development (TOD)

The case file is available for review at the Development Services Department office, or you may access the City Commission Agenda online at:

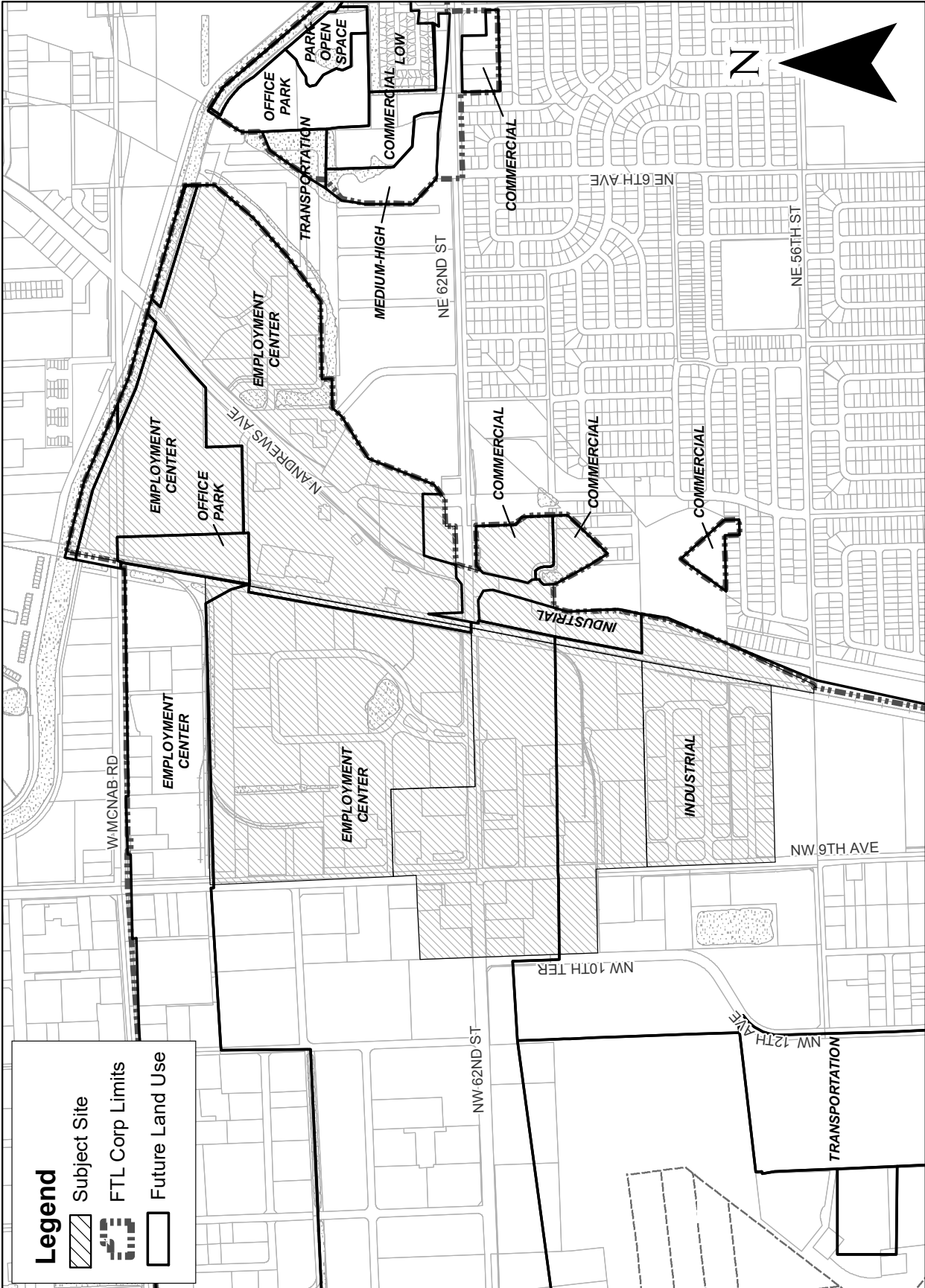
<https://www.fortlauderdale.gov/government/departments-a-h/city-clerk-s-office/commission-meeting-agenda-information>

If there are any questions, you may contact me at jhetzel@fortlauderdale.gov or 954-828-5019.

Sincerely,



Jim Hetzel, AICP, Principal Planner
Urban Design and Planning Division



UDP-L23001

February 8, 2024

David Recor, Director
City of Pompano Beach
Development Services Division
100 West Atlantic Boulevard, 3rd Floor
Pompano Beach, Florida 33060

Re: Municipal Notification of Proposed Land Use Plan Amendment to the City of Fort Lauderdale's **Comprehensive Plan**

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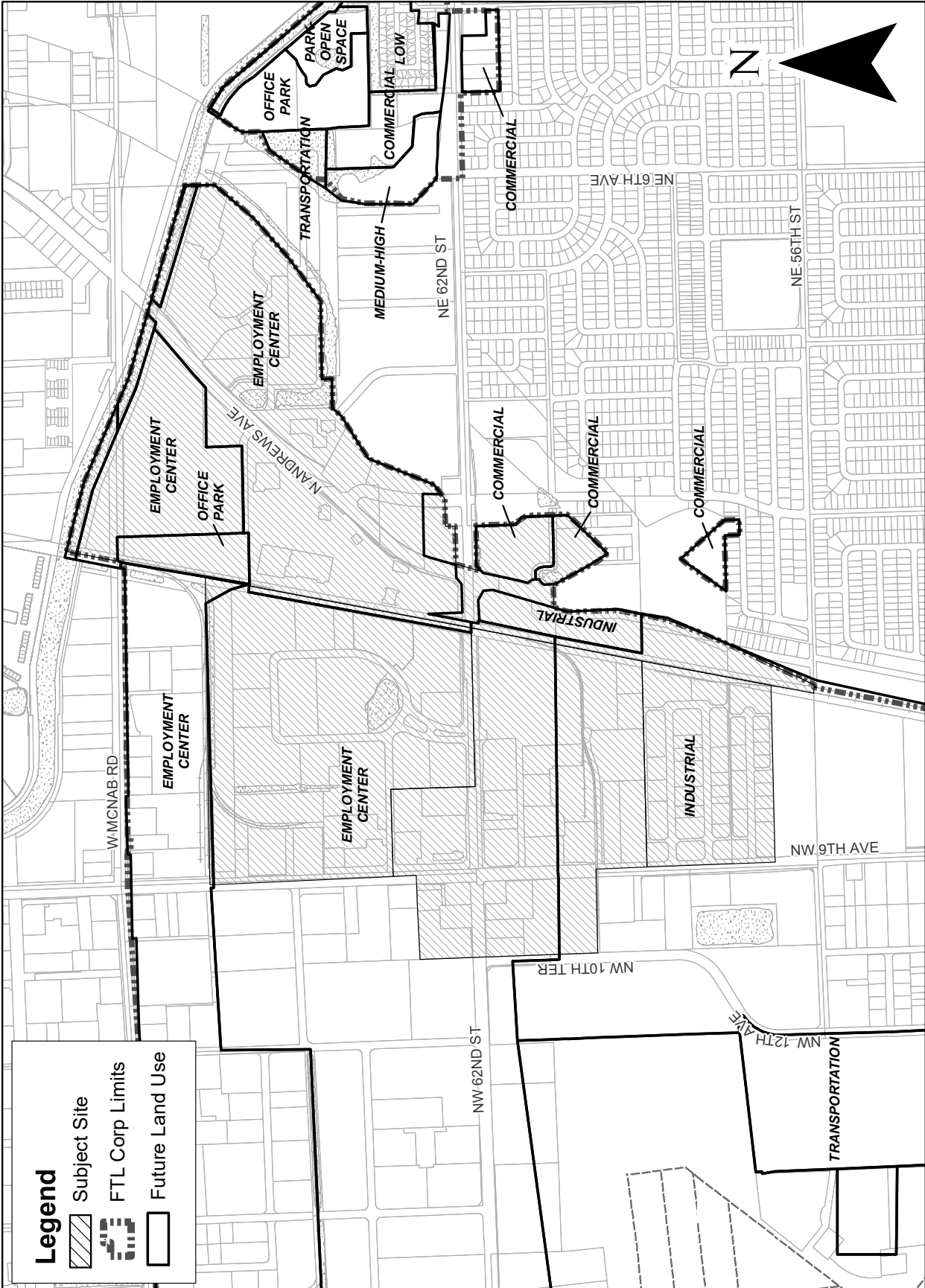
<https://www.fortlauderdale.gov/government/departments-a-h/city-clerk-s-office/commission-meeting-agenda-information>

If there are any questions, you may contact me at jhetzel@fortlauderdale.gov or 954-828-5019.

Sincerely,



Jim Hetzel, AICP, Principal Planner
Urban Design and Planning Division



Legend

- Subject Site (diagonal hatching)
- FTL Corp Limits (grid pattern)
- Future Land Use (empty box)



Graphic Scale

UDP-L23001

PUBLIC HEARING NOTICE: CITY COMMISSION

January 31, 2024

Broward County Aviation Department
Attn: Airport Development – Airspace Review
320 Terminal Drive, Suite 200

Fort Lauderdale, Florida 33315

Re: Notification of Amendment to City of Fort Lauderdale's **Comprehensive Plan**
Proposed Land Use Plan Amendment

The City of Fort Lauderdale is processing a Land Use Plan Amendment (LUPA) for an area generally known as *Uptown* which is located in the vicinity of Fort Lauderdale Executive Airport (FXE). This letter is to advise you that the proposed LUPA has been scheduled for consideration by the City Commission on Tuesday, March 5, 2024, at 6:00 PM, located at 1 East Las Olas Boulevard, NSU Art Museum - Horvitz Auditorium.

Case No: UDP-L23001

Project: Uptown Urban Village Land Use Plan Amendment (LUPA)

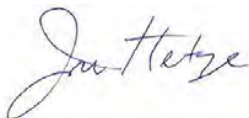
General Location: Area generally bound by I-95 to the east, Powerline Road to the west, McNab Road to the north, and NW 57th Street (see map on back)

Request: Amend Comprehensive Plan, Future Land Use Element, creating the Uptown Urban Village Transit Oriented Development (TOD) Land Use Designation and amend Comprehensive Plan, Future Land Use Map, from Employment Center, Commercial, Office, and Industrial to Transit Oriented Development (TOD)

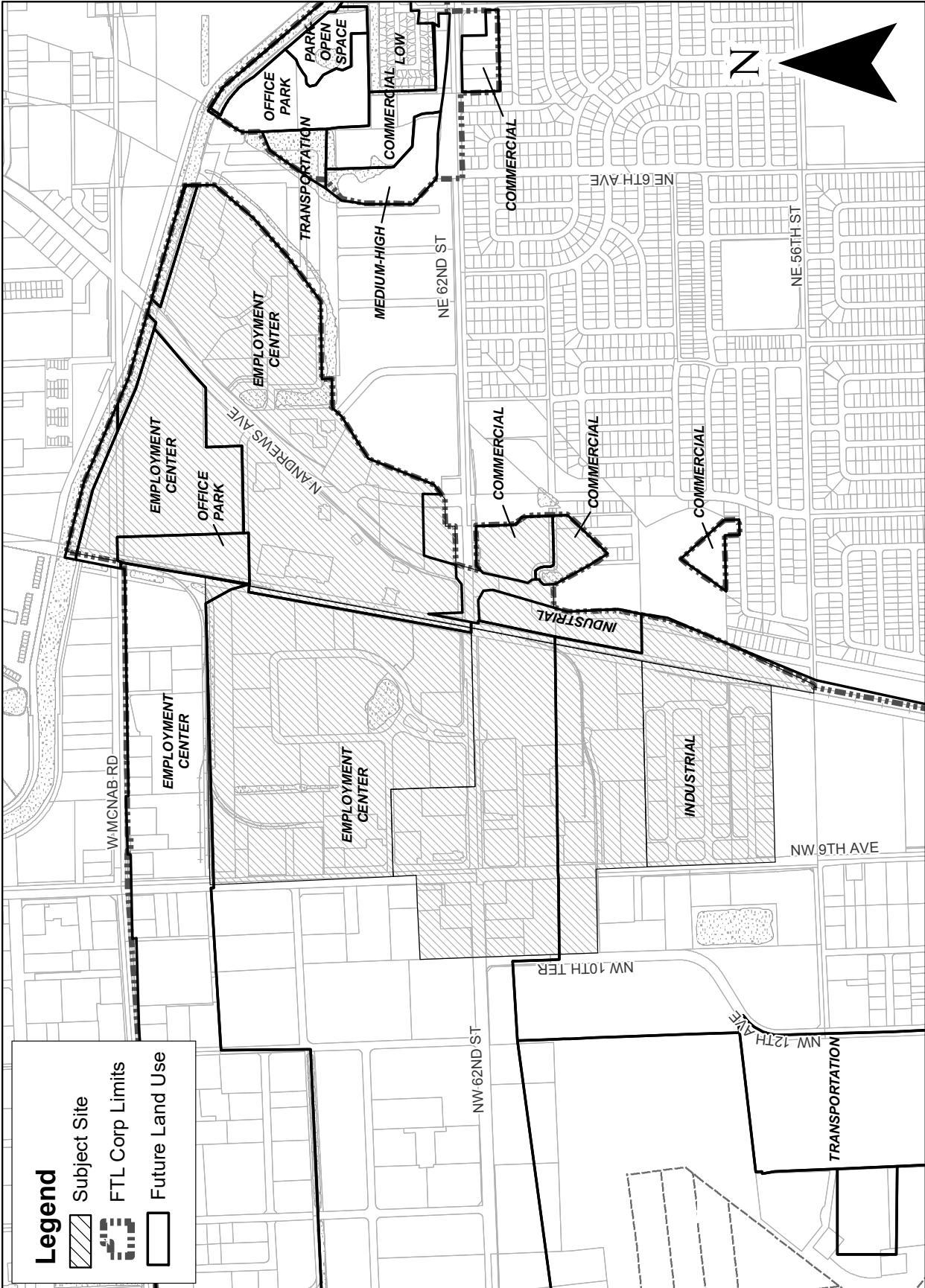
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<https://www.fortlauderdale.gov/government/departments-a-h/city-clerk-s-office/commission-meeting-agenda-information>

If there are any questions, you may contact me at jhetzel@fortlauderdale.gov or 954-828-5019.

Sincerely,



Jim Hetzel, AICP, Principal Urban Planner
Urban Design and Planning Division



Graphic Scale

UDP-L23001

APPENDIX V
Potable Water Correspondence



Public Works Department • Water and Wastewater Services
WATER AND WASTEWATER ENGINEERING DIVISION
2555 West Copans Road • Pompano Beach, Florida 33069
PHONE: 954-831-0745 • FAX: 954-831-0798/0925

September 7, 2023

Nancy Garcia
City of Fort Lauderdale
Urban Design and Planning Division
700 NW 19th Avenue
Fort Lauderdale, FL 33311

**RE: ABILITY TO PROVIDE POTABLE WATER & WASTEWATER SERVICE TO:
CITY OF FORT LAUDERDALE PROPOSED LAND USE PLAN AMENDMENT (UPTOWN)**

Dear Mrs. Garcia,

We reference your second request dated August 21, 2023, regarding the ability of Broward County Water & Wastewater Services (WWS) to provide potable water and wastewater services to the referenced Land Use Plan Amendment (Uptown) located within the City of Fort Lauderdale.

This letter is for informational purposes only. WWS neither reserves capacity for future development nor authorizes any construction. A WWS Utility Connection Permit (UCP) is required to alter or connect to any WWS facility. You can find information about the [UCP](#) process, [developer coordination](#), and [minimum design and construction standards](#) at [Broward.org](#). The developer(s) shall be responsible for the expense and construction of all necessary improvements to provide the required level of service to the project.

POTABLE WATER SOURCE OF SUPPLY AND TREATMENT

The District 1 Water Treatment Plant (1AWTP) will supply treated potable water to the referenced Land Use Plan Amendment (Uptown).

Land Use Plan Amendment (Uptown) is expected to increase a total average day potable water demand by 1.289 MGD from its current land use potential. The standard level of service for potable water sources of supply (wellfields) and treatment plants is maximum day flow. The average day-to-maximum-day conversion factor for the 1AWTP is 1.28. Therefore, the proposed development will increase finished potable water total maximum day demand by 1.649 MGD (1.289 multiplied by 1.28). WWS has sufficient potable water and treatment plant capacity to provide service.

WASTEWATER TREATMENT

The North Regional Wastewater Treatment Plant (NRWWTP) will treat wastewater from the referenced Land Use Plan Amendment (Uptown).

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nani H. Rich • Hazelle P. Rogers • Tim Ryan • Michael Udine
[www.broward.org](#)

Land Use Plan Amendment (Uptown) is expected to increase the average day wastewater demand by 0.328 MGD. The standard level of service for wastewater treatment plants is average day flow.

The NRWWTP has sufficient capacity to treat the Land Use Plan Amendment (Uptown) wastewater demand.

POTABLE WATER DISTRIBUTION SYSTEM AND WASTEWATER COLLECTION SYSTEM PIPING

The standard level of service for potable water distribution systems is maximum day plus fire flow or peak hour, whichever is most stringent. The standard level of service for wastewater collection systems is peak flow. In addition, WWS analyzes piping systems in existing and future demand configurations to determine which is most stringent. WWS does not analyze piping systems at this stage in the land development process. Developers are encouraged to contact WWS Engineering Division Planning and Development Section when their site plans and conceptual designs are available. Since piping systems change over time, WWS reviews engineering issues with the developer as part of the UCP process.

Please contact me at (954) 831-0728 or nberrios@broward.org if you have any questions.

Sincerely,

Nestor M
Berrios, P.E. Digitally signed by Nestor
M Berrios, P.E.
Date: 2023.09.07
13:08:04 -04'00'

Nestor M. Berrios, PE, MECE, PMP
Expansion Project Administrator

ALICIA
DUNNE Digitally signed by ALICIA
DUNNE
Date: 2023.09.07
13:11:19 -04'00'

Alicia Dunne, PE, PMP
Planning, Development, and GIS Manager

NB/ct

cc: Margarita Jaramillo, WWED
Luis Gaslonde, WWED
District 1 Service Availability Letter

January 22, 2024

Jim Hetzel, Principal Planner
 City of Fort Lauderdale
 Department of Sustainable Development
 700 NW 9th Avenue
 Fort Lauderdale, FL 33311

Re: Potable Water and Wastewater Service Capacity for the "Uptown" Proposed Land Use Plan Amendment

Dear Mr. Hetzel:

I have reviewed all correspondence received to date regarding anticipated water and sewer demands for a proposed Land Use Plan Amendment (LUPA) for the area generally known as Uptown. Table 1 and 2 below summarizes the current allowable land use potential versus the proposed LUPA potential you have calculated for the areas deemed to be served by the City.

TABLE 1 CITY SERVICE AREA - POTABLE WATER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 300 GPD	= 94,230 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 300 GPD	= 16,563 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 300 GPD	= 2,553 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 300 GPD	= 164,130 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 20,460 GPD
Existing		= 297,936 GPD (0.298 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 300 GPD	= 110,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 300 GPD	= 187,140 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 300 GPD	= 47,700 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 300 GPD (Note: Residential Unit based on 900 sf/unit)	= 0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 15,300 GPD
Proposed LUPA		= 360,540 GPD (0.361 MGD)
TOTAL		= 658,476 GPD (0.658 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

TABLE 2 CITY SERVICE AREA - SANITARY SEWER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 175 GPD	= 54,968 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 175 GPD	= 9,662 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 175 GPD	= 1,489 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 175 GPD	= 95,743 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	= 11,935 GPD
Potential		= 173,797 GPD (0.174 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 175 GPD	64,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 175 GPD	109,165 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 175 GPD	27,825 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 175 GPD (Note: Residential Unit based on 900 sf/unit)	0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	8,925 GPD
Proposed LUPA		= 210,315 GPD (.210 MGD)
TOTAL		= 384,112 GPD (0.384 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

The City owns and operates two (2) water treatment plants (Peele Dixie and Fiveash Water Treatment Plant) and one (1) wastewater treatment plant (George T. Lohmeyer Wastewater Treatment Plant), which services a portion of the proposed LUPA project area. Based on the analysis conducted in the LUPA application, specific to the City's service area, it appears that the proposed LUPA will increase overall potential potable water demand by 62,604 gallons per day (.063 million gallons per day - MGD) and increase wastewater demand by 4,886,604 gallons per day (.036 million gallons per day-MGD).

Currently, the Public Works Department has no objection to the proposed Land Use Plan Amendment as you have outlined. It shall be noted, however, this letter in no way reserves capacity, as individual permits will be required for each planned redevelopment project. If you have any questions or require clarification on this response, then feel free to contact me directly at drey@fortlauderdale.gov or 954-828-4653.

Sincerely,

Daniel Rey, P.E.
Land Development Manager, City Engineer
City of Fort Lauderdale

APPENDIX VI
Sanitary Sewer Correspondence



Public Works Department • Water and Wastewater Services
WATER AND WASTEWATER ENGINEERING DIVISION
2555 West Copans Road • Pompano Beach, Florida 33069
PHONE: 954-831-0745 • FAX: 954-831-0798/0925

September 7, 2023

Nancy Garcia
City of Fort Lauderdale
Urban Design and Planning Division
700 NW 19th Avenue
Fort Lauderdale, FL 33311

**RE: ABILITY TO PROVIDE POTABLE WATER & WASTEWATER SERVICE TO:
CITY OF FORT LAUDERDALE PROPOSED LAND USE PLAN AMENDMENT (UPTOWN)**

Dear Mrs. Garcia,

We reference your second request dated August 21, 2023, regarding the ability of Broward County Water & Wastewater Services (WWS) to provide potable water and wastewater services to the referenced Land Use Plan Amendment (Uptown) located within the City of Fort Lauderdale.

This letter is for informational purposes only. WWS neither reserves capacity for future development nor authorizes any construction. A WWS Utility Connection Permit (UCP) is required to alter or connect to any WWS facility. You can find information about the [UCP](#) process, [developer coordination](#), and [minimum design and construction standards](#) at [Broward.org](#). The developer(s) shall be responsible for the expense and construction of all necessary improvements to provide the required level of service to the project.

POTABLE WATER SOURCE OF SUPPLY AND TREATMENT

The District 1 Water Treatment Plant (1AWTP) will supply treated potable water to the referenced Land Use Plan Amendment (Uptown).

Land Use Plan Amendment (Uptown) is expected to increase a total average day potable water demand by 1.289 MGD from its current land use potential. The standard level of service for potable water sources of supply (wellfields) and treatment plants is maximum day flow. The average day-to-maximum-day conversion factor for the 1AWTP is 1.28. Therefore, the proposed development will increase finished potable water total maximum day demand by 1.649 MGD (1.289 multiplied by 1.28). WWS has sufficient potable water and treatment plant capacity to provide service.

WASTEWATER TREATMENT

The North Regional Wastewater Treatment Plant (NRWWTP) will treat wastewater from the referenced Land Use Plan Amendment (Uptown).

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nani H. Rich • Hazelle P. Rogers • Tim Ryan • Michael Udine
[www.broward.org](#)

Land Use Plan Amendment (Uptown) is expected to increase the average day wastewater demand by 0.328 MGD. The standard level of service for wastewater treatment plants is average day flow.

The NRWWTP has sufficient capacity to treat the Land Use Plan Amendment (Uptown) wastewater demand.

POTABLE WATER DISTRIBUTION SYSTEM AND WASTEWATER COLLECTION SYSTEM PIPING

The standard level of service for potable water distribution systems is maximum day plus fire flow or peak hour, whichever is most stringent. The standard level of service for wastewater collection systems is peak flow. In addition, WWS analyzes piping systems in existing and future demand configurations to determine which is most stringent. WWS does not analyze piping systems at this stage in the land development process. Developers are encouraged to contact WWS Engineering Division Planning and Development Section when their site plans and conceptual designs are available. Since piping systems change over time, WWS reviews engineering issues with the developer as part of the UCP process.

Please contact me at (954) 831-0728 or nberrios@broward.org if you have any questions.

Sincerely,

Nestor M
Berrios, P.E. Digitally signed by Nestor
M Berrios, P.E.
Date: 2023.09.07
13:08:04 -04'00'

Nestor M. Berrios, PE, MECE, PMP
Expansion Project Administrator

ALICIA
DUNNE Digitally signed by ALICIA
DUNNE
Date: 2023.09.07
13:11:19 -04'00'

Alicia Dunne, PE, PMP
Planning, Development, and GIS Manager

NB/ct

cc: Margarita Jaramillo, WWED
Luis Gaslonde, WWED
District 1 Service Availability Letter

January 22, 2024

Jim Hetzel, Principal Planner
 City of Fort Lauderdale
 Department of Sustainable Development
 700 NW 9th Avenue
 Fort Lauderdale, FL 33311

Re: Potable Water and Wastewater Service Capacity for the "Uptown" Proposed Land Use Plan Amendment

Dear Mr. Hetzel:

I have reviewed all correspondence received to date regarding anticipated water and sewer demands for a proposed Land Use Plan Amendment (LUPA) for the area generally known as Uptown. Table 1 and 2 below summarizes the current allowable land use potential versus the proposed LUPA potential you have calculated for the areas deemed to be served by the City.

TABLE 1 CITY SERVICE AREA - POTABLE WATER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 300 GPD	= 94,230 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 300 GPD	= 16,563 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 300 GPD	= 2,553 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 300 GPD	= 164,130 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 20,460 GPD
Existing		= 297,936 GPD (0.298 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 300 GPD	= 110,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 300 GPD	= 187,140 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 300 GPD	= 47,700 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 300 GPD (Note: Residential Unit based on 900 sf/unit)	= 0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 300 GPD (Note: Hotel Room based on 400 sf/room)	= 15,300 GPD
Proposed LUPA		= 360,540 GPD (0.361 MGD)
TOTAL		= 658,476 GPD (0.658 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

TABLE 2 CITY SERVICE AREA - SANITARY SEWER		
CURRENT LAND USE		
Use	Calculation	Total
Industrial	853,506 sf x 0.368 ERCs/1,000 sf = 314.1 ERCs x 175 GPD	= 54,968 GPD
Commercial (Drive Thru Restaurant)	15,979 sf x 3.455 ERCs/1,000 sf = 55.21 ERCs x 175 GPD	= 9,662 GPD
Commercial (Auto Repair)	17,991 sf x 0.473 ERCs/1,000 sf = 8.51 ERCs x 175 GPD	= 1,489 GPD
Office	860,190 sf x 0.636 ERCs/1,000 sf = 547.1 ERCs x 175 GPD	= 95,743 GPD
Hotel (without restaurant and meeting rooms)	106,989 sf x 0.255 ERCs/400 = 68.2 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	= 11,935 GPD
Potential		= 173,797 GPD (0.174 MGD)
PROPOSED LAND USE		
Industrial (Warehouse use)	1,000,000 sf x 0.368 ERCs/1,000 sf = 368 ERCs x 175 GPD	64,400 GPD
Commercial (Restaurant)	250,000 sf x 2.495 ERCs/1000 sf = 623.8 ERCs x 175 GPD	109,165 GPD
Office	250,000 sf x 0.636 ERCs/1000 sf = 159 ERCs x 175 GPD	27,825 GPD
Residential (Condo, apartment)	0 sf x 0.805 ERCs/900 sf/unit = 0 ERCs x 175 GPD (Note: Residential Unit based on 900 sf/unit)	0 GPD
Hotel (without restaurant and meeting rooms)	80,000 sf x 0.255 ERCs/400 sf/room = 51 ERCs x 175 GPD (Note: Hotel Room based on 400 sf/room)	8,925 GPD
Proposed LUPA		= 210,315 GPD (.210 MGD)
TOTAL		= 384,112 GPD (0.384 MGD)

Source: City of Fort Lauderdale: Guidelines for the Calculation of Sanitary Sewer Connection Fees, dated May 1, 2019

The City owns and operates two (2) water treatment plants (Peele Dixie and Fiveash Water Treatment Plant) and one (1) wastewater treatment plant (George T. Lohmeyer Wastewater Treatment Plant), which services a portion of the proposed LUPA project area. Based on the analysis conducted in the LUPA application, specific to the City's service area, it appears that the proposed LUPA will increase overall potential potable water demand by 62,604 gallons per day (.063 million gallons per day - MGD) and increase wastewater demand by 4,886,604 gallons per day (.036 million gallons per day-MGD).

Currently, the Public Works Department has no objection to the proposed Land Use Plan Amendment as you have outlined. It shall be noted, however, this letter in no way reserves capacity, as individual permits will be required for each planned redevelopment project. If you have any questions or require clarification on this response, then feel free to contact me directly at drey@fortlauderdale.gov or 954-828-4653.

Sincerely,

Daniel Rey, P.E.
Land Development Manager, City Engineer
City of Fort Lauderdale

APPENDIX VII
Solid Waste Correspondence

From: [Robert Hely](#)
To: [Lorraine Tappen](#)
Subject: [EXTERNAL:CAUTION!]- Re: Fort Lauderdale Uptown Land Use Plan Amendment
Date: Wednesday, July 12, 2023 1:59:22 PM

[::CAUTION!:] This email originated from *outside* The City of Fort Lauderdale. Do Not Reply, click links, or open attachments from an unknown or suspicious origin. Confirm the email address is from an expected source before taking action. Report any suspicious emails to spamadmin@fortlauderdale.gov

We are good with your analysis

Bob Hely, Market Manager

Tel [\(954\) 581-6606](tel:9545816606) | Cell [954 980-6998](tel:9549806998)
[4400 South State Road 7 Fort Lauderdale, Florida 33314](https://www.fortlauderdale.gov/4400-South-State-Road-7-Fort-Lauderdale-Florida-33314)
Email : RHely@Win-Waste.com



On Jul 12, 2023, at 1:56 PM, Lorraine Tappen <LTappen@fortlauderdale.gov> wrote:

You don't often get email from ltappen@fortlauderdale.gov. [Learn why this is important](#)

EXTERNAL Email: Only open links or attachments from TRUSTED sources.

Hi Robert,

The City is preparing an amendment to the City's future land use map to increase development rights in the Uptown area (map attached). Would you review the analysis of potential additional solid waste created by the development in amendment area and let us know by email if you are in agreement?

<!--[if !supportLists]-->C. <!--[endif]-->[Solid Waste Analysis](#)
<!--[if !supportLists]-->1. <!--[endif]-->Provide the solid waste level of service per the adopted and certified local land use plan.

Per Solid Waste Element Policy SW 1.1.3 for future development projects, the City shall ensure adequate solid waste capacity consistent with Broward County's Comprehensive Plan solid waste generation rates as part of the development review

process.

2. Identify the solid waste facilities serving the service area in which the amendment is located including the landfill/plant capacity, current plus committed demand on landfill/plant capacity, and planned landfill/plant capacity.

The City has contracted with Republic Services for solid waste collection and with WIN-Waste Innovations Technologies for solid waste disposal. Waste is disposed of at the WIN-Waste Innovations South Plant.

TABLE 13 SOLID WASTE FACILITIES	
Capacity	821,250 Tons/Year
Current + Committed Demand	725,000 Tons/Year
Planned Capacity	No planned expansion

3. Identify the net impact on solid waste demand, based on the adopted level of service, resulting from the proposed amendment. Provide calculations, including anticipated demand per square foot or dwelling unit.

TABLE 14 SOLID WASTE IMPACT		
Proposed Uses	Calculation	Total
Industrial	1,000,000 sf x 2 lbs/100 sf/day	20,000 lbs/day
Retail	2,000,000 sf x 4 lbs/100 sf/day	80,000 lbs/day
Office and Civic	1,020,000 sf x 1 lb per 100 sf/day	10,020 lbs/day
Residential	4,000 dus x 8.9 lbs/unit/day	35,600 lbs/day
Hotel	900 x 3 lbs/room/day	2,700 lbs/day
	Change	+383,240 lbs/day

Source: BrowardNext 2.0 Comprehensive Plan

Lorraine Tappen, AICP, LEED Green Associate | Principal Urban Planner
City of Fort Lauderdale | Urban Design & Planning
700 NW 19th Avenue | Fort Lauderdale FL 33311
P: (954) 828-5018 E: ltappen@fortlauderdale.gov
<image003.jpg>

Under Florida law, most e-mail messages to or from City of Fort Lauderdale employees or officials are public records and may be subject to public disclosure. Please consider the environment before printing this e-mail. Thank you.

<UPTOWN Land Use Plan Amendment Boundary Map.pdf>

CONFIDENTIALITY NOTICE: This message originates from WIN Waste Innovations. This

message and any attachments are solely for the use of the intended recipient(s) and may contain privileged and/or confidential information or other information protected from disclosure. If you are not the intended recipient, you are hereby notified that you received this email in error and that any review, dissemination, distribution or copying of this email and any attachment is strictly prohibited. If you have received this email in error, please contact the sender and delete the message and any attachments from your system. [Privacy Policy](#)

APPENDIX VIII
Drainage Correspondence

**APPENDIX IX
Parks and Recreation Table**

Community Parks		
Park	Acres	Address
Bass Park	2.95	2750 NW 19th St
Beach Community Center	1.43	3351 NE 33rd Ave
Florence Hardy Park & Southside Cultural Center	7.86	25 SW 9th St
Floyd Hull Stadium	10.90	2800 SW 8th Ave
George W. English Park	15.37	1101 Bayview Dr
Joseph C. Carter Park	21.43	1450 West Sunrise Blvd
Mizell Center	1.26	1409 NW 6 St
Osswald Park	30.87	2220 NW 21st Avenue
Riverland Park	10.55	950 SW 27th Ave
Subtotal	102.62	
Large Urban Parks		
Park	Acres	Address
Holiday Park	93.44	1150 G. Harold Martin Dr
Mills Pond Park (Including Preserve)	251.34	2201 NW 9th Av
Snyder Park	91.34	3299 SW 4th Ave
Subtotal	436.13	
Neighborhood Parks		
Park	Acres	Address
Ann Herman Park	0.95	1760 SW 29 Av
Annie Beck Park	2.70	100 N Victoria Park Rd
Bayview Park	6.81	4401 Bayview Dr
Benneson Park	1.07	1330 SW 33rd Ter
Bill Keith Preserve	4.32	1720 SW 17 St
Bryant Penney Park	0.58	2100 SW 4th Ave
Cliff Lake Park	3.34	1331 SE 12th Way
Colee Hammock Park	1.13	1500 Brickell Dr
Coontie Hatchee Landings	2.60	1116 SW 15 Av
Coral Ridge Park	0.40	2401 NE 27th Ter
D.C. Alexander Park	1.24	501 S Ft Laud Beach Blvd
Dolphin Isles Park	0.20	2125 NE 33rd Ave
Dottie Mancini Park	1.27	6520 NE 22nd Ave
Dr. Elizabeth Hays Civic Park	2.49	3781 Riverland Rd
Esterre Davis Wright Park	0.92	1621 SW 24 ST
Flamingo Park	2.02	1600 SW 21st Way
Francis L. Abreau Place	0.26	899 N Rio Vista Blvd
Gore Betz Park	2.02	1611 SW 9th Ave
Greenfield Park	0.55	2401 NE 8th St
Guthrie-Blake Park	1.36	2801 SW 2nd St
Harbordale Park	0.75	1817 S Miami Rd

Hortt Park	2.94	1700 SW 14th Ct
Lincoln Park	2.47	600 NW 19th Ave
Little Lincoln Park	0.15	1721 NW 6 St
Major WM Lauderdale Park	0.67	400 SW 11th Ave
Mangurian Park	4.02	3850 N Federal Hwy
Middle River Terrace	3.15	1329 NE 7th Ave
Palm Aire Park	0.26	3352 NW 63rd St
Palm Aire Village Park	3.26	6401 NW 21 Ave
Peter Feldman Park	1.47	310 NE 6 St
Poinciana Park	1.82	401 SE 21st St
Provident Park	1.42	1412 NW 6th St
Riverland Woods Park	4.92	3950 Riverland Rd
Riverside Park	1.82	555 SW 11th Ave
Secretary School Park	0.13	SE 9 Ave & SE 4th St
Shirley Small Park	9.99	1230 SW 34th Ave
Sistrunk Park	1.31	200 NW 6th St
Smoker Park	2.56	501 S New River Dr
South Middle River Park	0.80	1718 NW 6th Ave
Stranahan Park	1.32	10 E Broward Blvd
Sweeting Park	0.29	433 NW 23rd Av
Tranquility Park	0.17	1020 NE 12th Avenue
Twin Lakes North Park	0.27	4600 Twin Lakes Boulevard
Victoria Park	1.19	2 N North Victoria Park Rd
Virginia S. Young Park	0.42	1000 SE 9th Ave
Vista Park	1.78	2851 N Atlantic Blvd
Warfield Park	3.43	1000 North Andrews Ave
Subtotal	88.98	
Recently Acquired/Unclassified Parks		
Park	Acres	Address
1016 Waverly Road Property	1.85	1016 Waverly Road
4201 N Ocean Boulevard Property	0.32	4201 N Ocean Blvd
Mitchell Family Park	1.32	1311 Citrus Isle Blvd
Riverland Preserve	5.07	2681 Riverland Rd
SW 5th Court Property	2.47	1200 SW 5th Ct
Subtotal	11.03	
School Parks		
Park	Acres	Address
Bennett Elementary School	7.91	1755 NE 14th St
Dillard High School	56.59	2365 NW 11th St
Fort Lauderdale High School	21.03	1720 NE 4th Ave
Harbordale School	4.21	900 SE 15th St

New River Middle School	17.21	3100 Riverland Dr
Northside Elementary	2.79	120 NE 11 St
Riverland Elementary	8.93	2601 SW 11th Ct
Rogers Middle School	17.36	700 SW 26th St
Stephen Foster Elementary	7.81	3471 SW 22 St
Stranahan High School	40.46	1800 SW 5th Place
Sunland Park Elementary	2.55	919 NW 13 Terr
Sunrise Middle School Pool	18.89	1750 NE 14th ST
Virginia Shuman Young Elementary School	8.44	101 NE 11th Ave
Westwood Heights School	10.03	2861 SW 9th St
William Dandy Middle	18.91	2400 NW 26 St
Croissant Park	16.00	245 West Park Dr
Floranada Park	9.77	5251 NE 14th Way
Lauderdale Manors Park	10.61	1340 Chateau Park Dr
North Fork School Park	11.49	101 NW 15th Ave
Sunset Park	12.88	3775 SW 16th St
Walker Park	0.81	1001 NW 4 St
Subtotal	304.71	
Special Use Parks		
Park	Acres	Address
Bubier Park	0.42	330 S Andrews Ave
Cooley's Landing Marine Facility	2.96	450 SW 7th Ave
Cox Landing	2.03	1784 SE 15th Ave
Cypress Creek Sand Pine Preserve	8.15	6200 NW 21 Ave
Esplanade Park	2.46	400 SW 2nd St
Fort Lauderdale Aquatic Complex	5.07	501 Seabreeze Blvd
Fort Lauderdale Public Beach & Park	28.84	Fort Laud Beach Park to Oakland Park Blvd
Fort Lauderdale Stadium	25.49	1301 NW 55th St
Huizenga Plaza	2.16	300 S Andrews Ave
Las Olas Marina	1.57	240 E. Las Olas Circle
Lewis Landing Park	0.13	630 SW 9th Ave
Lockhart Stadium	44.11	5301 NW 12th Av
Loggerhead Park	1.10	2690 N Atlantic Blvd
Marshall Point	1.09	So side of New River SW 5 Ave
North Fork Riverfront Park	1.96	200 NW 18 Av
Riverwalk Linear Park	0.51	New River from SW 4 Ave US 1
Sailboat Bend Preserve Park	1.26	1401 SW 2 Ct
Warbler Wetlands	6.32	2100 NW 49 ST
Subtotal	135.64	

Urban Open Space		
Park	Acres	Address
Ann Murray Greenway	0.09	SW 7 Ave & SW 5 Pl
Bayview Dr. Canal Ends	0.23	1412, 1512, 1612, 1712, Bayview Drive
Cortez Passive Triangle Park	0.42	So Birch Rd & Castillo St
Earl Lifshey Park	0.94	3054 N Ocean Blvd
Hector Park	0.17	1001 SE 11th ST
Idlewyld Park	0.16	2619 E Las Olas Blvd
Imperial Point Entranceway	0.98	5999 N. Fed. Hwy.
Jack and Harriet Kaye Park	1.04	1151 Bayview Dr.
Landings Entranceway	1.01	5550 N. Fed Hwy
Lauderdale Villas Entranceway	0.24	901 NW 14th Ct
Merle Fogg Park	1.05	2600 E. Las Olas Blvd
Purple Pickle Park	0.06	632 Middle River Dr
Richard Mancuso Greenway	0.24	SE 2nd St
Sara Horn Greenway	0.07	SW 11th St & SW 8 Ave
Stranahan Landing Park	0.58	499 S Federal Hwy
Tarpon Cove Park	0.27	804 SW 11th St
Tarpon River Park	0.85	50 SW 11th Ct
Townsend Park	0.76	1400 Argyle Drive
Welcome Park	1.97	2402 S Federal Hwy
Westwood Triangle Park	0.13	801 SW 28th Ave
Willingham Park	0.55	2020 N Ocean Blvd
Subtotal	11.83	
Total Park and Open Space	1090.93	

Parks and Recreation Level of Service

The following table shows the park acreage required to meet the minimum level of service of 3 acres of community parks per 1,000 persons through the year 2045. With a current community park acreage total of 1090.93 acres, the City of Fort Lauderdale will be able to meet the community park level of service of 3 acres per 1,000 residents through 2045.

	2015	2020	2025	2030	2035	2040	2045
Population*	175,228	179,991	208,747	222,915	232,419	240,134	247,613
Community Park Acreage Needed to Provide 3 Acres per 1,000 persons	525.68	539.97	626.24	668.75	697.26	720.40	742.84
Total Community Park Acreage	1090.93	1090.93	1090.93	1090.93	1090.93	1090.93	1090.93
Surplus Community Park Acreage	565.25	550.96	464.69	422.19	393.67	370.53	348.09

Source: Broward County and Municipal Population Forecast Allocation Model (PFAM), 2017

APPENDIX X
Mass Transit Correspondence



January 22, 2024

Luis F. Rodriguez, Senior Planner
Broward County Transportation Department
Transit Division – Service and Capital Planning
1 N. University Drive, Suite 3100A
Plantation, FL 33324

Re: City of Fort Lauderdale Proposed Land Use Plan Amendment
Transit Service Letter Request

Dear Mr. Rodriguez

The City of Fort Lauderdale is processing a Land Use Plan Amendment (LUPA) for an area known as Uptown, which is generally bound by C-14 canal and McNab Road to the north, NW 57th Street to the south, Powerline Road to the west, and Interstate-95 to the east. As you may be aware, the LUPA application requires an analysis of impacts for the proposed amendment and requires confirmation letters from the service providers.

Attached is a copy of the project map and the transit analysis prepared for the LUPA. I would appreciate your review of the material and written response concerning the accuracy of this information. Please provide a letter to me with your response at your earliest convenience.

If there are any questions regarding this matter, please do not hesitate to contact me at jhetzel@fortlauderdale.gov or 954-828-5019. Thank you for your attention and assistance on this matter.

Sincerely,

Jim Hetzel, AICP, Principal Urban Planner
Urban Design and Planning Division

Enclosures

G. Mass Transit Analysis

1. Identify the mass transit modes, existing and planned mass transit routes and scheduled service (headway) serving the amendment area within one-quarter of a mile.

Existing Mass Transit Service

The amendment area has significant mass transit service providing local and regional connectivity in Broward County through Broward County Transit’s (BCT) fixed bus route and throughout the South Florida region with South Florida Regional Transportation Authority’s (SFRTA) Tri-Rail commuter rail service.

The BCT routes provide service throughout Broward County. BCT’s public transportation service covers approximately 410 square miles with a total operating fleet of 397 buses on 42 local and express fixed routes throughout Broward County.

Existing mass transit routes servicing employees, tourists and businesses in the amendment area include the following BCT fixed bus routes:

1. Route 14 along McNab Road and Andrews Avenue
2. Route 60 along Andrews Avenue
3. Route 62 along McNab Road and Andrews Avenue

BCT Route 14 also provides connection to the Cypress Creek Tri-Rail station in the northbound direction. Table 23 summarizes the operating characteristics of the three BCT fixed bus routes.

TABLE 23 EXISTING BCT BUS ROUTE OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Route 14	4:59 am – 12:12 am	5:12 am – 11:05 pm	7:41 am – 8:54 pm	40 minutes	48 minutes	45 minutes
Route 60	5:15 am – 11:29 pm	5:19 am – 11:24 pm	9:00 am – 9:39 pm	33 minutes	40 minutes	60 minutes
Route 62	4:53 am – 11:54 pm	5:57 am – 11:23 pm	6:40 am – 10:48 pm	33 minutes	30 minutes	33 minutes

Source: BCT

The SFRTA provides commuter rail service in Miami-Dade, Broward, and Palm Beach Counties. The rail line goes as far south as Miami International Airport (MIA) and as far north as Mangonia Park in Palm Beach County. In Broward County, there are seven stations including the Cypress Creek Tri-Rail station that is located within the study area. Table 24 summarizes the operating characteristics of Tri Rail.

TABLE 24 EXISTING TRI-RAIL OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency (peak/off-peak)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Northbound	4:00 am – 10:35 pm	5:17 am – 11:45 pm	5:17 am – 11:45 pm	20 minutes/60	60 minutes/60	60 minutes/60

				minutes	minutes	minutes
Southbound	4:15 am – 11:29 pm	5:50 am – 11:00 pm	5:50 am – 11:00 pm	20 minutes/60 minutes	60 minutes/60 minutes	60 minutes/60 minutes

Source: BCT

To facilitate first and last mile connections to Tri-Rail passengers, the SFRTA offers commuter bus service at no extra charge. Currently, the SFRTA operates three Cypress Creek (CC) commuter bus routes, CC1, CC2, CC3 providing connection to employment centers and business parks during AM and PM peak hours. Table 25 summarizes the operating characteristics of the Cypress Creek commuter buses.

TABLE 25 EXISTING CYPRESS CREEK COMMUTER BUSES OPERATING CHARACTERISTICS						
Route	Span of Service			Service Frequency (peak/off-peak)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Cypress Creek 1	5:11 am – 9:54 am 3:10 pm – 7:20 pm	No Service	No Service	20 minutes/-	No Service	No Service
Cypress Creek 2	5:11 am – 9:50 am 3:07 pm – 7:20 pm	No Service	No Service	20 minutes/-	No Service	No Service
Cypress Creek 3	5:11 am – 9:48 am 3:20 pm – 7:20 pm	No Service	No Service	25 minutes/-	No Service	No Service

Source: BCT

Planned Mass Transit Service

Per the 2023 – 2032 Broward County Transit Development Plan (TDP) Annual Update, the headway improvements identified for Route 62 occurred in 2022 and the headway improvement for Route 14 is programmed for 2023. Additional improvements were not highlighted for Routes within the Amendment area.

- Describe how the proposed amendment furthers or supports mass transit use. Quantify the change in demand resulting from this amendment.

The proposed amendment reduces some of the non-residential uses within the amendment area and increases the residential uses. The mixed-use nature of your amendment helps to incentivize walking, biking, use of transit locally.

- Correspondence from transit provider verifying the information submitted as part of the application on items 1-2 above. Correspondence must contain name, position and contact information of party providing verification.

The transit verification letter from Daniel Cohen, Service Planner at the Broward County Transit Division has been included in this application. Daniel Cohen may be contacted at 954-357-5481 or at dacohen@broward.org

APPENDIX XI
School Board Application

PUBLIC SCHOOL IMPACT APPLICATION

The School Board of Broward County, Florida
Growth Management Section
Facility Planning and Real Estate Department
600 SE 3rd Avenue, 8th Floor, Fort Lauderdale, FL 33301, Phone: 754-321-2177, Fax: 754-321-2179
www.browardschools.com

GENERAL PROJECT INFORMATION

APPLICATION TYPE

Land Use DRI Rezoning Flex/Reserve Allocation Plat Site Plan

FOR INTERNAL USE ONLY

School Board Number

County Project Number City Project Number

Project Name

Has this project been previously submitted (since Feb. 01, 2008) ? No If yes, provide the SBBC Number

Application Fee Amount Due/Paid* Is proof of Payment attached?

Check No. Online Payment Order No. (if applicable)

* Make check payable to "School Board of Broward County." No cash will be accepted.

PROJECT LOCATION AND SIZE

Section Township Range

General location of the project Side of

at/between and

Area Acreage Jurisdiction

APPLICANT INFORMATION

Owner's Name Phone

Address City State Zip

Developer/Agent

Address City State Zip

Phone Fax Number

Agent's E-mail

DEVELOPMENT DETAILS

Land Use Designation Existing Proposed

Zoning Designation Existing Proposed Business (B-2), Heavy Commercial/Light Industrial (B-3), Commerce Center (CC), M-3 (County), M-3 (County), Residential Mid Rise Multifamily/Medium High Density (RMM-25), Uptown Urban Village Northeast (UUV-NE)

PERMITTED						PROPOSED		
Residential Type	Total Units	Built Units	Bedroom Mix	Un-built Units	Bedroom Mix	Residential Type	Number of Units	Bedroom Mix
Single Family			<input type="text" value="3 BR or Less"/> <input type="text" value="4 BR or >"/>		<input type="text" value="3 BR or Less"/> <input type="text" value="4 BR or >"/>	Single Family		<input type="text" value="3 BR or Less"/> <input type="text" value="4 BR or >"/>
Townhouse/ Duplex/ Villa			<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>		<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>	Townhouse/ Duplex/ Villa		<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>
Garden Apartment			<input type="text" value="1 BR or Less"/> <input type="text" value="2 BR 3 BR or >"/>		<input type="text" value="1 BR or Less"/> <input type="text" value="2 BR 3 BR or >"/>	Garden Apartment		<input type="text" value="1 BR or Less"/> <input type="text" value="2 BR 3 BR or >"/>
Mid Rise	0		<input type="text" value="1 BR or Less"/> <input type="text" value="2 BR or >"/>			Mid Rise	4,000*	<input checked="" type="checkbox"/> 1 BR or Less <input checked="" type="checkbox"/> 2 BR or >
High Rise						High Rise		
Mobile Home			<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>		<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>	Mobile Home		<input type="text" value="2 BR or Less"/> <input type="text" value="3 BR or >"/>
Total						Total		

Does this project include a non-residential development?

If yes, please describe other proposed uses

*proposed additional units to the existing listed below.

VESTED RIGHTS/EXEMPTION INFORMATION

Amount of Vested/Exempt development (including number of units, type, and bedroom mix)

See attached SCAD letters. Mobile home are existing since 1970-80s.

Exemption Criteria (check any/all as applicable)	Vesting Criteria (check any/all as applicable)	Associated Application Number
<input type="checkbox"/> Generates less than one student*	<input type="checkbox"/> Located within previously approved plan amendment or rezoning with a valid mitigation agreement with the School Board through an executed and recorded DRC or Tri-Party*	
<input type="checkbox"/> Age restricted to persons 18 and over*	<input type="checkbox"/> Obtained site plan final approval prior to February 1, 2008*	
<input type="checkbox"/> Statutory exemption* <input type="checkbox"/> Applicable Statute*	<input type="checkbox"/> Site plan located within a plat for which school impacts have been satisfied*	
<input checked="" type="checkbox"/> Site Plan located within a plat with a valid final SCAD letter*	See attached SCAD letters.	Associated Plat Number: <input type="text"/>

* Supporting documentation is required

Signature of Applicant/Agent: _____



Date: August 4, 2032

Please attach a survey of the project site

NOTE: 30-Day review period only commences upon a determination of completeness by School District Staff. Applicant submitting a plat application must include an official letter containing plat name and municipal project number and must indicate that the plat has been approved or accepted by the municipality

ALL APPLICANTS MUST SUBMIT THE APPLICATION TO THE 8th FLOOR

APPENDIX XII
Urban Land Institute (ULI) Technical
Advisory Panel Report

Developing Long-Term Strategies for
Resiliency in the Face of Climate Change:

The Uptown Urban Village

Technical Assistance Panel
for the City of Fort Lauderdale, Florida



August 12 and 13, 2014
Fort Lauderdale, Florida



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Urban Land Institute Southeast Florida/Caribbean District Council Technical Assistance Panels

What Are Technical Assistance Panels (TAPs)?

Since 1947, the Urban Land Institute's (ULI) Advisory Services Program has been assisting communities by bringing together week-long panels of seasoned real estate, planning, landscape architecture, financing, marketing, and development experts to provide unbiased pragmatic advice on complex land use and development issues. Several years ago, the ULI Southeast Florida/Caribbean District Council began providing panel services of one or two days to address specific local government issues in areas such as housing, parking, redevelopment, and future land use development. The District Council has 750 members spread along the east coast of Florida from Indian River County through the Florida Keys and from the Caribbean.

How Do TAPs Work?

A sponsor requests the services of a TAP with regard to a specific issue that can be addressed by a panel of experts in one or two days. The District Council assists the sponsor in refining the scope of the assignment and convenes a panel to address those specific issues. The sponsor works within ULI guidelines to provide background information to ULI panelists prior to the panel's convening. When convened, members of the TAP view the subject site, hear from public and private stakeholders, and then deliberate on the assigned issues. At the conclusion of its work, the panel presents an oral report to stakeholders; that is followed by a written report within approximately six weeks. To ensure objectivity, panel members cannot be involved in matters pending before the sponsor, be working for the sponsor, or solicit work from the sponsor during the panel's assignment period. Panel members volunteer their services to the project.

Who Is ULI?

ULI was founded in 1936 as a non-profit institute to facilitate the open exchange of ideas and information among local, national, and international real estate industry leaders and policy makers dedicated to creating better places. Today it has more than 32,000 members worldwide. The ULI does not lobby or act as an advocate for any single industry. It is committed to providing leadership in the responsible use of land and creating and sustaining thriving communities.

Sponsors and Panel Members

Sponsor

City of Fort Lauderdale Florida

City Council

John P. "Jack" Seiler
Mayor

Bruce G. Roberts
Commissioner, District 1

Dean J. Trantalis
Commissioner, District 2

Bobby B. DuBose
Commissioner, District 3

Romney Rogers
Vice Mayor and Commissioner, District 4

City of Fort Lauderdale Staff

Susanne M. Torriente
Assistant City Manager

Debbie Griner
Transportation Manager, Transportation and Mobility Dept.

Jim Hetzel, AICP, LEED Green Associate
Urban Planner (Planner III), Dept. of Sustainable Development

Jim Koeth, LEED AP BD+C
Principal Environmental Strategist,
Public Works Department - Sustainability

Special Thanks To ~

The City of Fort Lauderdale, The Urban Land Institute
Foundation, and Kresge Foundation for supporting the TAP.

The Broward Metropolitan Planning Organization for hosting
the TAP's meetings.

Panel Members

Co-Chairs

Charles W. DeSanti
Principal, DeSanti & Associates

Samuel E. Poole
Shareholder, Berger Singerman

Panelists

Maurice Borrows
District 4 Rail Coordinator, Florida DOT

Ana Gelabert-Sanchez, AICP
Principal, Gelabert-Sanchez & Associates

Kona Gray, ASLA
Principal, EDSA

Rick Hall, P.E.
President, Hall Planning & Engineering, Inc.

Larry Hymowitz
Mobility Coordinator, Modal Development Office, District 4,
Florida Department of Transportation

A. Brian Lomel, P.E., LEED® AP, CxA
TLC Engineering for Architecture

Uri Man
Area VP for Development, Gables Residential/Florida

Darren J. Morse
Director of Acquisitions, Kitson & Partners, LLC

Suria Yaffar, AIA, LEED® AP
Principal and Director of Design, Zyscovich Architects

ULI Southeast Florida/Caribbean District Council

TAP Vice Chairs

Dr. Charles Bohl, Associate Professor and Director
Graduate Program in Real Estate Development and Urbanism, University of Miami, School of Architecture

Charles W. DeSanti
Principal, DeSanti & Associates

District Council Staff

Julie Medley
Executive Director

Carla Coleman
Florida Director

Jean Scott
TAP Report Preparation

ULI Southeast Florida/Caribbean District Council

3170 North Federal Highway, Suite 106
Lighthouse Point, FL 33064
Phone: 954-783-9504

Panel Process and Agenda

Panel Process

The City of Fort Lauderdale Riverwalk TAP process centered on the following five steps:

- Representatives from the ULI Southeast Florida/Caribbean District Council met with city staff to discuss issues related to developing strategies to drive more intense growth to the Uptown Urban Village area.
- ULI Southeast Florida/Caribbean District Council staff researched the city's goals for the TAP and, based on that research, selected the TAP members who had the expertise most tailored to addressing the issues raised by city staff.
- The TAP received a complete set of pre-meeting briefing materials about the Uptown Urban Village area and its planning history.
- The TAP session extended over two days. Its work sessions and public comment meetings were held at offices of the Broward Metropolitan Planning Organization (MPO).
- The TAP, under the leadership of the ULI Southeast Florida/Caribbean District Council, prepared a report on its recommendations and conclusions.



Figure 1



Figure 3



Figure 2



Figure 4

Above: The TAP's tour of the study area ended with experiencing crossing Cypress Creek Road as a pedestrian (Figure 1). The TAP also worked collaboratively to develop its recommendations (Figure 2) and sketch out its ideas through a series of illustrations (Figure 3). Time was also given to hearing from stakeholders and interested citizen, businesses, and community groups (Figure 4).

Panel Agenda

The agenda (included as Appendix A) for the two-day TAP was organized as follows.

On August 12, the panel began its orientation with a lunch meeting and bus tour of the Uptown Urban Village study area. Fort Lauderdale staff used the tour route (Appendix B) to acquaint the panel with the study area. The tour included the experience of trying to walk across Cypress Creek Road (Figure 1). Following the tour, the TAP held an organizational work session. During that time, the TAP learned more about the study area from MPO and city staff. After that, the panel held an organizational discussion (Figures 2 and 3) and met with stakeholders from the area to hear their views (Figure 4). That evening, panel members participated in a working dinner meeting.

On August 13, the panel spent the morning and afternoon working on the issues that the city staff had asked it to address (page 17). Illustrated in Figure 5, the TAP began its work session brainstorming a broad range of ideas. During the day it narrowed and organized those ideas into a meaningful set of priorities. In the late afternoon, the panel members presented their observations and recommendations to an audience of interested citizens and community groups, who also had the opportunity to ask questions and provide feedback.

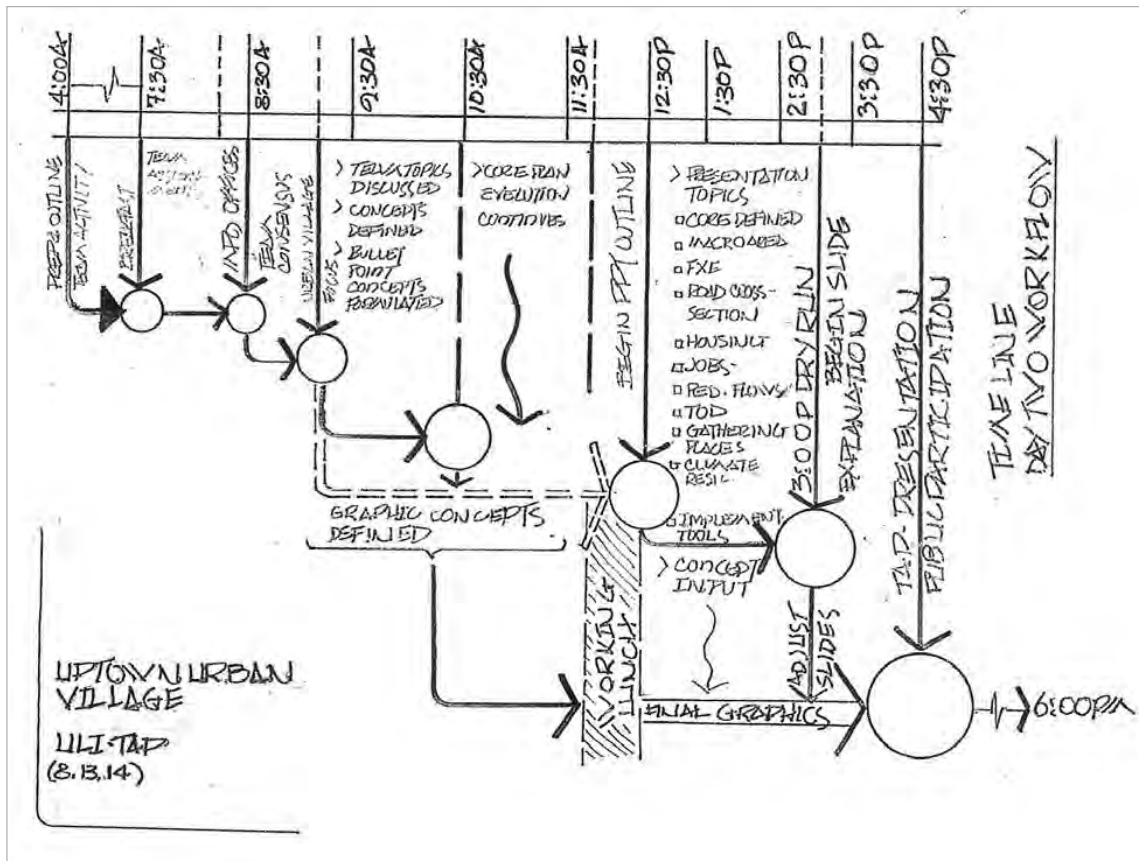


Figure 5: TAP Process Day Two – The timeline reflects the process that managed all ideas converging into a cohesive blend of form and findings.

Background: Creating an Uptown Urban Village as Part of a Long-Term Strategy for Climate Resiliency

The Climate Change Context

The Uptown Urban Village TAP is the second of two Fort Lauderdale TAPs presented by the ULI Southeast Florida/Caribbean District Council. The TAPs are part of the city's focus on planning for climate resiliency. The TAPs centered on a different location and development type, each of which requires a different approach.. The selection was guided by the recommendation to address areas vulnerable to climate change “adaptation action areas” and areas less vulnerable “growth” areas, as defined in the and Southeast Florida Regional Climate Action Plan.

The first TAP (held in June 2014) examined how redevelopment over time could be designed to adapt the low-lying Riverwalk to the impacts of sea level rise, coastal flooding, and more extreme weather patterns.

The second TAP concentrated on the strategies that could be put in place to drive growth to the higher elevation Uptown neighborhood which has the existing public and transportation infrastructure to facilitate future growth and is designated in city plans (see page 14) as an employment corridor.

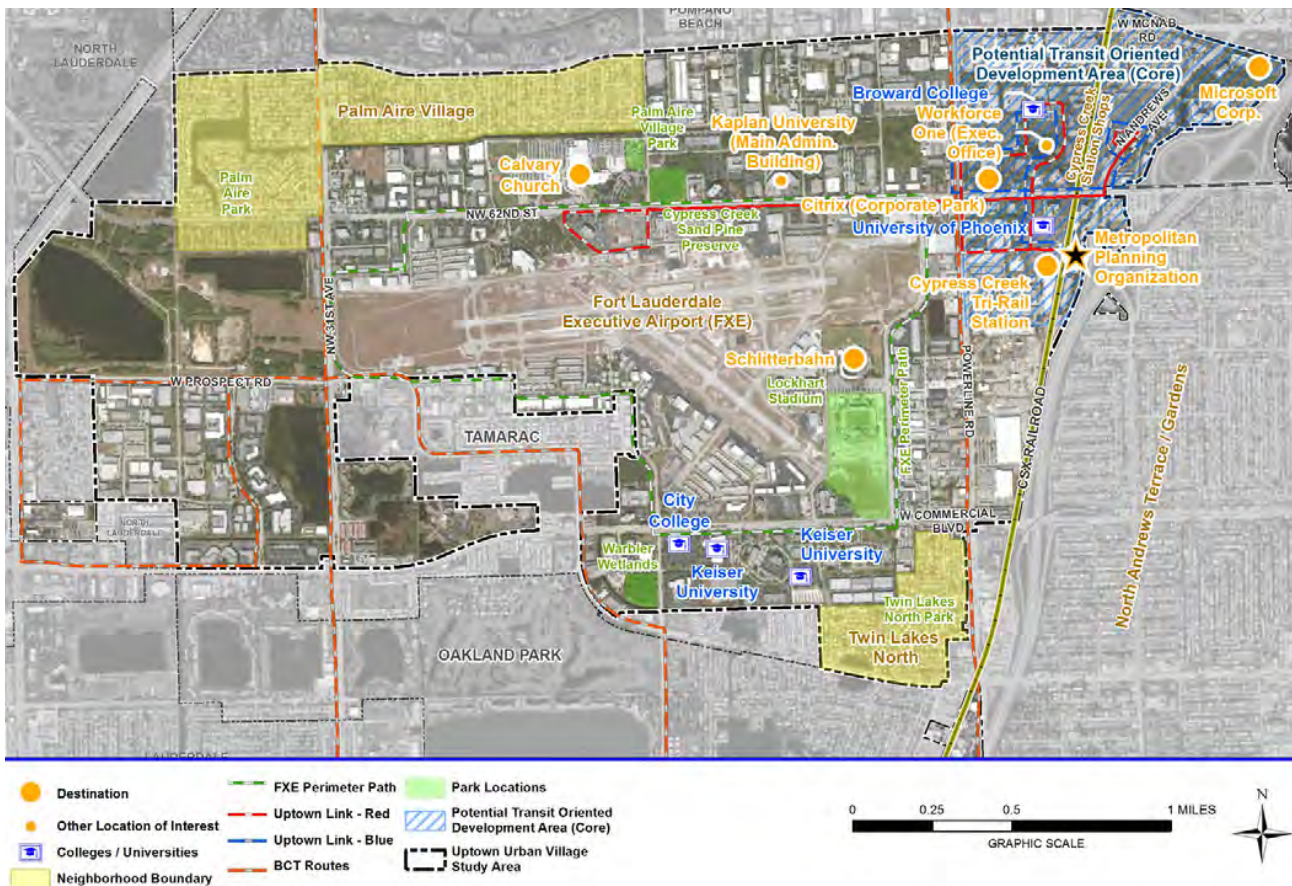


Figure 6: The Uptown TAP investigated strategies that could be used to create a walkable, livable urban village core within the Uptown neighborhood – an area that is located in and around the Fort Lauderdale Executive Airport and the Andrews Avenue and Cypress Creek Road intersection. The area’s core is flanked by the C-14 Canal and McNab Road to the north, 57th Street to the south, one block west of Powerline Road to the west, and I-95 to the east. It is also well-served by regional transportation facilities.

The Strategic Importance of Uptown: Location, Location...

The Uptown neighborhood is well-positioned for future investment. It is a dynamic growth area that has excellent access to regional transportation facilities, contains a concentration of higher education institutions, and is the location of major corporate facilities that are key job generators. Important in low-lying Fort Lauderdale, it is also at a higher elevation than much of the surrounding area, making it potentially more resilient to sea level rise.

Transportation Access

In a traffic-congested region where access to a range of transportation options is still a rare commodity, Uptown has the potential framework to become well-connected for arrival by train, plane, car, and bus:

- **Train** – The well used Cypress Creek Tri-Rail Station is on the eastern edge of the Uptown area and located alongside North Andrews Avenue, just north south of Cypress Creek Road.
- **Air** – The Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the country, serving over 160,000 aircraft operations per year.
- **Road** – Uptown is located just west of I-95 and is well-served by major north/south and east/west arterials including Andrews Avenue and Cypress Creek Road. Where the roadways come together creates the economic hub of Uptown.
- **Bus** – Bus – Bus – The area is serviced by Broward County Transit bus service. The bus system service for the area recently added a new free midday shuttle bus service for the Uptown Business District. The two routes originate at the Cypress Creek Tri-Rail station and run along Cypress Creek Road between Calvary Chapel to the west and the Radica Corporate Park to the east and provide convenient access to restaurants, jobs, educational campuses, and the Fort Lauderdale Executive Airport.

Right: Transportation access by train, plane, bus, and car (the predominant mode) is one of the Uptown area's greatest strengths (Figures 7 through 10). The TAP was asked to look at strategies to provide the missing mode: walkability.



Figure 7: Cypress Creek Tri-Rail Station



Figure 8: Fort Lauderdale Executive Airport



Figure 9: Andrews Avenue and Cypress Creek Road



Figure 10: New bus shuttle serving the Uptown Business District



Figure 11: Broward College



Figure 12: Kaplan University



Figure 13: Keiser University



Figure 14: Phoenix University

The big transportation gap in the area is travel by foot and bicycle, a major focus of the TAP. Walkability is a significant ingredient in creating the walkable and bikeable urban environment desired by today's knowledge workers and the companies that employ them. Major contributors to the lack of walkability are the existing land use and zoning patterns that are typical of a suburban setting: auto-oriented and disconnected development, separation of uses, and lack of quality urban design elements that contribute to a positive pedestrian experience. The wide, high-speed roads have been designed to move cars rather than accommodate people to safely cross or walk creating another barrier to walkability.

Education and Economic Access

Uptown offers a concentration of post-secondary educational institutions and serves as a regional employment hub.

Education

The educational institutions provide Uptown with an important asset in a knowledge-based job market along with the need for continuous learning. The institutions include Broward College, Kaplan University, Keiser University, Phoenix University, and Sanford Brown Institute. An additional asset is CareerSource Broward. Also in the area is Calvary Christian Academy, a K-12 institution located on Cypress Creek Road next to Calvary Chapel Fort Lauderdale.

Economic

Located at a mid-point between downtown Miami and West Palm Beach and with direct access to I-95 and Tri-Rail, the Uptown area has evolved into a corporate center that, according to Envision Uptown (described later in this report), employs approximately 70,000 people. Examples of the companies established in the area include Citrix, Microsoft (the Latin American headquarters), Nipro Diagnostic, and other technology oriented companies.

Left: The Uptown area is well-served by opportunities for higher education and continuous learning, important to both employers and employees (current and prospective) in today's job market (Figures 11 through 15).



Figure 15: Career Source Broward



Figure 18: Microsoft



Figure 16: Bosch



Figure 19: Fort Lauderdale Executive Airport

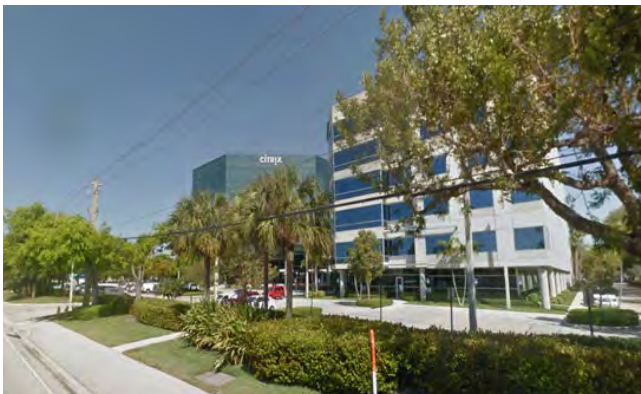


Figure 17: Citrix



Figure 20: Executive Airport Perimeter

Above: Uptown is a regional employment hub that has been created by the area's excellent access to transportation by air, rail, and roads (Figures 16 through 20).

The Fort Lauderdale Executive Airport also is a major economic driver. It provides just over 5,000 jobs and generates more than \$815 million annually in total economic activity, with a total payroll of approximately \$176 million. The airport is also the hub of Fort Lauderdale Foreign Trade Zone 241, which offers numerous economic incentives to businesses and contains a 200-acre Industrial Airpark that provides more than 1.5 million square feet of office, warehouse, and manufacturing space. It controls much of the vacant land in the area contiguous to the airport.

Higher Elevation

Having a higher elevation than much of the surrounding area, the Uptown area is much less vulnerable to the effects of increased water levels, which in turn reduces the risk of property loss due to water level rise. For the city it reduces the costs associated with constructing and operating an infrastructure capable of keeping streets and property drained. The one- and three-foot sea level rise maps (Figures 21 and 22) of Uptown show that it is largely unaffected. Even at five feet (Figure 23) of sea level rise, Uptown shows minimal effect compared to other parts of the county and city.

Although Uptown is not under immediate or as impactful a threat from sea level rise in comparison to other areas of the City, it is subject to the impacts of extreme temperatures because of the presence of urban heat islands (Figure 24) due to its large expanses of impervious surface (office buildings, major roadways, and the airport). An urban heat island is a substantial mass of asphalt, concrete, and buildings (conditions usually found in urban areas) that absorb short wave radiation from the sun and re-radiate it out slowly at night as long wave radiation, reducing the effectiveness of nighttime cooling. A warmer climate magnifies that effect. Tree canopies can help reduce the heat island effect, but trees in Uptown are sparse. The increased heat level makes the HVAC equipment run at a higher capacity and longer than necessary, thereby increasing utility costs. It also makes the ambient spaces less pleasant, thereby reducing the interaction of pedestrians with retail areas and making walkability more difficult.

The Civic Capacity and Planning Context

In addition to its strategic location, Uptown benefits from two essential ingredients for long-term success – strong, committed civic leadership and a supportive public planning environment.

Civic Capacity

The newly formed non-profit organization Envision Uptown, Inc., is in position to serve as the nucleus of civic leadership in the Uptown area. It was established in early 2014 to collaborate with landowners, business and civic leaders, and officials and staffs of local, regional, state, and federal agencies to develop a specific physical vision plan for the transformation of the Uptown area. The goal is take the steps that will turn the current workplace-based and car-dependent development into a walkable, transit-ready urban

neighborhood of offices, residences, retail, hospitality, civic buildings, large and small civic spaces and parks, and public plazas.

Envision Uptown is committed to more than creating the vision. In order to implement the vision, the organization will work with all levels of government and quasi-governmental agencies that control and/or could impact vision achievement. The group's focus is on securing the changes to agencies' plans and budgets that are requisite to facilitating the implementation, maintenance, and growth of the vision plan. That includes working with the City of Fort Lauderdale to see that the vision plan is adopted as part of the city's codes including the Unified Land Development Regulations. Envision Uptown is also positioned to promote and help grow Uptown consistent with the City's vision plan, Fast Forward Fort Lauderdale.

Planning

The development of Uptown as a walkable, transit-accessible, and livable 24-hour urban village center is supported by numerous local and regional plans.

City of Fort Lauderdale

A number of city plans call for the redevelopment of Uptown as the connected, livable urban village center desired by Envision Uptown:

- *Fast Forward Fort Lauderdale* – the city's 2035 vision plan that is the culmination of a three-year initiative to develop a shared vision for the future and draws on more than 1,500 ideas submitted by a diverse cross-section of the community. Common themes from the process highlight the public's desire to create a more resilient and connected city where people move easily and seamlessly through a safe transportation network, cultivate educational excellence, foster economic prosperity, and strengthen innovative partnerships – all themes consistent with the goals of Envision Uptown. The Fort Lauderdale Executive Airport and surrounding business area are specifically mentioned in the plan. *Fast Forward Fort Lauderdale Rewind: Year in Review* documents progress in achieving the Fast Forward plan. In addition to the creation of Envision Uptown, the report cites the city's successful grant application for a community bus route (now in service) to provide a mid-day service to link commuters, students, employees, and guests in the area to the Cypress Creek Tri-Rail station and surrounding restaurants, shops, educational



Figure 21: Sea Level Rise at 1 Foot

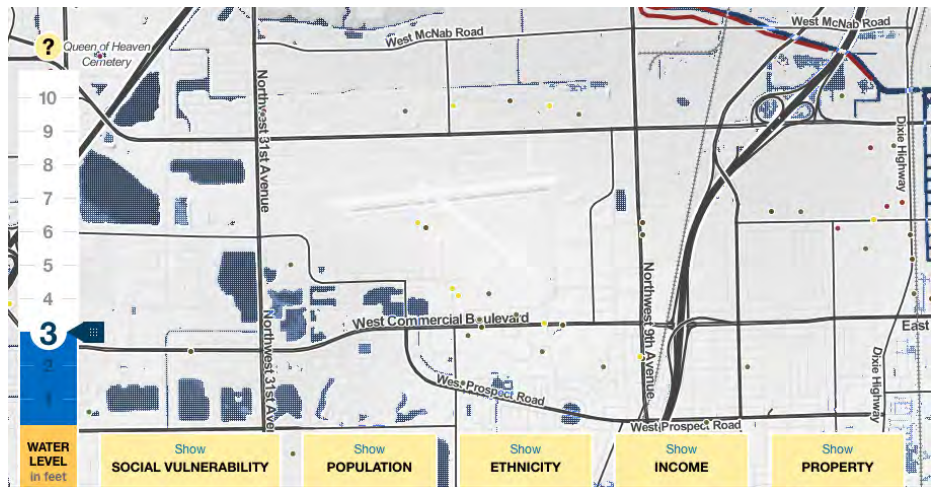


Figure 22: Sea Level Rise at 3 Feet

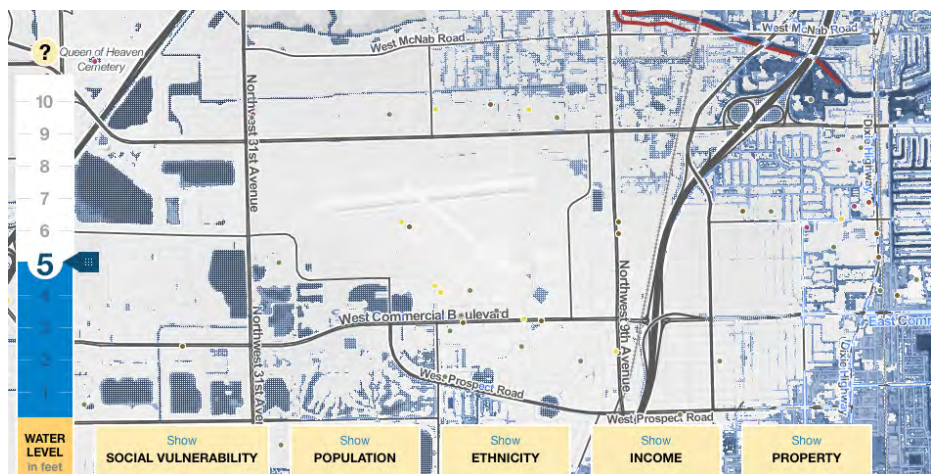


Figure 23: Sea Level Rise at 5 Feet

Although Uptown is not threatened by sea level rise because of its higher elevation (Figures 21, 22, and 23 above) it is vulnerable to rising temperatures associate with climate change because of the number of heat islands in the area (Figure 24, next page).

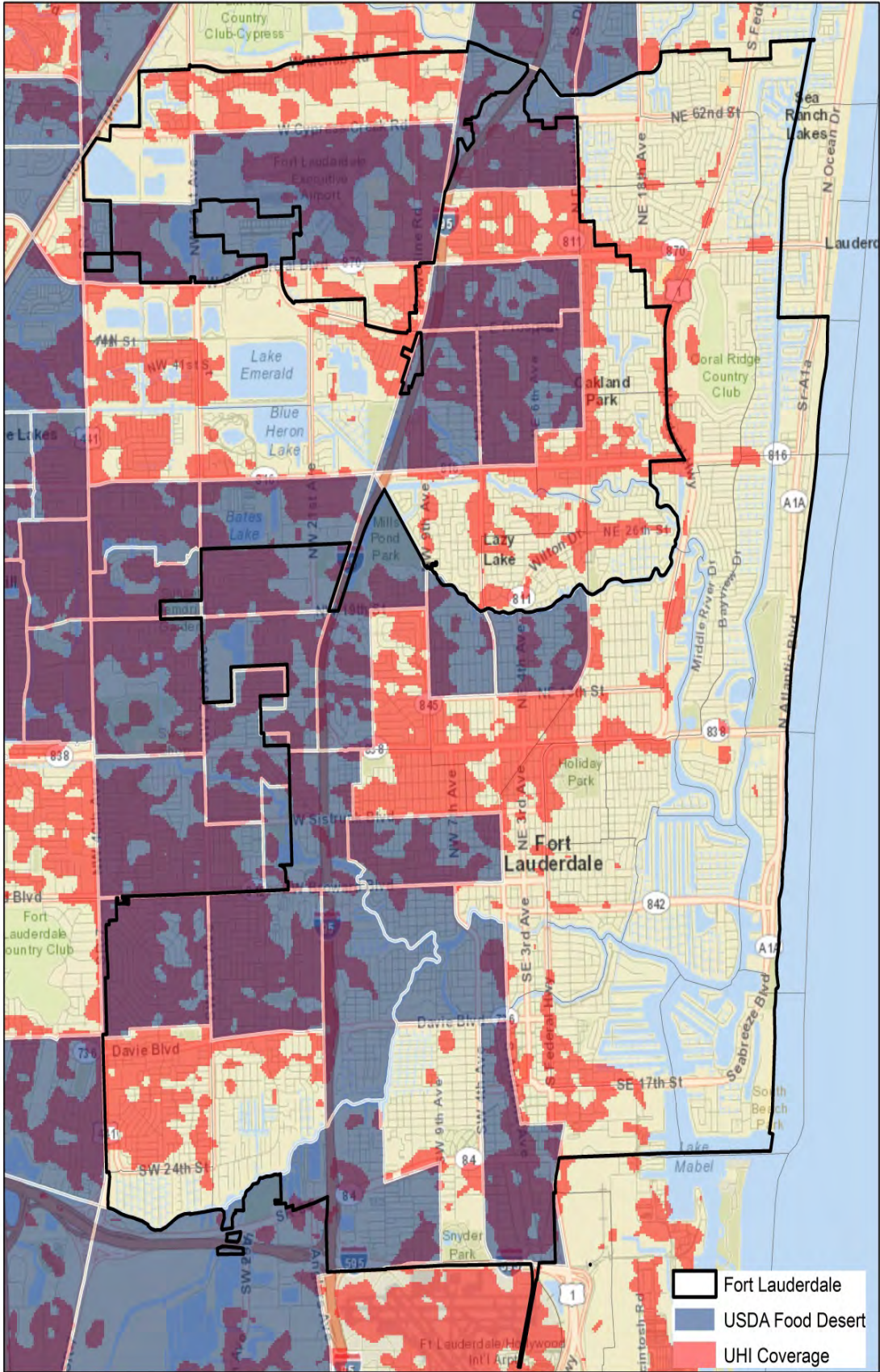


Figure 24:
Urban Heat
Islands are
shown in red.



Figure 25: City of Fort Lauderdale staff and local leaders attend an Uptown Fort Lauderdale Focus Group meeting held as part of the Press Play planning process. That focus group led to the creation of Envision Uptown.

campuses, the Fort Lauderdale Executive Airport, and other destinations. The goal is to reduce congestion, promote the use of public transit, and encourage business development in the area.

- *Press Play Fort Lauderdale: Our Strategic Plan 2018* – the city's five-year strategic plan that connects the dots between the community's Fast Forward vision and its day-to-day operations. The plan, which provides city staff with a road map of actions to move the city toward 2035, calls for a pedestrian-friendly, multi-modal city where residents move seamlessly and easily through a safe transportation system where the pedestrian is first. It also recognizes that by making targeted investments in developing the Uptown District and expanding the potential of the Fort Lauderdale Executive Airport, the city will be primed for attracting more domestic and international businesses.
- *City of Fort Lauderdale Comprehensive Plan, Volume I, Future Land Use Element Map*– The underlying land use for the Uptown core is mostly Employment Center (meant to encourage employment-based development) with pockets of Commercial and Industrial. To the west, around the airport, the land use is mostly Transportation and Employment Center.

- *Connecting the Blocks: Creating Options for Moving People* – the city's 20-year mobility infrastructure plan, *Connecting the Blocks* examines the degree of connectivity for different areas of the city, and identifies enhancements needed to improve connectivity. Uptown did not come out well. It had the second lowest pedestrian and bicycle connectivity of the 11 areas of the city analyzed and received a score of 3 for transit-connectivity, well below a score of 25, the number that indicates an area with good transit connectivity.
- *Complete Streets* – Fort Lauderdale is working to transform itself into a fully connected, pedestrian-friendly, multi-modal city that improves pedestrian, bicyclist, and motorist safety through a Complete Streets approach. That is one of the top priorities outlined in the Vision Plan and Strategic Plan. Consistent with the goals for the Uptown Urban Village, Complete Streets offer safe access for all users, including pedestrians, joggers, bicyclists, motorists, and transit riders of all ages and abilities.

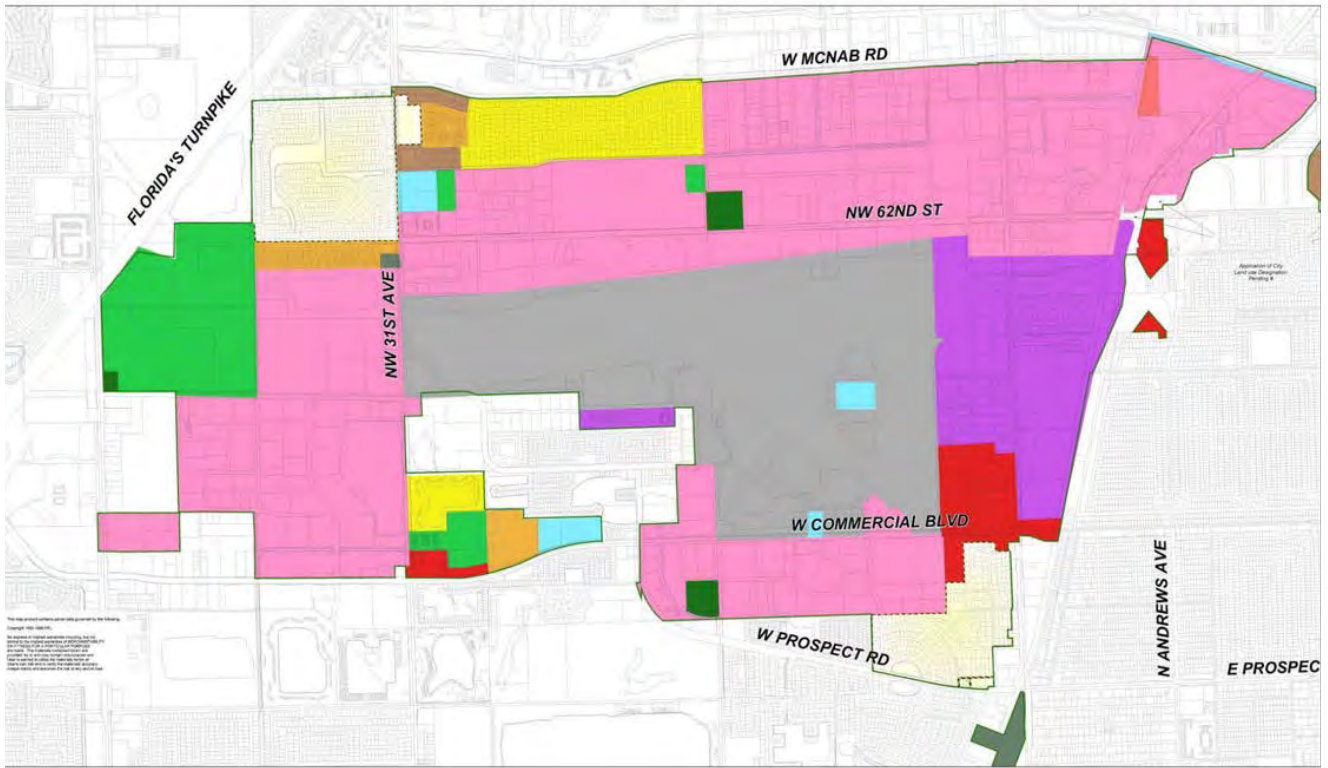


Figure 26: The city's land use map for the Uptown Urban Village Core.

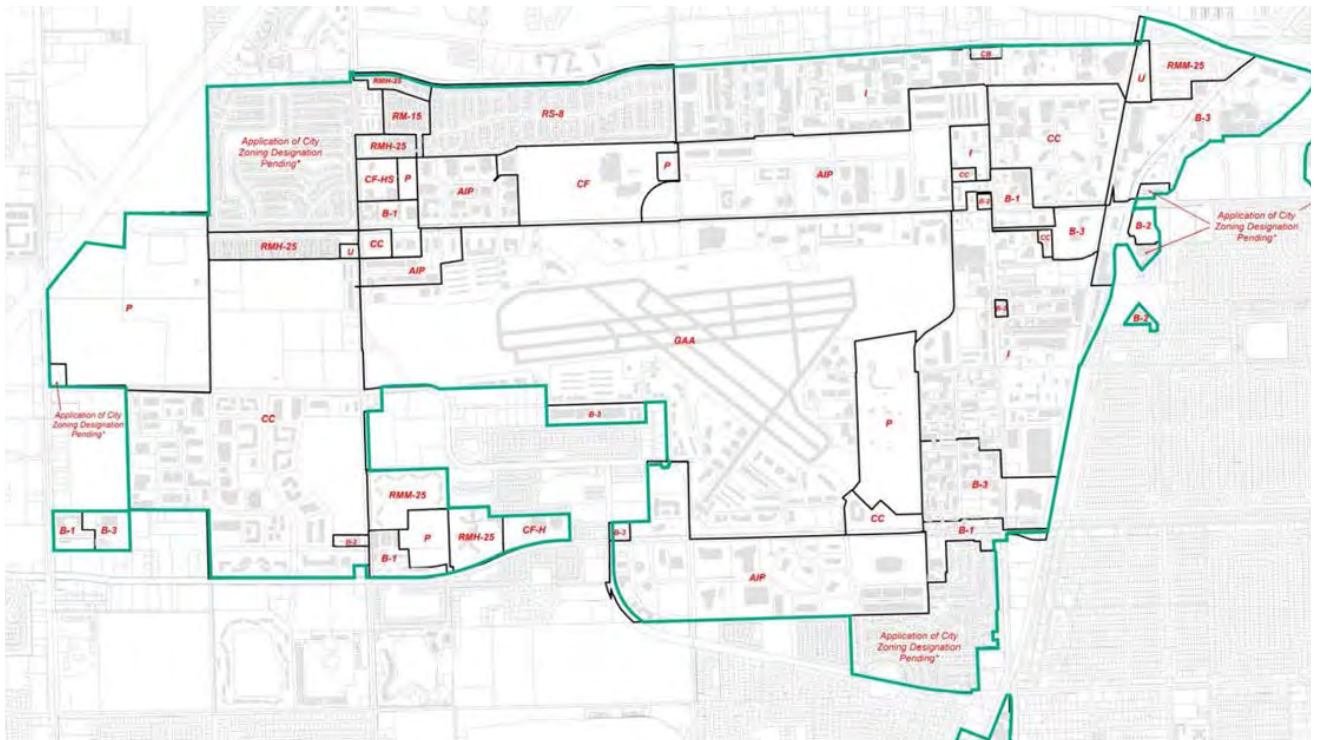


Figure 27: The city's zoning map for the Uptown Urban Village Core.

Broward Metropolitan Planning Organization (MPO)

The Broward MPO has designated the TAP study area as the Cypress Creek Mobility Hub (Figure 29) that contains a mix of land uses. The MPO defines a mobility hub as a place where people can make transportation connections within a multi-modal system; it also provides connections to concentrations of activities including housing. It also sponsors a Complete Streets program

Seven50

Developed through a broad-based regional planning process led by the South Florida and the Treasure Coast regional planning councils, the Seven50 Prosperity Plan presents a regional vision of the future that considers includes a number of key elements, including climate resiliency and transit-

oriented design. One of the regional priorities of the plan is to integrate land use and transportation planning and plan more transit-oriented development areas to support transit. To further that goal, Seven50 used the Cypress Creek Tri-Rail station as a test case to document the process of creating an attractive transit-oriented development. The results of the test are contained in the report, *Cypress Creek TOD, Seven50 TOD Pilot Project*. The Cypress Creek station was selected because it is one of the busiest stops in the Tri-Rail corridor between West Palm Beach and Miami and is located in a hub of commerce.

Southeast Florida Climate Action Plan

The action plan, *A Region Responds to Changing Climate, Southeast Florida Regional Climate Change Compact Counties, Regional Climate Action Plan*, is the product of an agreement between Palm Beach, Broward, Miami-Dade, and Monroe counties to work collaboratively on regional climate concerns. The City is committed to the active implementation of the plan and overall efforts of the Compact as the first municipal government with representation on the Compact's Staff Steering Committee. Reinforcing the goals for the Uptown Urban Village, the sustainable communities section of the plan calls for reducing financial and physical losses to the city's building stock by reshaping where and how the city builds.

A specific action under that goal calls for designating or otherwise recognizing what the plan calls *Growth Areas* – places outside *Adaptation Action Areas*, or other areas subject to adaptation planning efforts, where growth is encouraged due to higher topographic elevation and the presence of existing infrastructure, such as transportation and water and sewer infrastructure. Under the plan, *Growth Areas* should be developed with urban design guidelines that address character of urban place and provide a high quality pedestrian experience through landscaping and the creation of public space. An *Adaptation Action Area* is an optional designation in local comprehensive plans for those identified areas experiencing coastal flooding and are vulnerable to the related impacts of sea level rise for the purpose of prioritizing funding for infrastructure needs and adaptation planning.

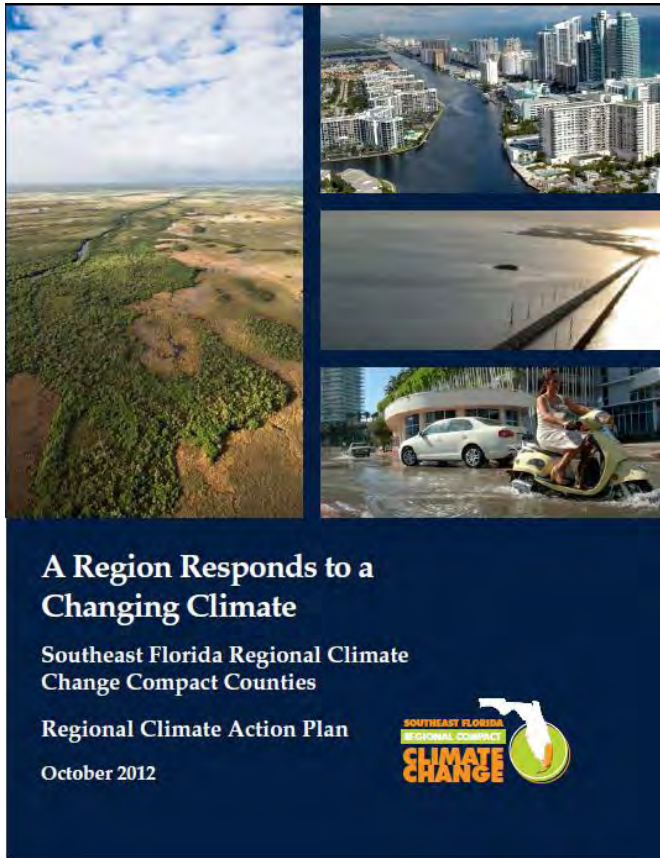


Figure 28: The Regional Climate Action Plan contains recommendations for moving toward a more resilient South Florida.

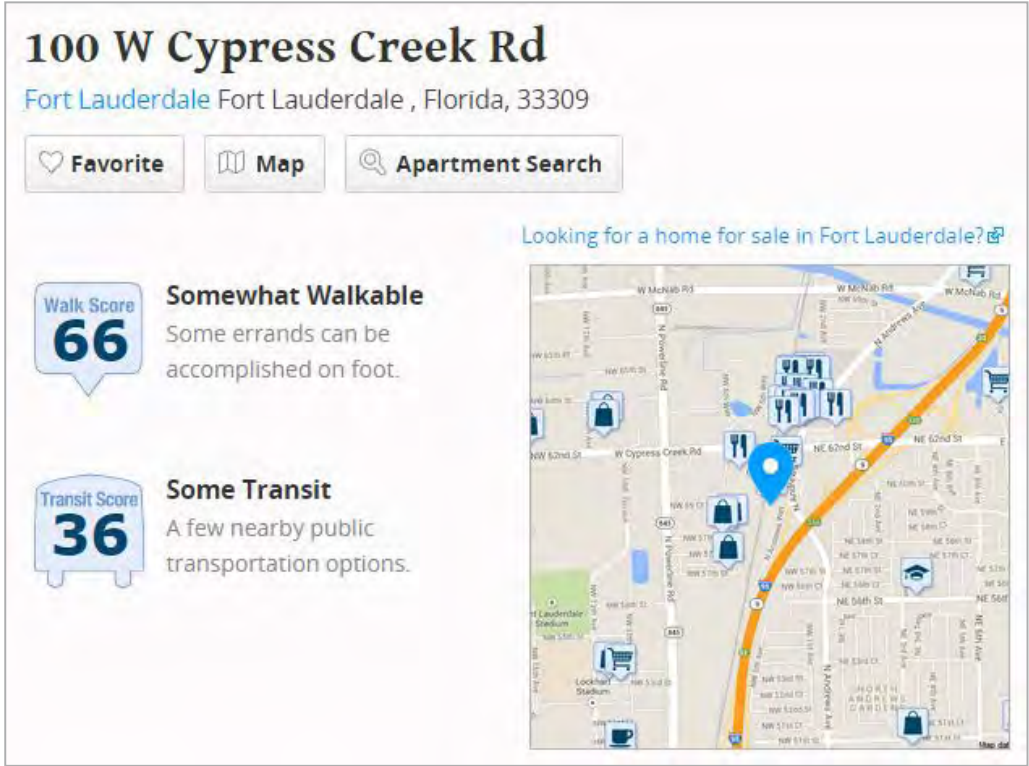


Figure 29: WalkScore, the online walkability scorecard, gives a selected address in the Uptown area a walkability score of 66 and transit score of 36. That is in contrast to downtown Fort Lauderdale which has a walkability score of 89 and transit score of 56.



Figure 30: The Broward MPO has designated the TAP study area as the Cypress Creek Mobility Hub.

Issues for the TAP: Creating an Uptown Urban Village

Listed below, the questions that the TAP was asked to address focused on how the city could drive more intense growth, including housing, to the area described as the Uptown neighborhood. The questions looked at how the city could build on the area's strong existing employment base and transportation assets and provide solutions to the lack of walkability, multifamily residential housing, and amenities usually found in vibrant urban neighborhoods.

1. What strategies should be employed to retain the energy evident in this high-traffic corridor while making the streets/area workable for a wide range of mobility needs (pedestrians/bikes/cars/transit)?
2. What location is the best starting point for implementing redevelopment and what is the best development strategy to establish the momentum needed to keep the evolution going?
3. What strategies will encourage/achieve the densities needed to make the core a workable neighborhood, while also providing a variety of housing types for those seeking to live in or near Uptown?
4. How can residential at multiple price points, including workforce, be facilitated to serve the very diverse jobs base?
5. How and where should community spaces (civic & green) be created? What governmental services/locations should be located in the core? Schools? P3 incentives? What strategies will encourage cultural and entertainment options that would attract a variety of residents?
6. What climate resilient strategies should be employed for this area? (landscaping, urban heat island reduction, energy diversification, precipitation impacts, etc.)
7. How can the expansion of the existing concentration of "high tech" jobs be facilitated?
8. What restrictions are created by the airport for urban and residential development?
9. How should signage setback, zoning, and noise regulations evolve as part of the strategy for the Uptown Urban Village transformation and create a unique character for the area?
10. How should Uptown redevelopment anticipate and accommodate the expansion of commuter and intercity rail?
11. How should existing residential areas be linked to employment and commercial destinations within the area? What other transit or car sharing options/amenities are needed to complete the last segment of a trip started on transit ("the last mile")?

Panel Response to the City of Fort Lauderdale Questions

The TAP was asked to focus on strategies that could be used to drive real estate and economic growth, particularly residential, to the Uptown neighborhood and use that growth to transform the core of Uptown into a mixed-use, pedestrian-friendly urban village that is easily accessible by all modes of transportation.

The TAP Focus Area: How It Is Viewed by Stakeholders and Existing Conditions

How the Uptown Area Is Viewed by Stakeholders

During the two TAP stakeholder and citizen input sessions, a number of common views emerged about the Uptown area and its future. They are captured in the following descriptions that were taken from the speakers' comments.

The Type of Area Desired: We want a live/work/play central hub environment that offers a clear point of entry and sense of arrival and creates a reason to visit day or night. That will require a mix of residential uses and increased walkability. It will also require more live/work/play choices that are integral to creating a 24-hour urban environment.

Transportation Connectivity: We want a transportation network that allows people to get to and move around the area without using a car. For instance, travelers on Tri-Rail should be able to bike and walk safely from the Cypress Creek Station to where their jobs are.

Since the city's leadership and its plans as well as regional plans call for transforming Uptown's core into a mixed-use, highly connected, and livable urban village means that half the job is already done. The challenge now is to make that future happen through collaborative agreement on an integrated set of strategic actions that build on Uptown's strategic position and transform it from a place for cars to a place for people.

The ULI Technical Assistance Panel



Figure 31: The TAP listens to the views of Uptown stakeholders and interested citizens.

Jobs: We should build on Uptown’s potential as an incubator for high tech jobs. Attracting and keeping talent will require creating the walkable, mixed-use environment and greater corporate/university connections that millennials will respond to.

Housing: People need a reason to live in the area, but now all they see is a sea of cars. New generation housing products that offer a variety of housing types and prices and convenient access to needed services such as a restaurants, groceries, dry cleaners and a pharmacy.

Implementation: We want the “how-to-do-it” information, including the relevant enabling codes and regulations. West Palm Beach, Miami, and Miami-Dade County’s form-based codes are good examples of such enabling regulations.

Existing Conditions: A Host of Strengths and Big Gap to Fill

Strengths: As outlined in the prior section, Uptown is exceptionally well located for sustained growth. It already has the following features:

- An existing public infrastructure to facilitate future growth. That includes immediate access to I-95 and the Cypress Creek Tri-Rail station that can be the catalyst for growth in the form and fabric recommended by the TAP. Transit-oriented development (TOD) is the future of the Uptown Urban Village.
- Major economic generators that include an established and growing urban office market and the Fort Lauderdale Executive Airport.
- A concentration of higher education institutions (important in a knowledge-based economy requiring continuous learning and re-learning) and high-tech corporations such as Citrix and Microsoft.
- A higher topographic elevation compared to much of the surrounding area which makes Uptown less vulnerable to the impacts of higher water levels associated with sea level rise and, therefore, a logical area to target for growth. It is also removed from the many low-lying coastal areas of the city.

Most important, the development of Uptown as a highly connected mixed-use, walkable, and transit-oriented urban village and employment center is supported by city and regional plans and by the business community through organizations such as the Uptown Council for the Greater Fort Lauderdale Chamber and Envision Uptown, the strong civic leadership organization dedicated to achieving the desired outcome of an urban village.

The Big Gap: Because Uptown was designed and its infrastructure was planned when car-oriented disconnected suburban development patterns predominated, the area lacks walkability and presents a hostile pedestrian environment. It is also missing the compact residential alternatives in an urban village setting that support transit and would be attractive to the future work force (currently the 18-33 year old millennial generation born between 1981 and 1996) who are a significant driving force in the high tech job market. Unlike prior generations who moved to where they could get a job,



Figure 32: The TAP considered a variety of locations and determined that the core area of Cypress Creek Road from I-95 to the east and one block west of Powerline Road was appropriate for an urban village core. The area was further defined as extending to the C-14 Canal and McNab Road to the north to and including the Cypress Creek Tri-Rail station to the south.



Figure 33: Cypress Road and its multiple lanes, traffic, and wide street crossings. Image © Google Maps.

the millennials choose a location that offers the quality of life they want and then find a job. They look for cities that provide an exciting and interesting urban environment: the connected places where they can live close to work and have convenient access to shopping, dining, transit, education, and places to gather. The same qualities are important to the companies that seek to employ those workers.

Figure 34: To attract today's knowledge-based employees and companies, the Uptown area needs a make-over. It needs to transform from a disconnected car-oriented daytime only environment (above) to a walkable, connected 24/7 one. The TAP's vision plan (below) provides a framework for doing that by creating an integrated multi-modal mixed-use urban village environment: that place people want to visit, live, work, or locate a business in.



The Vision Framework and Description

To develop its recommendations for reinventing Uptown, the TAP first developed a vision of a planning framework (Figure 33) for what Uptown could look like in the future if the TAP's recommendations are implemented. The plan provides the antidote to the Uptown area's two greatest deficiencies if it is to be a competitive location: walkability and multiple housing options. The TAP also put the vision into words describing the Uptown Urban Village of the future.

Using the future vision as its organizing mechanism, the TAP grouped its ideas into a series of strategic actions that are outlined in its recommendations.

Uptown of the Future: A Framework for Action Strategies

The Uptown of the future has been transformed from its present workplace-based and car-dependent form of development into a walkable, bikeable, transit-oriented urban neighborhood composed of offices, residences, retail, hospitality, civic, and educational buildings, and both large and small well-defined public gathering spaces and parks.

The critical element in creating that future was enabled by the decision to make it walkable and bikeable, a quality that was achieved not by diverting traffic away from Uptown but by transforming Cypress Creek Road, Andrews Avenue, and Powerline Road within the Uptown core from highways into the multi-way urban boulevards (a type of urban street) established in the latter 19th century. Features include edges that support a main street mix of uses along pedestrian-safe, low-speed access streets with on-street parking and moderate-speed through lanes in the center providing auto mobility.

That transformation from highway to boulevard design for the several blocks of Uptown's urban core informs drivers that they are entering a pedestrian public realm. The surface parking lots that were predominant are now filled with new, urban form buildings that support walkable sidewalks and streets and a connected system of greenways, parks, and civic spaces are in place. Parking needs are met with on-street spaces and parking structures that are wrapped with liner buildings of residential and commercial uses that support walkability.

The important elements of Uptown's future were possible because they had already been called for in two city of Fort Lauderdale plans – *Fast Forward Fort Lauderdale* (a 2035 vision plan) and *Press Play Fort Lauderdale: Our Strategic Plan 2018*. Those elements were also possible because they were detailed in a specific physical vision plan called a regulating plan that was adopted by the city commission as part of the land development code for the Uptown compact urban core. Applications for development that conform to the regulating plan were approved by city staff, without the need for additional public hearings. The most important attribute that made the Uptown future vision possible was the sustained, committed leadership of Envision Uptown and other stakeholders.

TAP Recommendations

The TAP recommendations are organized around seven overall themes: (1) climate resiliency, (2) land use and vision alignment, (3) transportation choices, (4) healthy walkable places and greenways, (5) development and redevelopment, (6) employment and innovation, (7) implementation tools, and 8) leveraging resources.

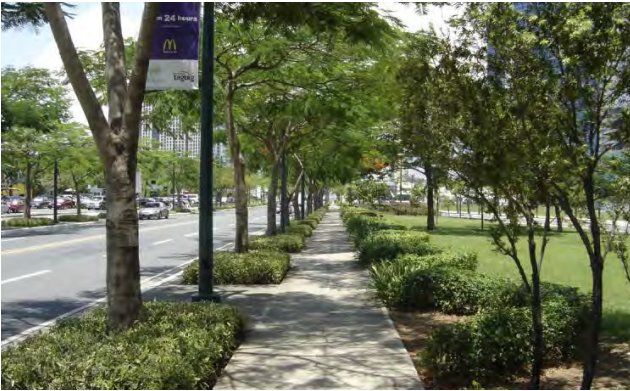


Figure 35



Figure 36



Figure 37

A tree canopy provides much needed shade in sunny South Florida. Awnings and arcades do the same (Figures 35 through 37).

Creating a Climate Resilient Community

As highlighted in the prior section, Uptown's higher topographic elevation gives it a unique competitive edge in a generally low-lying region and supports its ability to attract new investments and accommodate new growth. Directing growth to the area is consistent with the recommendations of the Southeast Florida Climate Action Plan (described in the background section) to:

- Reshape “where and how we build” in order to reduce financial and business losses.
- Designate Growth Areas where growth is encouraged because of the higher elevation and presence of existing infrastructure.

Action strategies recommended by the TAP include adding shading to reduce the heat island effect and conserve energy.

Shading

The Uptown Urban Village should focus on providing shade, an important feature in a sub-tropical climate and an area that is designed to encourage and facilitate walking. Shade can be provided through built (awnings and arcades, for example) and natural (tree canopy, what the TAP called a Floresta Urbana or urban forest) solutions. Lush shading to avoid direct solar radiation and landscaping should be featured throughout the site. If done with native trees and plants, the area could become an educational arboretum that also serves as a desirable destination. Unlike the open piazzas of Europe that encourage pedestrians to use solar radiation to make the colder temperatures more pleasant, open unshaded areas in South Florida are avoided by locals because of the hot sun. Shading of pathways is essential to encourage pedestrian travel and increase the enjoyment and asset value of a neighborhood.

Carefully planned interactions between people and nature, the TAP noted, allow the greater compactness of an area without compromising the asset value. The practice of planning those interactions is called biophilic urbanism, a modern design philosophy that postulates that people and all living things are

attracted to “life” and living things. In Singapore, for example, over 80 percent of the community lives in multi-family vertical housing, but because they are within close proximity to nature trails, the stress of the community is not overbearing. Tree lined/shaded pathways between buildings and to major gateways like the Tri-Rail station and express bikeways are a step toward achieving the goals of biophilic urbanism that add to the asset value of the community.

Another strategy to reduce the urban heat effect includes incentivizing “cool roofing” that has a minimum solar reflective index (SRI) of 78 in low-slope arrangements and an SRI higher than 29 for high-sloped arrangements. Hardscape elements should also have an SRI higher than 29. Other options would be to encourage vegetated roofing or rooftop photoelectric panels to minimize the urban heat island effect. A green roof, or rooftop garden, is a vegetative layer consisting of trees and other live vegetation that provides shade and absorbs and stores large amounts of heat, reducing the heat island effect.

Energy Conservation

A number of other energy conservation measures can be used to reduce the energy expended to create comfort. Those additional strategies can include installing photovoltaic panels and providing electric vehicle charging stations and car sharing (reduces car use and congestion in urban area). Two additional strategies that involve air conditioning and lighting are to:

- Provide central condenser water cooling systems for buildings. In general, water-cooled equipment is 30 percent more efficient than air-cooled equipment, the TAP emphasized. Current technology allows water-cooled heating, ventilation, and air conditioning (HVAC) equipment to achieve Energy Efficiency Ratios (EER) between 20 and 40, while standard equipment is in the range of 10 to 20. Central water-cooled equipment is almost twice as efficient as older technology. The urban planning element of such equipment is a community condenser water loop with connected loads paying a utility charge, much like a condominium shares condenser water for a fee. The community condenser water system could make use of storm water as a source for the make-up water to reduce water costs and reduce flooding in the area. The storm water to be used as condenser water could be collected in cooling ponds that function as an amenity and a heat sink. Circulation of the water to produce the cooling effect simultaneously decreases water temperature stratification, making



Figure 38



Figure 39

Example of a green roof building in Cleveland, OH (Figure 38). (Photo from the U.S. Department of Environmental Protection’s website on heat islands and is courtesy of the Portland Bureau of Environmental Services.) Example of green roof at the Chicago City Hall (Figure 39).

the aquatic ecosystem function more effectively. The approach of providing community condenser water has been implemented in the four city-block Miami Design District, a once abandoned area transformed into a community dedicated to art and design near midtown Miami. A utility or community board could possibly serve as the provider of a community water condenser.

- Install light-emitting diode (LED)-based technology street lighting. With an anticipated life expectancy of 15 years (compared to the 6 years for the mercury vapor type), there would be fewer streetlight outages and, therefore, lower labor costs to replace them. LED light provides a truer white light, which leads to better color rendering, and allows colors to seem more natural. LED light by nature has a more direct beam that minimizes the light trespass onto homes and businesses. Secondary optics can be used effectively on LED lights to evenly distribute light along the



Figure 40



Figure 41

Above, the use of central water-cooled equipment (Figure 40) and LED-based lighting (Figure 41) can help reduce energy consumption.

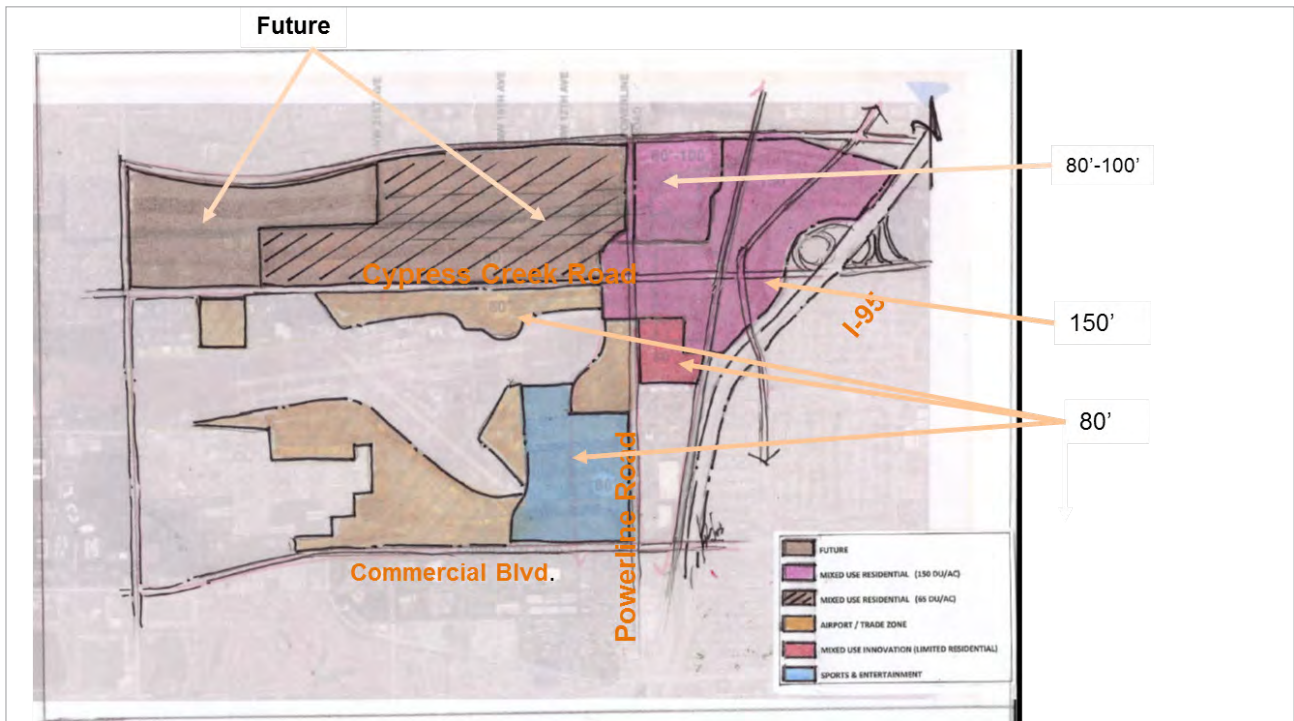
roadway at all distances from the pole, creating fewer hot and dark spots. The result of LED street lighting is an approximate 60 percent decrease in energy use and carbon emissions.

Aligning Land Use With the Vision

The TAP's land use recommendations present a number of concepts (Figure 41) that are critical to the overall framework of the Uptown Urban Village. The recommended land use categories include single family (existing inventory) residential, mixed-use residential, airport/trade zone, mixed-use innovation with limited residential, and sports/entertainment. The recommended height, use, and density for the urban village are substantially influenced by the height and distance constraints identified in airport regulations and a desire to protect the long-term prosperity of the Fort Lauderdale Executive Airport.

As shown in Figure 41, building heights are limited to 80 feet in the direct flight path and increase as distance from the

Figure 42, below: The proposed land use for the Uptown Urban Village is composed of a variety of residential choices including single family and mixed-use residential at different levels of density woven around the Fort Lauderdale Executive Airport and Foreign Trade Zone and a proposed innovative district and areas for sports and entertainment. The circled numbers show the proposed building height.



airport runway and separation from the flight path increase. Taller buildings limited to 150 feet in height would be located along Cypress Creek Road and Andrews Avenue. Similarly, the density of residential uses increases with distance from the runway and separation from the flight path. The area in the direct flight path around the Cypress Creek Tri-Rail station is recommended for a focus on innovation businesses with limited residential units. (Federal Aviation Administration regulations control land uses and building heights in the air space around airports to ensure that they are compatible with normal airport operations.) The Andrews Avenue and Cypress Creek Road corridors are recommended for a diverse mix of uses and intensities, with residential densities of 150 units per acre. It is important that the mix of uses be flexible and market-driven, with the land development regulations focused on the placement of buildings with active ground floors and building faces (parking structures must be lined with livable spaces/ground floor retail) to create a walkable urban core.

To make its land use concepts work, the TAP recommended the following city actions.

- Modify its Comprehensive Plan and Future Land Use Map to promote a district along Cypress Creek Road and north along Andrews Avenue to the C-14 canal and south to the area identified with the Tri-Rail station. That designation would be a flexible mixed-use (MXD) designation supporting and encouraging MXD for all market sectors.
- Prepare and adopt a form-based code and regulating plan that will become the land development regulations

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulations.

The Form-Based Codes Institute
formbasedcodes.org

which emphasize the future physical form of the built environment. The approach increases the role of the city commission and stakeholders through a very public process to prepare and adopt in a public hearing the new code that will allow landowners to implement the community's plan for an urban village. The process also streamlines the project level approval process and places a premium on certainty for all stakeholders. Form-based codes are commonly used as a practical tool for communities that want to grow smarter. As they have evolved over the past 20 years, form-based codes have been used in redevelopment and revitalization planning as well as broader neighborhood or community planning.

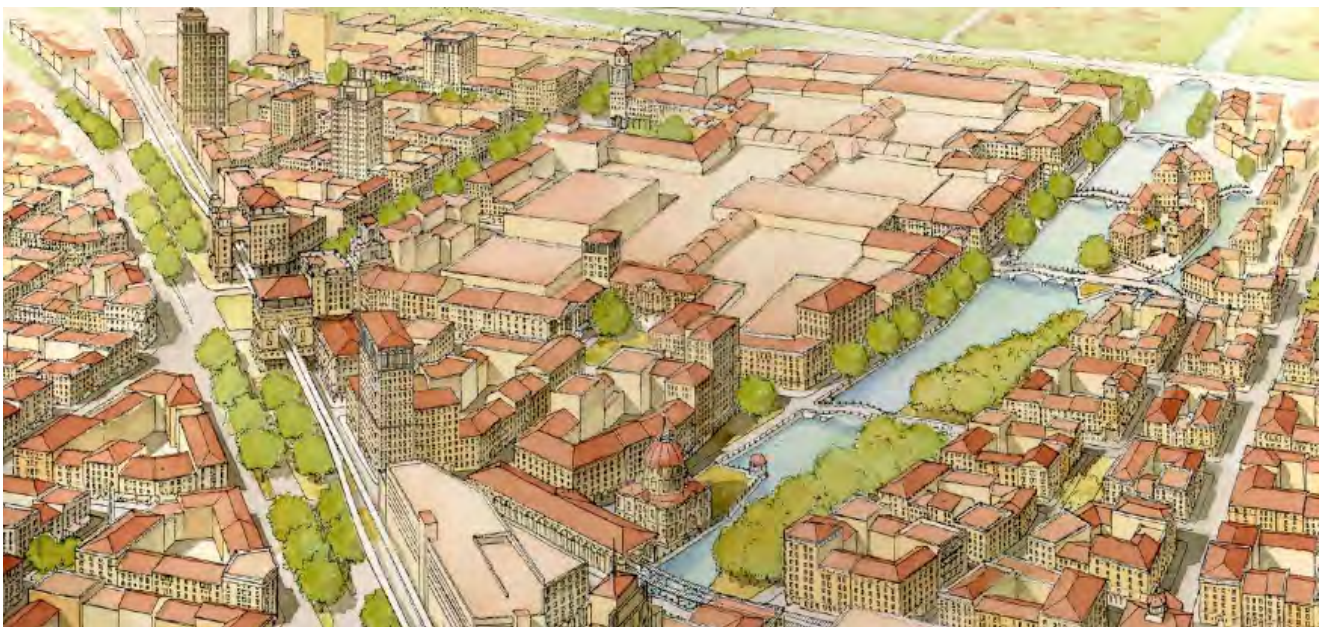


Figure 43: The Downtown Kendall plan uses a form-based code that replaced the archaic suburban zoning code that encouraged sprawl. Credits: Dover, Kohl & Partners, Duany, Plater-Zyberk & Company, Hall Planning & Engineering

In Miami-Dade County to the south, Downtown Kendall chose a bold course of developing a master plan for the area around the Dadeland Mall. In 1999 the Miami-Dade County Board of County Commissioners approved and implemented a form-based code to implement the plan with both building placement and street designs established in the code. To the north, in 1994 the city of West Palm Beach adopted a form-based code for its entire downtown. Those are just two of the many cities and counties across the country that are replacing parts of their zoning and development regulations for specific areas with tools to allow them to carry out the visionary place-making that form-based codes enable.

The TAP also encouraged the city to go further:

- Establish with community participation a clear regulating plan and form-based code that is approved by the city commission after public hearings and provides staff approval of development applications that conform to the code. Applicants not conforming to the plan must go through the public hearing process.
- The regulating plan should establish street and civic space locations, greenways, build-to lines at the edge of the sidewalks, building placement, minimum and maximum heights, and massing. Other considerations include windows and doors fronting on sidewalks, retail-height first floors, no minimum residential unit size, and very flexible uses

Providing for Transportation Choices

The TAP's transportation recommendations are based on the freedom to choose one's mode of transportation, whether it is walking and biking or by rail or car. That emphasis on choice is very different from the last century's key design objective – vehicle mobility supporting the classic suburban style that was built throughout the United States, including Fort Lauderdale and Broward County.

Today's resurgence of travel diversity is seen as the new freedom for many travelers, including two specific age cohorts: recent graduates and senior citizens (the leading edge of the baby boomer generation). The former has strongly demonstrated a preference for living and working in environments that do not require cars, and the latter faces loss of the driving privileges as aging diminishes vision, motor skills and other capabilities. The return to and demand for increased transportation diversity requires a Complete Streets approach, encouraging more modes of travel on streets.

- Specify preapproved, conceptual thoroughfare cross-sections showing lanes, sidewalks, trees, cycling network, and parking.
- Identify opportunities for larger scale ground up development opportunities for larger mixed-use projects.
- To encourage growth of the Uptown Urban Village, create a pool of entitlements to be allocated in the Uptown Urban Village that are as-of-right for projects conforming with the adopted code.

Another land use consideration includes the linkages between the Uptown Urban Village Center and nearby residential neighborhoods. The TAP recognizes that, although its focus to create an urban core extended one block west of Powerline Road, a long term vision for the area should include the area west of Powerline Road to the Turnpike, both in terms of urbanization and land use intensity. That area, particularly north of Cypress Creek Road, has unique existing residential neighborhood characteristics that should be considered. One approach is to require a transition intensity zone or zones to buffer building intensity at the edge of the neighborhoods. Another technique is to incorporate the greenway system in a buffer zone. First steps in understanding existing neighborhood condition and character would be to conduct an inventory of the housing stock, infrastructure, and public facilities and hold community meetings to understand what the residents perceive as needs and priorities.

A national transportation renaissance is underway to provide Americans with much broader freedom of choice in travel options. The Complete Streets, New Urbanism, and Smart Growth Movements are reviving the atrophied modes of walking, biking, and transit ridership, all blended with motor vehicle travel in a new and balanced way. That national trend blends well with the vision articulated above for the Uptown Urban Village.

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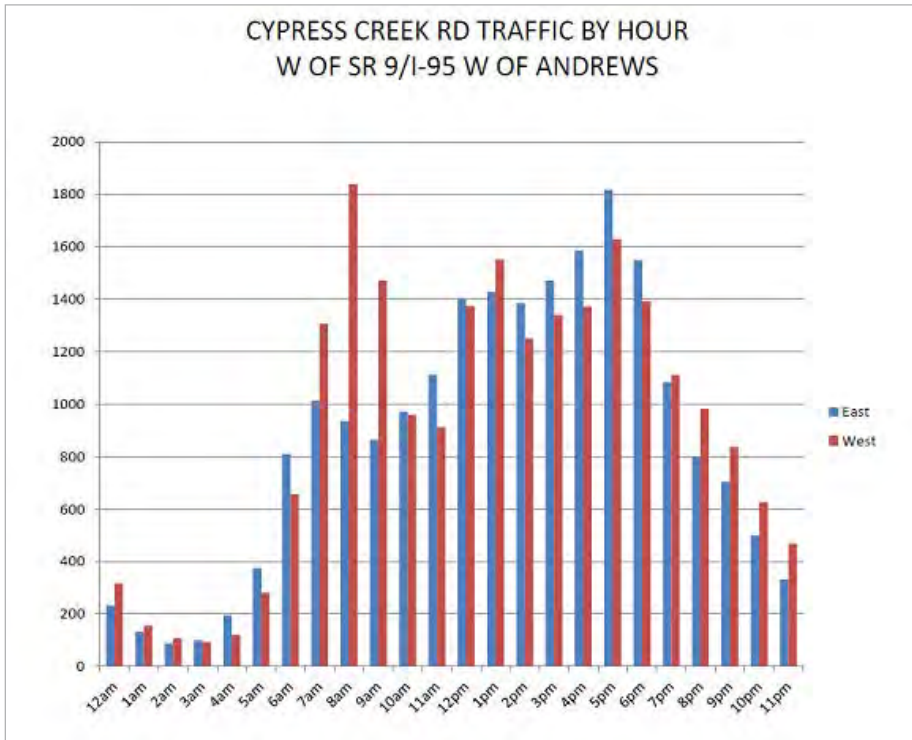


Figure 44: The capacity of Cypress Creek Road is currently higher than needed to handle existing and anticipated future demand. For the eight-lane portion of Cypress Creek east of Powerline, the daily profile of traffic counts for each hour shows 1,800 vehicles per hour during the AM and PM peak hour directions. That type of facility has the capacity for over 900 vehicles per hour in a single lane, therefore, current traffic demand requires only two lanes in each direction (four total lanes). Two lanes in each direction would provide a sufficient cushion for growth,

The new, emerging design vision as recommended by the TAP and the contemporary, broadly accepted vision of transportation are in stark contrast.

- A compact urban context calls for a healthier balance of relative speeds between modes. Slower motor vehicle speeds of 35 mph and lower are preferred on many streets. Good urban design for buildings framing the street is also essential to complete the vision.
- In contrast, a suburban pattern, with a less connected network, calls for more physical separation of modes due to incompatible operating speeds. That separation is achieved spatially, with widening the road and use of curbs and medians, or temporally, with separate traffic signal phases.

The Uptown area of today features roads designed in the suburban pattern, resulting in one of the most significant challenges to walkability and the creation of a balanced mobility vision. The arterials are massive asphalt corridors such as Cypress Creek Road that were created as major high speed thoroughfares between the workplace, residence, and commerce. Over time, those arterial roads such as Cypress Creek Road were widened as traffic volumes increased. Rethinking roadway design to accommodate both the pedestrian and the automobile is a top priority for achieving the vision for the Uptown Urban Village .

Designing Healthy Walkable Places and Greenways

The Walkable Street Network

Creating a walkable street network is at the heart of the TAP's recommendations. Continuing and building on its Connecting the Blocks and Complete Streets initiatives, the TAP emphasized that the city should establish a mixed-use, walkable land development pattern with attention to creating a street grid network.

To achieve a successful walkable community, a full set of thoroughfare standards must be developed to realize the following objectives:

- Minimize street width and paved surface area.
- Enhance pedestrian access and safety.
- Maintain vehicle speeds at pedestrian-friendly levels.



Figure 45: By offering more choices, a network of smaller streets provides greater capacity than a disconnected hierarchy of large streets.

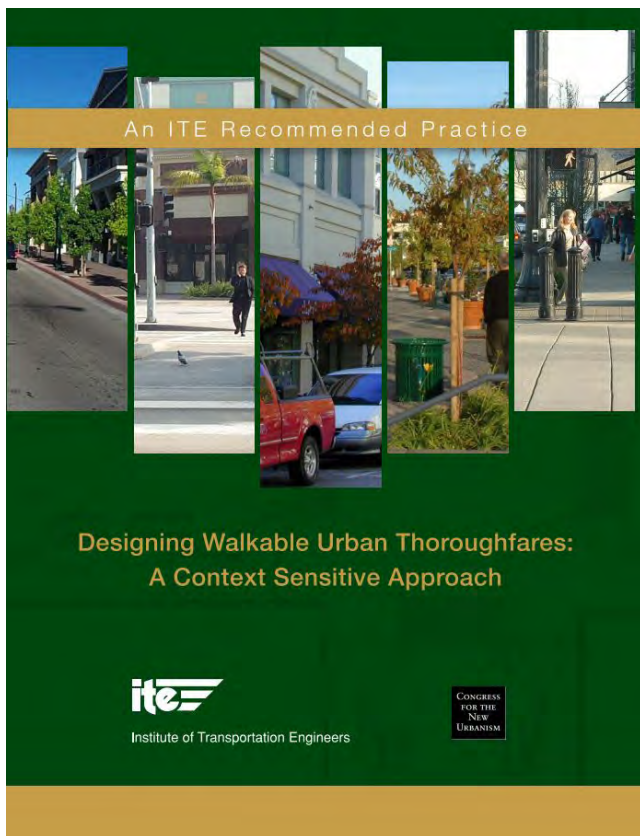


Figure 46: Wayfinding signs help pedestrians and drivers find their destination.

Also important to making walking more friendly is the use of:

- Pedestrian linkages and corridors
- Greenways, pathways, and linear parks
- Pocket parks and gathering places
- Shade through extensive tree canopy and building design
- Active ground floor uses
- On-street parking
- Consistent streetscapes (landscaping, lighting, signage, and street furniture)
- Safety and security

To achieve those objectives, the city's regulating plan should incorporate a community design charrette that leads to comprehensive plan policies and a form-based land development regulation that includes a complete suite of street sections appropriate for walkable areas. The form-based code street sections should incorporate the following key principles:



The single most significant challenge to the cohesive redevelopment of the Uptown area is the divide created by what would be considered by many transportation engineers as a well-functioning major traffic corridor. That is from the perspective of the car, not people.

The ULI Technical Assistance Panel

- Build for everyone – not just for motor vehicles, but also for bicyclists, pedestrians, children, the elderly, and emergency responders. Streets that are enjoyable for people to live and work along, conducive to neighborly interaction, and beneficial in helping pedestrians feel safe crossing are those that encourage lower vehicular speeds and corresponding low noise levels. In turn, tree-shaded, pedestrian-friendly streets lead to higher levels of bicycling and walking.
- Choose the right target speed. According to the Institute of Transportation Engineers (ITE) and Congress for the New Urbanism (CNU) publication, Recommended Practice Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, the target speed of a thoroughfare (“the highest speed at which vehicles should operate on a thoroughfare in a specific context”) is directly related to pedestrian safety. Accordingly, minor residential streets should be consciously designed to maintain speeds of 20 miles per hour, while the higher-order thoroughfares should purposely be designed to speeds of 30 to 35 mph. One very effective technique in reducing speeds is to make the pavement no wider than necessary.

Figure 477: The ITE and CNU publication, Recommended Practice Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, provides guidance for planning and designing major urban thoroughfares for walkable communities. The Federal Highway Administration defines context sensitive solutions (CSS) as “a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.”



Figure 48: The Cypress Creek multiway boulevard (top image above) will be suitable for both people and vehicles. The multiway boulevard (top image below) is described in the National Association of City Transportation Officials Urban Street Design Guide. The bottom image below shows a typical multiway boulevard section and plan. Interconnectivity with the overall street plan is required, and the form-based code should call for correctly sized urban blocks and an interconnected street network.

- Create a highly connected street network that will provide a multitude of direct routes from one area to the next. For cyclists and pedestrians, a highly connected network creates shorter routes on quieter, more intimately scaled streets. For drivers, that translates into shorter trips on local routes, at lower speeds, while reducing congestion on arterial routes. Travel demand is less concentrated in a finer grained street network, especially during peak periods. That reduces the heavy point loading of the proposed Multiway Boulevard at any one location. A connected network also gives emergency providers multiple options for reaching a destination.

The Multiway Boulevard: A Tested Solution for Cypress Creek Road

Multiway boulevards have a strong history and are increasing in use. Older examples were built at the end of the 19th century in New York, and new multiway boulevards exist in San Francisco and Chico, California, and other locations. That grand multiway thoroughfare style is reemerging in the

field of urban design and is successfully being used around the country to blend high vehicle mobility in the center and pedestrian scale design on the edges. The multiway boulevard, the TAP highly recommended, should be the model for recasting the current multi-lane Cypress Creek Road, Powerline Road, and Andrews Avenue. That model will encourage the optimal balance of multimodal usage and capacity for the Cypress Creek corridor.

Use of a multiway boulevard design:

- Will streamline and improve traffic flow along Cypress Creek Road by providing new side medians and access lanes that strictly control future connections to the boulevard.
- Simultaneously permit substantial volumes of through traffic at its center while encouraging the commercial, street-front development pattern appropriate for viable, walkable community design.



Figure 49



Figure 50

In a multiway boulevard design, the central lanes and access lanes are separated by generous side medians. The concept and operating characteristics of multiway boulevards are described most fully by Allen Jacobs, Elizabeth McDonald and Yodan Rofé in *The Boulevard Book* and also in ITE/CNU's *Designing Walkable Urban Thoroughfares* described earlier. The generic section and plan of a multiway boulevard is illustrated in Figure 50.

Core design features of a multiway boulevard include the following:

- The center of the multiway boulevard is typically four-to-six lanes (current traffic on Cypress Creek can be accommodated with four lanes) that serve the traditional function of an arterial street – to move longer automobile and bicycle trips safely through an area. The center lanes are considered the “vehicular realm,” and design considerations on those lanes place priority on the through movement of motor vehicles, as with contemporary suburban arterial design. Pedestrians are encouraged to cross the center lanes because speeds are managed in the 30-35 miles per hour range (speeds that also create a safe environment for those traveling by bicycle).
- On either side of the existing central through lanes are wide park-like medians with street trees and shared-use paths or sidewalks. At the edge, a single one-way access lane provides access to on-street parking. A wide sidewalk and street-front development complete the boulevard’s pedestrian realm.
- The entire area from the edge of the central lanes to the building faces, provide a real sense of place where pedestrians feel comfortable. The one-way access lane is designed for speeds of 15 miles per hour. Within the pedestrian realm, design considerations place priority on pedestrian mobility. The table in Figure 5 summarizes the functional elements of the proposed multiway boulevard. Below that are illustrations (Figures 55

By maintaining the functionality of the roadway facility with central through lanes and creating through lanes and a pedestrian/on-street parking corridor with shade for the pedestrian, the city will provide a convenient, safe, secure, and enjoyable pedestrian realm and a functioning street. Two important design and land use strategies to achieve such a road require adoption of a form-based code and regulating plan that will result in buildings brought to the sidewalk to further encourage pedestrian movement.



Figure 51

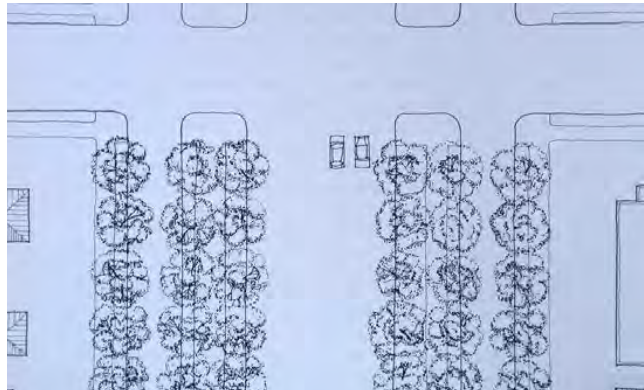


Figure 52



Figure 53

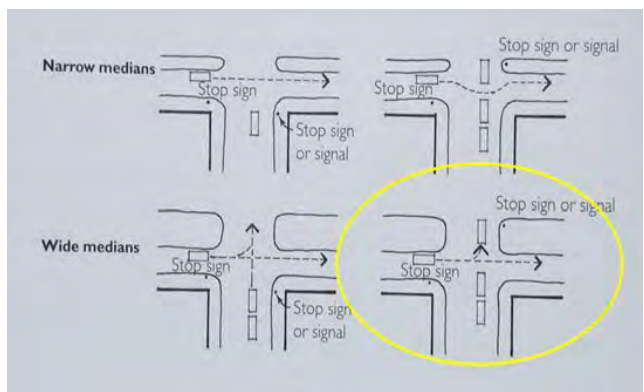


Figure 54

through 58) depicting a range of multiway boulevards. Figures 59-64 shows the conversion over time of a multi-lane road designed to serve cars into to a multiway boulevard.

required to complete the analysis to determine if the roadway could undergo a lane diet (a reduction in vehicle travel lanes). Data from the Florida Department of Transportation and Broward MPO will be necessary to inform the operations analysis.

A first step in pursuing a multiway boulevard design for Cypress Creek Road is to assess the operational performance of the future Cypress Creek Boulevard and resulting operation of the I-95 interchange. The recommended travel study can be conducted using micro-simulation software such as Synchro™. Cross streets should be based on the interconnectivity street network. Travel demand levels are also

Table 1 - Multiway Boulevard Functional Elements

1.	Central Lanes	Provide traffic through movement, allowing longer trips to pass through the area. They also bring potential customers within viewing distance of the shops and storefronts along the edge.
2.	Side Medians	Park-like medians establish the beginning of the pedestrian realm. Planted rows of trees provide enclosure, helping manage the central lane thoroughfare speeds. Medians also provide shade and protection for pedestrians, cyclists and space for transit stops. The shared-use path allows bicycling, roller-blading, and strolling, with ample benches and lighting.
3.	Access Lanes	The narrow one-way access lanes serve vital on-street parking. They parallel the central lanes and can provide some circulation between elements of the street network, however this function is minor. They provide a quiet, pedestrian friendly street for the store fronts facing the Boulevard. Total curb face to curb face width will not exceed 18 feet.
4.	Wide Sidewalk	Allows pedestrian traffic to circulate freely between the store fronts and buildings along the median park and crossing areas. The wide sidewalks provide necessary space for pedestrian mobility, shopping and outdoor dining. Street trees and other plantings also greatly enhance the spaces.
5.	Store fronts	Provide economic viability. Development located adjacent to the sidewalks, is accessible via all modes. The store fronts also send a clear message that this is an inviting place for people, a message that is not possible to convey with conventional arterial design.

Figure 55: Multiway Boulevard Functional Elements.

Figure 56

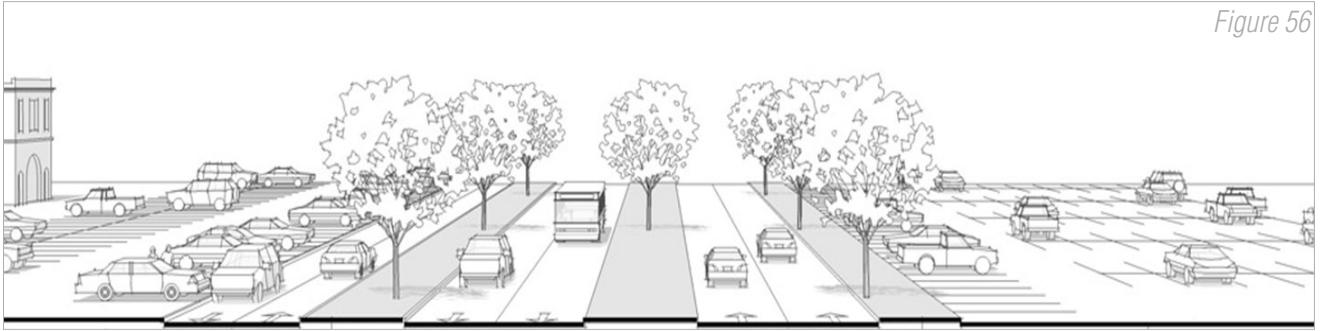


Figure 57

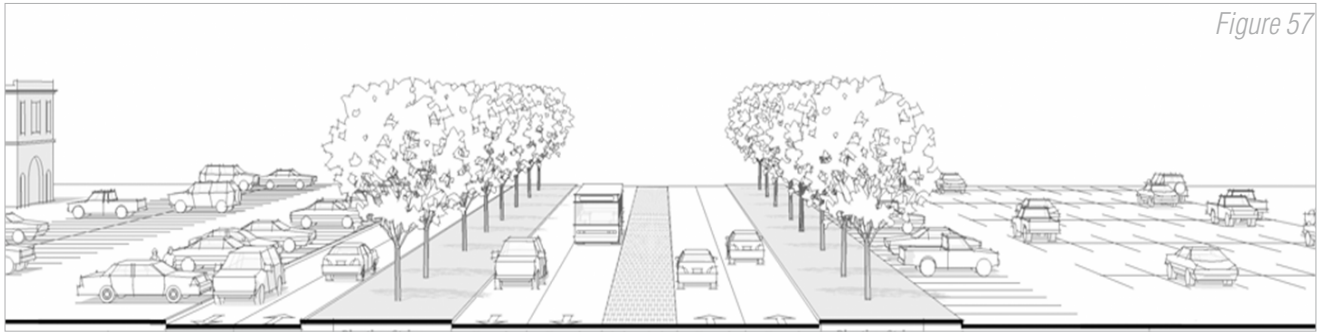


Figure 58

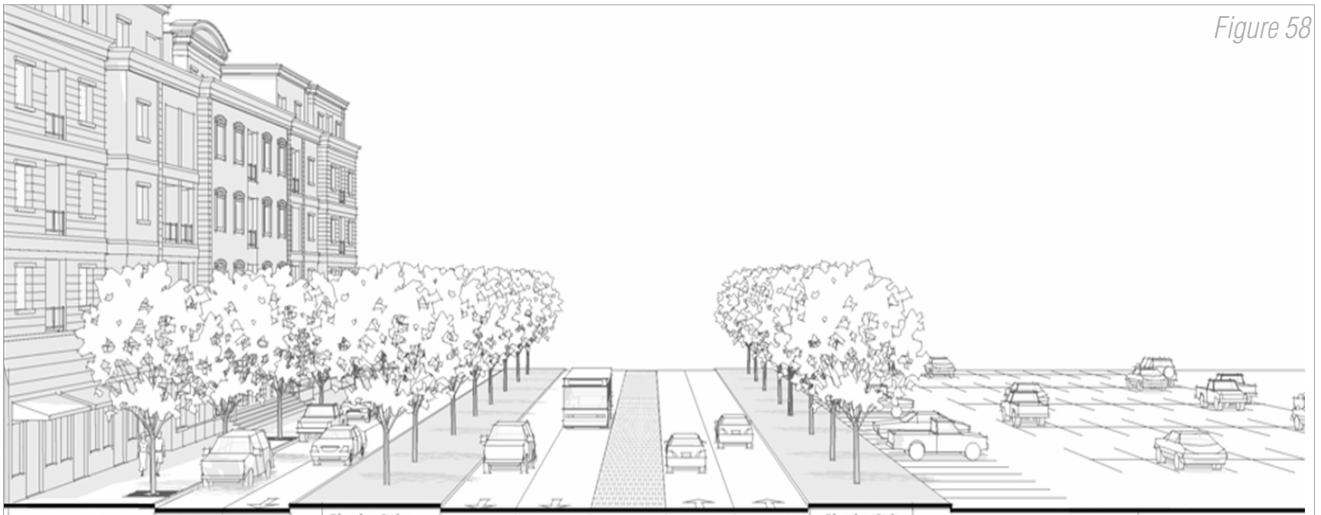
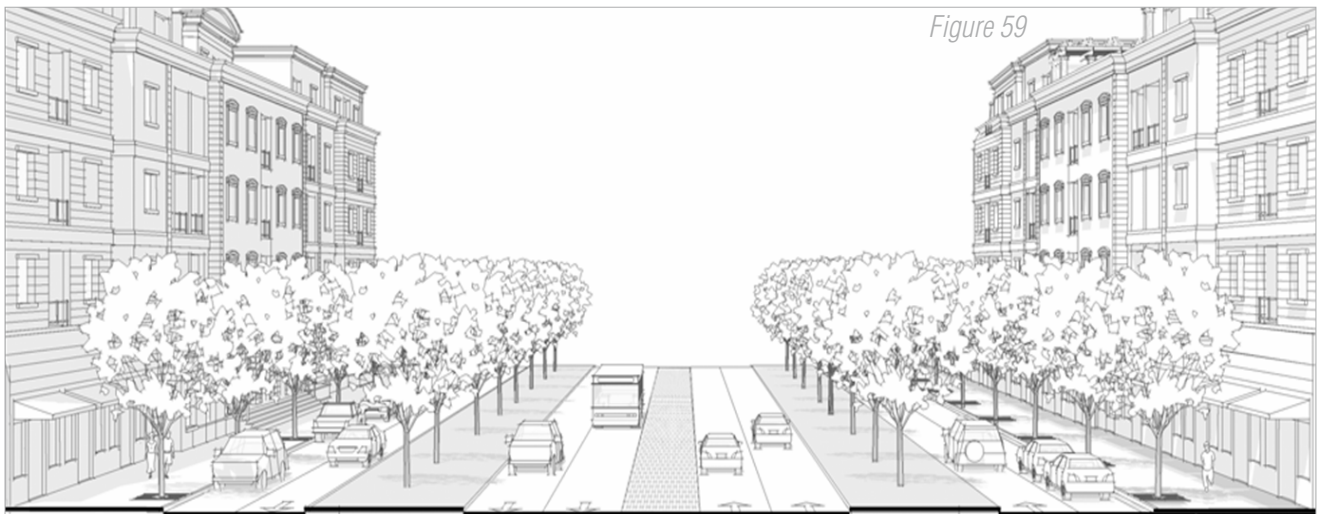


Figure 59



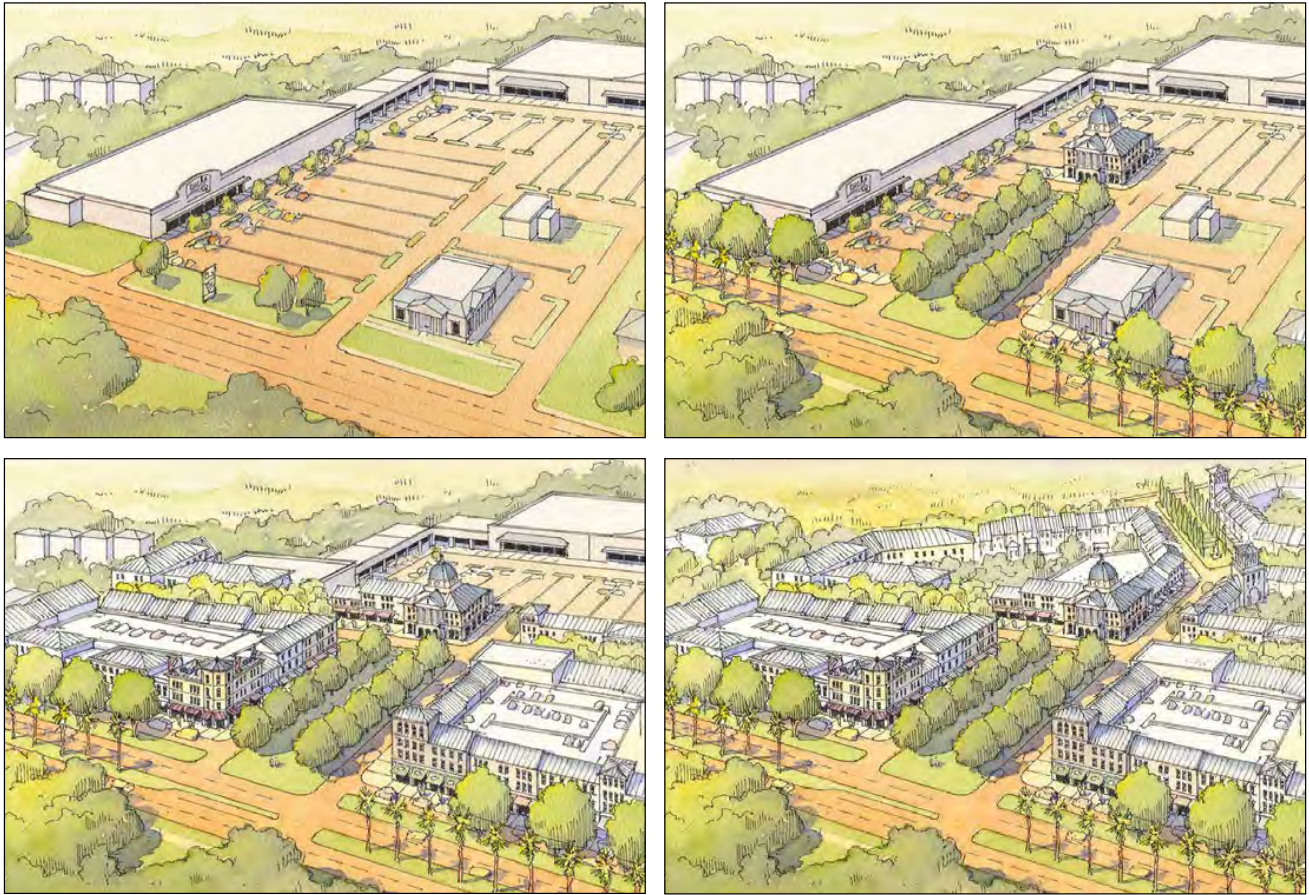


Figure 60: Change from a suburban to urban center over time.

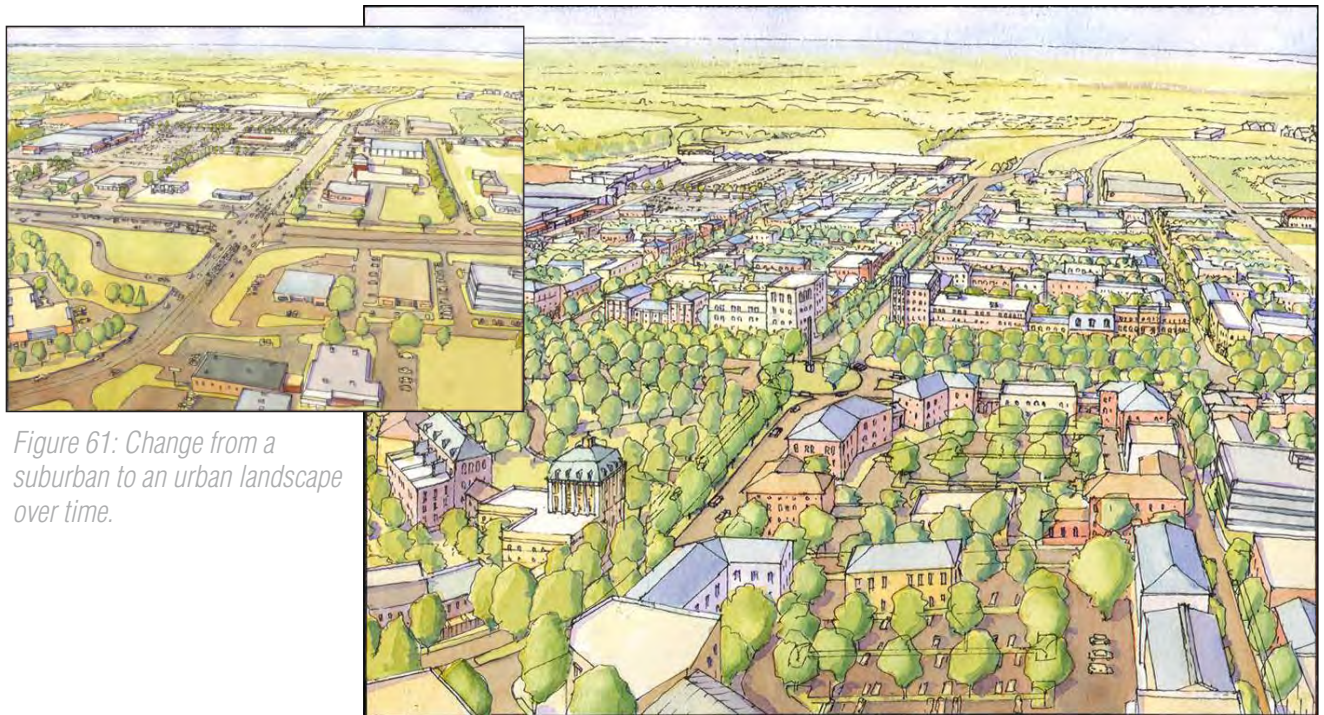


Figure 61: Change from a suburban to an urban landscape over time.

Creating Healthy Walkable Places and Greenways

The single most important component in the resurgence of any area is the people within it: how they feel about their experience while in the area and their desire to go back to that experience. As poet Wendell Berry wrote about place-making: “If what we see and experience . . . does not become real in imagination, then it never can become real to us, and we are forever divided from it. . . Imagination is a participating and a local force, native to the ground footprint.”

For the Uptown area, providing that positive experience means creating an environment that makes the pedestrian feel comfortable when moving around. One important way of doing that is establishing shaded pathways and making the experience of getting from one point to another convenient and safe. Creating such areas will also promote community health. In addition to strategies such as walkable streets described elsewhere in the TAP recommendations, several other examples that will lead to a healthier community are described below.

- Nature trails – Exercise and entertainment trails for biking, jogging, and walking could be routed through the heavily vegetated areas along I-95, east of Andrews Avenue between McNab and Cypress Creek Roads. The proposed trail system could connect existing paths that currently serve as office park amenities. Expanding and revitalizing the existing trail system would provide access to the entire community, including the multifamily areas as they are added to the Andrews Avenue corridor as recommended by the TAP.
- Community Gardens – A community garden adjacent to proposed multi-family residential areas could provide fresh food for the community in an otherwise fairly commercial area. In creating such a garden, other successful examples should be studied and an organization identified or formed to handle garden maintenance and insure long term success.
- Storm Water as an Amenity – Currently most property faces away from the stormwater collection areas or ponds along I-95. Those collection areas could be expanded and woven throughout the area as an amenity that would also increase property values by improving views and other aspects of biophilic urbanism (explained earlier in the TAP recommendations).

The idea of feeling comfortable and safe with our surroundings and the image we take away from our experience will help shape the way we store and recall the experience. And that determines if we are drawn back because of the impressions left. It is our imagination fueled by our experience that will measure our ability to create great places.

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Figure 62



Figure 63

- Air Quality – Increased vegetation will improve the air quality of the community as vegetation filters particulate pollution as well as acts as a carbon sink. Reduced vehicle trips will result in reduced carbon emissions, which will lead to lower ground ozone pollution levels.
- Shading/Daylight – The use of natural and constructed shade is an important amenity. An example is pathways covered with fabric or by tree shade that provides a naturally lit healthy space that is reasonably sheltered from inclement weather. The indirect light would also reduce exposure to direct radiation. Making the outdoor transportation avenues more comfortable will increase usage.
- Safe Street Crossings – Transforming the Andrews Avenue and Cypress Creek Road intersection into a pedestrian-adapted multiway boulevard intersection will make it safer to walk to the Cypress Creek Tri-Rail station. Relocating the on-ramp for I-95 southbound will also make walking from the park-ride lot to the Cypress Creek Tri-Rail station much safer. At present, walking across Andrews Avenue there and at the intersection is very dangerous.
- Safety – Redeveloping and infilling existing office and retail parcels north of Cypress Creek Road to include compact multifamily residential units as well as encourage more walk/bike access for the office building employees will increase the pedestrian volumes at the street level. Redeveloping existing office parcels south of Cypress Creek and encouraging buildings with ground floor retail to be developed closer to the sidewalk will also heighten pedestrian volumes. A by-product of higher pedestrian street movement can decrease the likelihood of crime.

The features described above should improve the health of the community through motion and exposure to nature, the TAP concluded. In addition, views of nature usually increase the asset value of the built environment, which in turn leads to higher tax revenue, which funds more community based improvements and the cycle continues.

Encouraging Development and Redevelopment

The city can take a number of steps now to continue the momentum established over the last couple of years.

Working with Envision Uptown and the Broward MPO to expand the scope of the Cypress Creek mobility project could fast track preparation of the regulating plan and form-based land development regulations. Between now and when the recommended code and regulations are in place (which can be a lengthy process), the city might consider an interim step to create an environment that encourages interested developers and land owners to begin the development and redevelopment process for projects that are consistent with the Uptown Urban Village called for by Envision Update. Taking steps now will continue the current feeling of excitement about the prospects for the Uptown area and the creation of an urban village within it.

Sites currently under public agency or government control present a good opportunity for those first developments. Evaluating such sites now and agreeing on a course of action will facilitate their evolution into productive parcels that will illustrate and enhance the Uptown vision. Two examples of good demonstration sites (because of their strategic location) are the park and ride site owned by the Florida Department of Transportation and the area around the Cypress Creek Tri-Rail station.

The park and ride site is important because it serves as the front door to the Uptown Urban Village. Whatever development is proposed must exhibit the principals of an urban character, a mix of uses, and connectivity. The Cypress Creek station also is important to the success of the remake of Uptown. According to a study by the South Florida Regional Transportation Authority, the area around the station is ranked eighth in population and second in employment within a half-mile radius. Those characteristics present a unique opportunity to boldly step into the TOD implementation stage, a step that represents an organic evolution of redevelopment and is encouraged by the South Florida Regional Transportation Authority (SFRTA). A TOD redevelopment in that area is an important component of the Uptown Urban Village vision and is called for in the plans of a variety of local and regional agencies as described earlier in this report.

An important first step in pursuing such a TOD development is to form a public-private partnership that includes landowners. The partnership would work collaboratively in a charrette process to develop a shared vision for that important combination of sites designed at the pedestrian scale. Organizing such a partnership

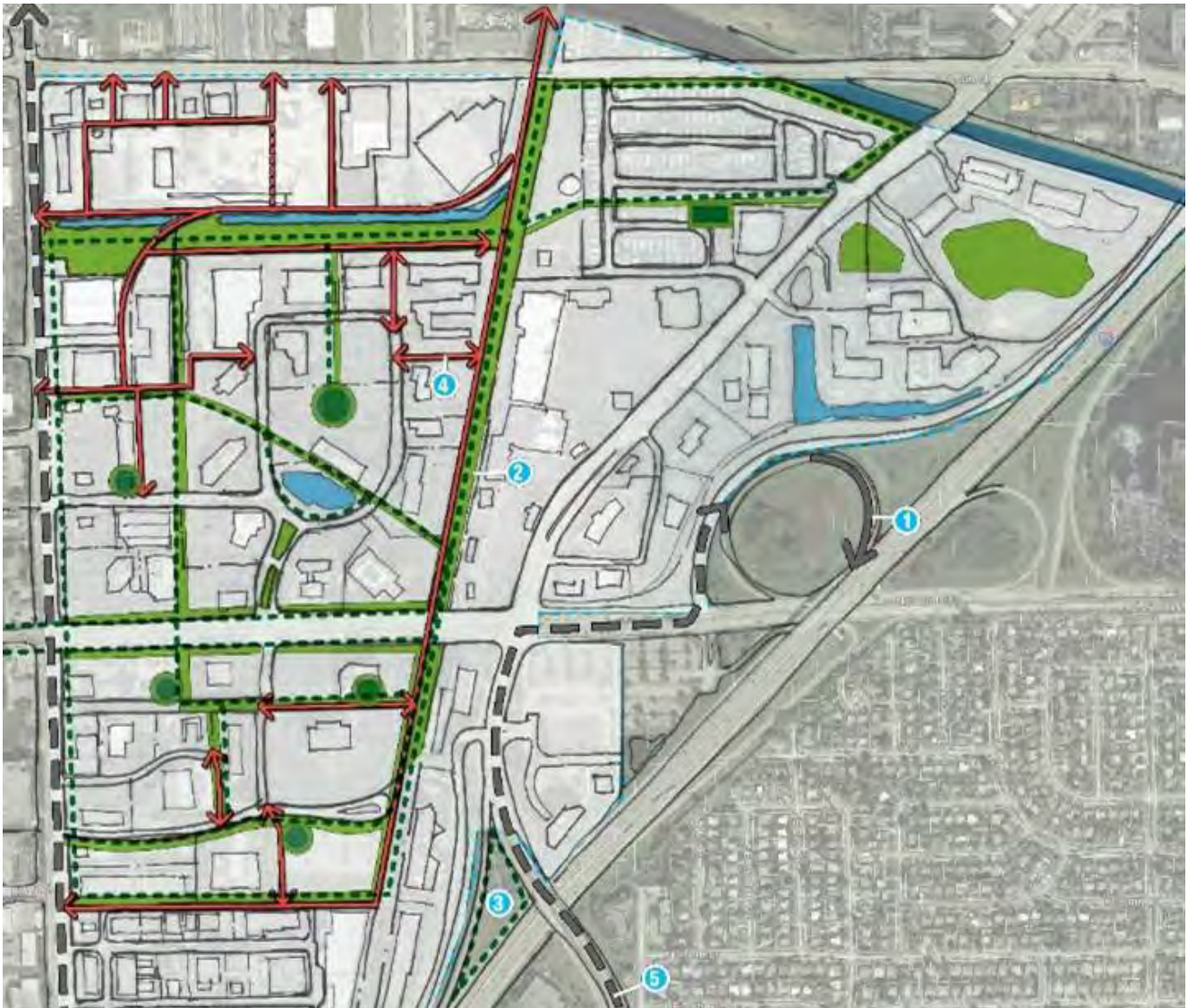


Figure 64: A system of greenways, trails, and walking paths will provide residents of the Uptown Urban Village an opportunity to enjoy a stroll or take a long walk or run, and visit with friends, and be with nature.

LEGEND

- Green: Parks
- Black: Buildings-Existing and New
- Blue: Water

and engaging its members in meaningful dialogue is an appropriate role for Envision Uptown. In addition to landowners, partners should include the SFRTA, the city, and the Broward MPO.

A more intensive look at the proposed development was also encouraged. Designers should fully understand major regulatory implications such as the policies driving development within the immediate area of the Fort Lauderdale Executive Airport. The regulations contain specific land use, height, noise, and other constraints that will affect the efficient use and re-use of the proposed TOD site and could ultimately

determine its character. (Please see Chapter 333 of the Florida Statutes and referenced Code of Federal Regulations (CFR): 14CFR Part 77 and Part 150, 'Safe, efficient use, and preservation of the navigable airspace' and the "airport noise compatibility planning," respectively, for details.)

The TAP Team decided to analyze a test block (see Figure 66) to demonstrate how redevelopment opportunities could create a mix of uses and achieve the desired sense of place. The selected block is at the southeast corner of the Cypress Creek and Powerline Road intersection. The ideas tested, which are for one simple scenario, are outlined below.

The letters correspond with those in Figure 66 . The variety and mix of uses, the TAP noted, are achievable.

A: Five-story building with ground floor retail and the upper four floors office, consisting of 26,000 square feet (sf) retail and approx. 100,000 sf of office.

B: Four-story building with ground floor retail and the upper three floors residential apartments, consisting of 14,000 sf of retail and 45 apartments with an average size of approx. 1,200 sf each.

C: Vertical parking garage consisting of four parking levels with 124 parking spaces per floor for a total of 496 parking spaces.

D: Represents a 25-foot land dedication for right-of-way purposes.

E: Represents a 40-foot mid-block access easement required from the adjacent property to the east.

F: Represents the gateway statement (see Figure 62), which may take the form of a monolith or other simple distinctive feature that, when combined with similar features at the other corners of the intersection, will create

a sense of arrival into the Uptown Urban Village. The recommended greenways system should be evaluated along with the Fort Lauderdale Executive Airport land ownership to determine if there are opportunities for public gathering places and vest pocket parks. Another possible location to examine for such amenities is a satellite city hall/police substation.

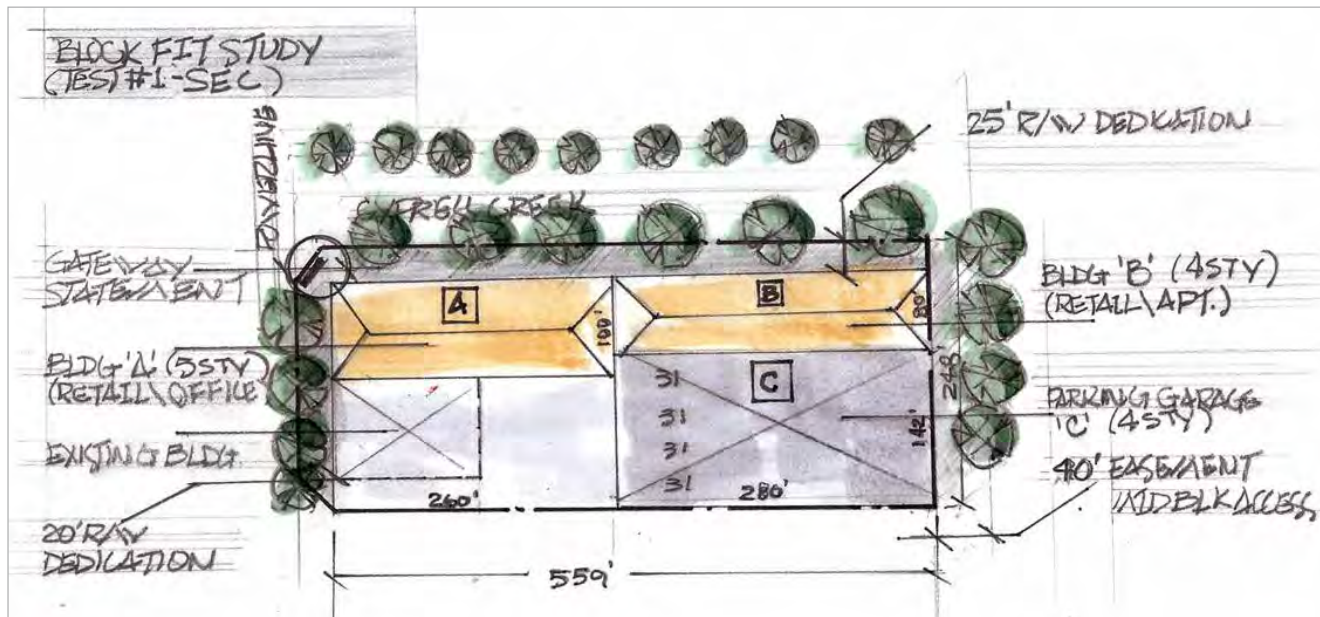
G: Represents the existing building on site.

H: Represents a 20-foot right-of-way dedication for Powerline Road that could be used for sidewalk pedestrian circulation.

The proposed test block study incorporates the modified Cypress Creek Road cross-section as well as the compact urban format outlined in this report. Another key ingredient in this test block is the use of vertical parking to achieve the desired pedestrian scale and urban form.



Figure 65, right, and Figure 66, below: The TAP used a test block to examine the potential results of the proposed concept to use in creating the Uptown Urban Village.



Continuing to Grow the Uptown Urban Village as a Recognized Center of Innovation and Employment

The Uptown area already has a large employment base (some 70,000 jobs as described earlier in this report) and contains leading technology firms such as Citrix and Microsoft to build on. To be competitive in a global economy, the Uptown innovation and employment center needs to be geographically identifiable, physically compact, transit accessible, and tech wired for businesses, such as medical, specialty manufacturing, high tech, and start-up. A mix of housing choices, offices, retail, restaurants, and other support services such as car sharing, laundries and drugstores must be available in order to be a comprehensive innovation and employment center. The innovation/collaborative district approach is illustrated in Appendix C.

The Uptown Urban Village design must project a different model to the employees (millennials) of today and tomorrow who prefer urban living with amenities immediately accessible from housing and transit. Under today's corporate model, the firms that want to employ those workers will locate and invest in the center, rediscovering the time-honored linkages between the economy, place making, and social networking.

Reshaping the core of Uptown as a true urban village center gives the city of Fort Lauderdale and Broward County a propitious opportunity to revisit the highly inefficient single-use, isolated sprawl model of the past encouraged by auto-only mobility. The new center can demonstrate their re-thinking what has been typical edge city development. That will require re-thinking Uptown's market position and how to build on some of the area's greatest assets, including the highly used Fort Lauderdale Executive Airport and Cypress

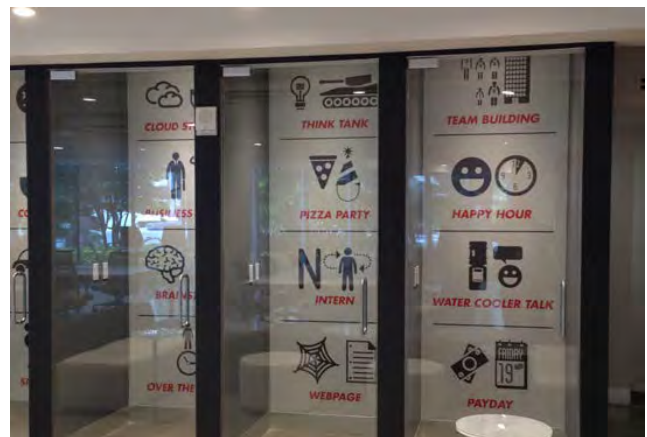
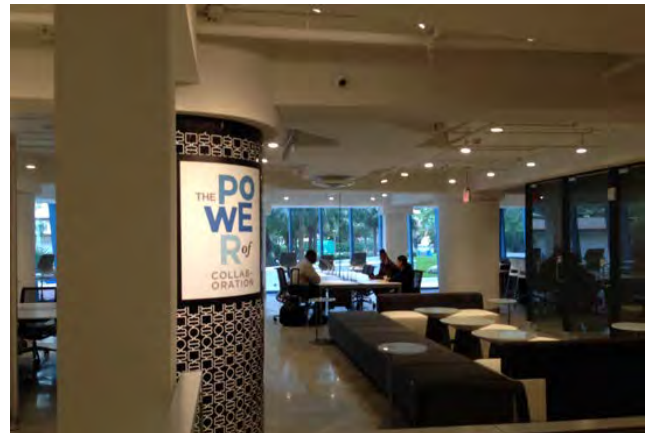


Figure 67: The Fort Lauderdale-based Axispace, which is located on Las Olas Way in the Las Olas River House, provides an alternative to traditional office space. Its amenities and open layout are designed to encourage collaboration and innovation and to build a unique business culture and community. Users have access to services such as conference rooms with state-of-the-art technology, printers/scanners, and fully furnished offices. Amenities include a spa, pool, gym, locker rooms, outdoor casual seating, and organized weekly social gatherings.

Creek Tri-Rail station and a large existing employment base. The Uptown Urban Village design should include a bold statement about the employment sector in Uptown and define a clear district that will encourage the desired convergence of educational institutions, employers, and government. The design should have the express purpose of educating the future employment sector in Uptown. It should also generate the desire to live and work in an area that offers an urban environment in a resilient region, poised to remake itself into a competitive, livable, and connected urban village center. The concept infill and greenways plan is illustrated in Appendix D.

Moving Forward with the Right Implementation Tools to Turn the Uptown Urban Village Center into Reality

The redevelopment of the Uptown Urban Village will depend on a series of implementation tools to demonstrate the City's commitment to moving forward with the Uptown Vision. Those changes will require partnerships and the involvement and investments by community stakeholders, local government, and private landowners. The tools discussed below include those that are currently available, those that may become available, and those yet to be implemented. They include creative financing tools that can complement the recommended land use plan and zoning regulation adjustments and help governmental agencies coordinate the orderly infrastructure improvement funding necessary to build a strong core and encourage redevelopment.



Community Redevelopment Agency (CRA) and Other Financing Tools

The Florida legislation creating CRAs allows a city to leverage its tax base in areas where the physical or economic deterioration of a target area requires investment and specific actions to help bring about change. As the CRA regulations have matured through the legislature and the courts, specific adjustments, controls, and limitations have been imposed on what CRAs can do. Those changes have generally strengthened CRAs. The evolution of the law has reflected due process and is a barometer of the current thinking on the topic. However, action by the Broward County Board of County Commissioners to cease the establishment of all future CRAs in Broward County is not encouraging. If the city is ultimately allowed to proceed with new CRAs in Broward County, it should strongly consider an Uptown Urban Village CRA as a mechanism for funding considerable infrastructure improvements necessary for the Uptown Vision to come alive.

Other financing tools include a variety of dependent and independent district tools available to governments to assist in the funding of new and improved infrastructure to support growth and sustainability. The key to utilizing those tools is for government to have the support of its leadership to facilitate an active and creative exchange of ideas among all stakeholders. The private sector must take a lead in the planning and visioning and also become active in the funding and implementation process to encourage the positive changes needed to create a true urban village. Property



Figure 68: Wrapping parking structures with residential and/or retail uses will activate the street level and ensure that pedestrians or those driving by are not looking at blank walls. Shown here are examples from Mizner Park, FL (left) and Boulder, CO (right; photo by Kyle Grading).

owners' associations and not-for-profit business alliances are also tools available to the private sector, property owners, and other stakeholders.

Supportive Zoning and Land Use Regulations

One early step is to change the city's land development regulations and the comprehensive plan future land use map to allow mixed-use development and redevelopment as outlined earlier in this report. The Uptown Urban Village vision calls for a major change in the urban fabric to a compact, walkable pattern. A vital companion to redevelopment of the land pattern is adoption of a Complete Streets transportation mobility plan. To succeed, Uptown needs to provide employees and residents the freedom to use all modes of travel. That begins with creating a more walkable environment that includes the multiway boulevard sections, sidewalks, paths, and trails described in the Uptown Urban Village vision.

Use of Vacant Lots and Parking Structures

The limited number of vacant parcels creates one of the most significant hurdles in creating a village-like setting because realizing the Uptown Vision is largely dependent on redevelopment versus greenfield development. Redevelopment is further complicated by land values and ownership structures. However, many surface parking lots are ideal candidates for redevelopment, a resource that would not be available in every market. The existing office parks in the Uptown submarket generally offer enough concentration (employees and square footage) to support a parking garage.

In addition, the strong land values in the area due to the limited land supply in Broward County should support the economics of a higher and better use than surface parking.

Although structured parking is encouraged, it should be developed with care. Parking garages should avoid blank walls facing or overlooking pedestrian-oriented streets and other public spaces and require liner buildings with active ground floor uses. As shared parking is analyzed and on-street parking is introduced code parking requirements should not be in contradiction to the Uptown Urban Village Vision.

A Redevelopment Facilitator

Because of the many hurdles and complexities, such as existing zoning codes, approvals, ownership, capital structures, and financing conditions affecting the ability to redevelop a site, a task force should be formed (possible through Envision Uptown) to work hand-in-hand with landlords to help encourage and assist with moving forward.

One approach is to partner with well-respected multifamily and/or retail developers who can help form marketable plans with specific property owners on target parcels. That will help shift the focus from an interesting vision to a real opportunity. One such redevelopment opportunity is located just north of the Cypress Creek Tri-Rail station (retail center) and south of McNab Road where a mobile home park of approximately 23 acres exists. Displacing the residents is not being suggested, but a long term redevelopment strategy surrounding that parcel should be assessed. Other opportunities include the



Figure 69: Compact residential housing and related mixed-use development should achieve a massing and placement that achieves a street-level pedestrian environment.

park and ride site at I-95 and Andrews Avenue, the parking lot next to the rail station, and vacant parcels owned by the Fort Lauderdale Executive Airport.

The Importance of Branding and Programming

The TAP recommends that Envision Uptown and other community groups clearly define and brand the Uptown Urban Village Vision and its guiding principles. They also should also create marketing tools to drive both awareness and development, using all forms of media (print, news, and social). Those materials should showcase the area, the available incentives, and the development opportunities. Outreach should target the brokerage and development communities. Programming a full calendar of events to bring the Uptown area alive is also critical to the area's success. This is the type of activity for which the Envision Uptown could be responsible.

Achieving the Required Residential Development

The area proposed for the Uptown Urban Village lacks the blend and density of multi-family residential uses required to create an active district. The closest residential units are primarily single family home and townhome communities and are not within walking distance of the Uptown Village Center location. The TAP recommends targeting compact multi-family residential development within the gateway hub areas and in/ around the existing office parks. Infill residential development will start to create the residential base required to support

future, active retail uses and allow people to live and work within the neighborhood. Residential densities should range from 50 to 150 dwelling units per acre.

Higher density should be concentrated near major roads and the Cypress Creek Tri-Rail station, transitioning to lower intensities closer to existing single-story/low-rise residential development. The height and location of residential development should take into account the requirements of the Fort Lauderdale Executive Airport. Increasing compact residential patterns should be addressed in the form based zoning code for the Uptown Urban Village. Code requirements can be used to avoid superblocks and encourage the creation of a pedestrian-scaled block pattern of development.

Broward County's affordable housing requirements also need to be considered. Although providing affordable housing for working-class professionals is important for the diversity and vibrancy of the area, a requirement of that nature is not recommended for the early years of the area's rebirth. It is important to get development kick-started and minimize potential barriers to entry. However, affordable housing requirements should be re-analyzed as development in the submarket progresses. Such an analysis should occur on a set schedule to address political, social, and/or citizen concerns with the requirement's early exclusion. As shown in Appendix E, Existing Housing Stock Resales Data (3 mile radius of the Fort Lauderdale Executive Airport), the area already offers a range of housing choices. Over 79 percent of the residential transactions in the last three months are less than \$175,000 and over 50 percent are less than \$125,000.



Figure 70: Well-thought out and crafted branding and use of marketing and outreach tools are also essential.

Public Parks

Creation of public parks within walking distance of the residential target areas is crucial to encouraging more urban forms of development where open space is provided through public areas as opposed to a behind the “gates” location. Each residential project will most likely still have its own amenity areas, such as gyms and a pool, but large outdoor common areas should be provided through the public realm just as they are in the downtown cores of major cities.

Active Ground Floor Uses

Active ground floor uses are very important to help achieve the Urban Village Center Vision. The ground floor spaces in new buildings should be designed to accommodate commercial uses, however ground floor retail uses in those spaces should only be required in target areas and on streets where leasing the space is likely. That will avoid what has happened in other South Florida developments where ground floor retail uses were required, creating spaces in challenging locations based upon visibility, market demand, and/or parking that have remained vacant. Within those retail spaces, professional office and other market-driven uses should be allowed as long as they are set up with windows and doors on the sidewalk, similar to the way a small doctor’s or accounting office would be in an old main street setting. Optimally, ground floor uses such as restaurants, cafes, coffee shops, dry cleaning, a small grocery, and pharmacy would serve the neighborhood. Appendix F, Road Change Progression, illustrates how ground floor retail, combined with a complete street, can activate a previously underutilized corridor.



Incentives

To help encourage development in a more urban-like form, an incentive system should be crafted that grants density bonuses and/or impact fee credits based upon implementing a menu of desired outcomes. Such a menu should include green building practices and climate resiliency strategies. If an incentive system is implemented, the density ranges suggested above might need to be adjusted so that desired outcomes are still acceptable under the assumption that an average number of menu items are implemented and bonuses granted.

One area for incentives involves addressing the older office space in the Uptown. It is crucial that the Uptown Urban Village remain competitive in attracting and retaining corporate users. Competition from newer, more modern office parks in areas such as Sunrise and Weston must be taken into account, although both lack the requisite walkability. Modernization of existing office space is important for the village to remain competitive and attract quality tenants and, ultimately, jobs. An incentive-based program sponsored through local government and predicated on job creation should be created to encourage reinvestment in the office stock. Programs could include tenant improvement allowances, financing mechanisms, and permit discounts/credits.

The office buildings with frontage on the local arterials could convert a portion of their ground floor space into active uses. Therefore, a program should be implemented to encourage that conversion (an expedited approval process for example). Some buildings already have small cafés and cafeterias that



Figure 71: The Citrix Operational Headquarters (left) in Uptown provides a good example of a mini-park where employees can gather and relax. Urban trails (right) provide green elements in the public realm that can provide pleasant way to move from one destination to another.

are not known and/or inaccessible to the general population. For example, the Trade Centre South building has a small café on an upper floor that is only open to tenants and building guests. That building provides direct access to the Cypress Creek Tri-Rail station and should have located the café on the ground floor to serve both the building and rail passengers.

Leverage Currently Available Resources

The Uptown area offers a number of essential strategic assets (highlighted below) that can be leveraged to make the Uptown Urban Village Center a reality.

Envision Uptown

Leverage the dedication and commitment reflected by Envision Uptown, an organization created by a group of landowners, developers, and heads of major corporations located on Cypress Creek Road. Envision Uptown is the core group with which to start a dialogue about next steps in the process of revitalization, redevelopment, and place making. Members of the organization have already been meeting and strategizing to help make the Uptown area competitive in an ever changing marketplace. The city could look to Envision Uptown to provide a number of important roles.

- Serve as a first source for committed stakeholders to assist in the planning charrettes necessary to define the vision and create the regulating plan and form based code to implement development and redevelopment.
- Provide a modest piece of the matching funds necessary to fund the next steps planning effort, in conjunction with the Broward MPO and city of Ft. Lauderdale.
- Investigate the formation of an improvement district for the Uptown greater area. Such a district could supply implementation funding for a variety of necessary activities to advance to Envision Uptown vision described earlier in this report.
- Manage the marketing and branding of the Uptown greater area and coordinate programming to draw people to the area and maintain their interest. A strong programming initiative is a critical component to the success of the Uptown area.

The TAP recommendation to redesign Cypress Creek Road within the Uptown core is an essential ingredient in achieving a multi-modal, mixed-use, and economically competitive urban center that is a desirable live, work, play environment. Although the recommended multiway boulevard design can be viewed as disruptive, it is through such disruption that meaningful change can occur. Strong city leadership, collaboration and dedication by all stakeholders will be required to see this vision emerge, regardless of the difficulty.

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Assistance Panel Co-Charis
Charles DeSanti and
Sam Poole

The Fort Lauderdale Executive Airport

Leverage the general aviation Fort Lauderdale Executive Airport that has become and will continue to be a regional economic engine. Supporting the airport's expansion and growth will be a positive contributor to the success of the Uptown Urban Village. All stakeholders should work together to expand the airport's brand and role in the region. They should also work with the airport to encourage an entrance design statement along Cypress Creek Road. Another action would be for the airport to evaluate to what extent an Uptown greenways system could be encouraged on portions of its land outside the airport primary property.

Robust Employment Base

Leverage the current 70,000-worker employment base that travels from outside the Uptown area and at the end of the day does not stay and shop or meet friends at the local coffee shop but rather heads for their cars and seeks the quickest vehicular route to either I-95 or Florida's Turnpike. The first step is giving them a reason to stay in the area after work, and the second is to provide a reason to want to live in the revitalized Uptown Urban Village. Initial strategies could include, among many other events:

- Organizing a restaurant food truck invasion in an established employer's location, preferably located along Cypress Creek Road to help promote the event and the Uptown area.
- Holding a party in the park where kids can have a great play experience (for families who might not live in the area but work there). The idea is to show them that there is life and vision and excitement in the Uptown area.

Remember that the employee of tomorrow is the millennial of today and they have a very different view of what the ideal workplace is or should be, as well as every institution sacred to the older generations. The numbers tell the story. Only 26 percent of millennials were married by the time they were 32 years old, compared to 36 percent of Generation X, 48 percent of Baby Boomers, and 65 percent of the Silent Generation. The differences in thinking are dramatic, and so is their view of where and how they will choose to live. Those leading the reinvention of Uptown need to be prepared to accommodate that critical workforce.

Educational Institutions

Leverage the educational institutions in Uptown and encourage more to locate there. The convergence of education, employers, and entrepreneurs in one place will establish the creative employment environment needed to encourage innovation and new product creation and the deployment of that new product into the marketplace. Only then will Uptown begin to compete with and win the best and the brightest minds and become the desired location for corporations to locate into the region and relocate from within the region.

Talent

Leverage the city's significant talent in planning for the Uptown Urban Village. That should include working collaboratively with the Broward MPO, SFRTA and other agencies. Together these organizations working in partnership with Envision Uptown and other civic organizations, agencies, businesses, and property owners can and will create a highly successful, resilient, livable, and exciting 24-hour Uptown Urban Village that will have a positive and lasting impact on the region.

APPENDIX A: TAP AGENDA

ULI Southeast Florida/Caribbean Technical Advisory Panel (TAP) Workshop
Uptown Urban Village - City of Fort Lauderdale
August 12 & 13, 2014

Tuesday, August 12

- 11:45 am – 3:00 pm Panel arrives, tour of study area & lunch
Meet at Broward MPO Offices Building
Trade Centre South, 100 W. Cypress Creek, Fort Lauderdale
- 3:00 – 4:00 pm Workroom Time, Presentation on Cypress Creek Mobility Hub by the Broward MPO
Broward MPO Conference Room
Trade Centre South, 100 W. Cypress Creek Road, Suite 850, Fort Lauderdale
- 4:00 – 5:30 pm Panel discussion with stakeholders
Broward MPO Offices, Board Room
100 W. Cypress Creek Road, Suite 850, Fort Lauderdale
This meeting is open to the public.
- 5:30 – 6:30 pm Hotel check-in (if needed) and break
Sheraton Suites, 555 NW 62nd Street (Cypress Creek Blvd.), Fort Lauderdale
- 6:30 – 8:30 pm Dinner & discussion
Sheraton Suites, Private Room, 555 NW 62nd Street (Cypress Creek Blvd.), Fort Lauderdale

Wednesday, August 13

- 7:30 – 8:30 am Breakfast at hotel for those staying at Sheraton Suites
- 8:30 – 10:00 am Panel work session, Broward MPO Offices, Conference Room
- 10:00 – 10:15 am Break
- 10:15 am – 12:30 pm Panel work session continued
- 12:30 - 1:30 pm Working lunch
- 1:30 - 3:00 pm Panel work session continued
- 3:00 - 3:30 pm Break
- 3:30 – 4:30 pm Panel review of draft report & power point presentation
- 4:30 – 5:30 pm Presentation of draft report; Questions & Answers
Broward MPO Offices, Board Room
This meeting is open to the public

APPENDIX B: Tour Route

UPTOWN URBAN VILLAGE - Tour Route
August 12, 2014, 11:45 am – 3:00 pm

11:45 am - Group meets in Lobby of the Broward MPO Office Building - Trade Centre South, 100 W. Cypress Creek, Fort Lauderdale – 33309

STOP 1

Corporate Park

*Workforce One, Stryker, Bosch, Broward College, and Citrix
FDOT property*

Points of Interest to next stop:

Airport perimeter, planned improvements, free trade zone, etc.

STOP 2

Fort Lauderdale Executive Airport (FXE)

Lunch

Meet panel and provide background.

Points of Interest to next stop:

City College

Transition from commercial to industrial to residential development

STOP 3

Calvary Church

Points of Interest to next stop:

Proposed FXE Perimeter Walking Path

Palm Aire Neighborhood

City of Tamarac

Barry University

Kaiser College

Former FAU Campus – vacant lot

Twin Lakes Neighborhood

CSX Railroad Line

STOP 4

Proposed site for Schlitterbahn Waterpark & Sports Village

Points of Interest to next stop:

Powerline Road – observing walkability and bikability of the area

STOP 5

Cypress Creek Tri-Rail Station

Transit Connections including Uptown Link Trolley Service

Introduction of Potential Transit Oriented Development Area (core)

STOP 6

Microsoft Corporation

Points of Interest to next stop:

Cypress Creek Station Shops

FINAL STOP

Diner on West side of Cypress Creek Road

Disembark trolley and walk back to Broward MPO Offices for pedestrian experience.

APPENDIX D: INFILL PLAN



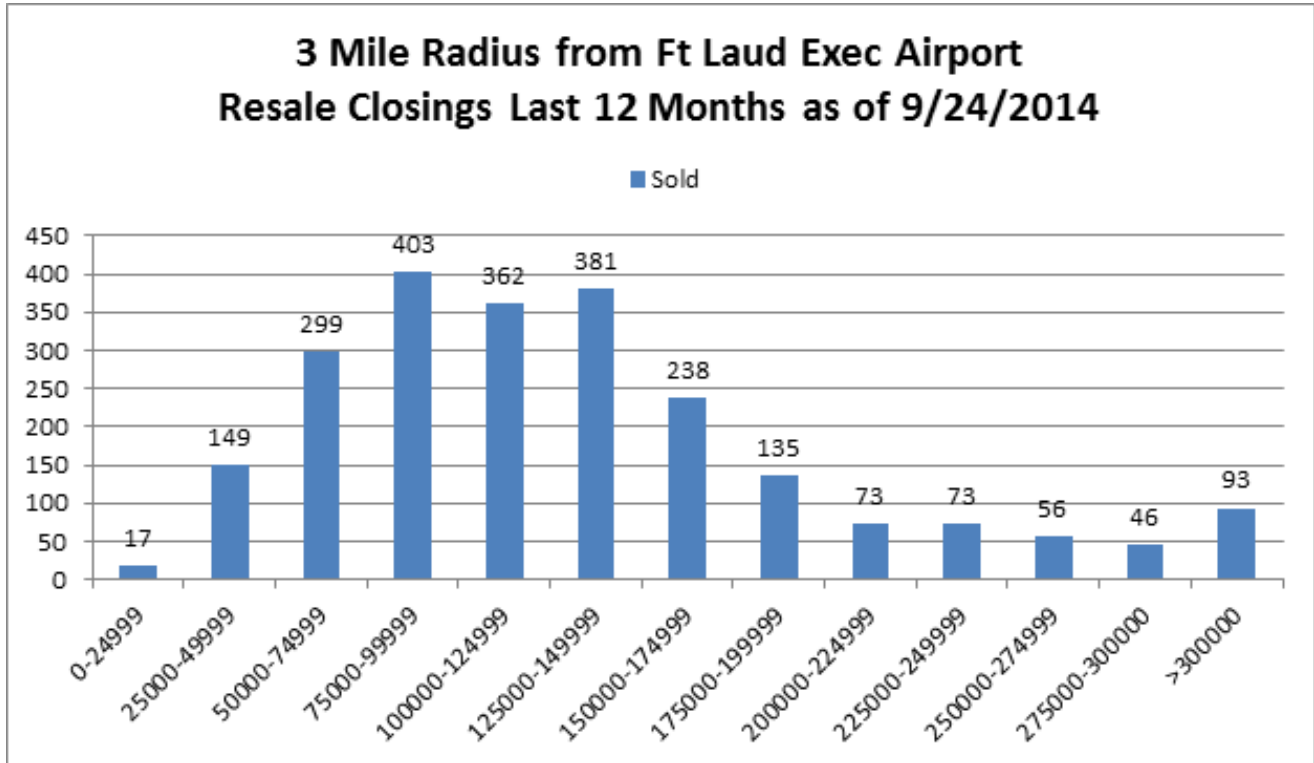


Atlanta Beltway.



Bike lanes in Vancouver.

APPENDIX E: EXISTING HOUSING STOCK RESALES DATA (3 MILE RADIUS OF THE FORT LAUDERDALE EXECUTIVE AIRPORT)



APPENDIX F: ROAD CHANGE PROGRESSION



**APPENDIX XIII
Uptown Master Plan**



CITY OF FORT LAUDERDALE

CITY OF FORT LAUDERDALE

UPTOWN URBAN VILLAGE

ILLUSTRATIONS OF DESIGN STANDARDS

ADOPTED NOVEMBER 5, 2019



ACKNOWLEDGMENTS

The following elected officials, departments, boards, and consultants participated in the development of the City of Fort Lauderdale Uptown Urban Village Master Plan.

City of Fort Lauderdale Commissioners

Dean J. Trantalis, Mayor
Heather Moraitis, Commissioner - District 1
Steven Glassman, Commissioner - District 2
Robert L. McKinzie, Commissioner – District 3
Ben Sorensen, Commissioner – District 4

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Civic Organizations and Other Agencies

Envision Uptown, Inc.
Broward Metropolitan Planning Organization
South Florida Regional Transportation Authority

Master Plan Team

BCC Engineering
Tindale Oliver Design
Michael Lauer Planning

Residents of the City of Fort Lauderdale

A special thanks goes to members of the public who attended the open houses and provided their insights the Master Plan Team.

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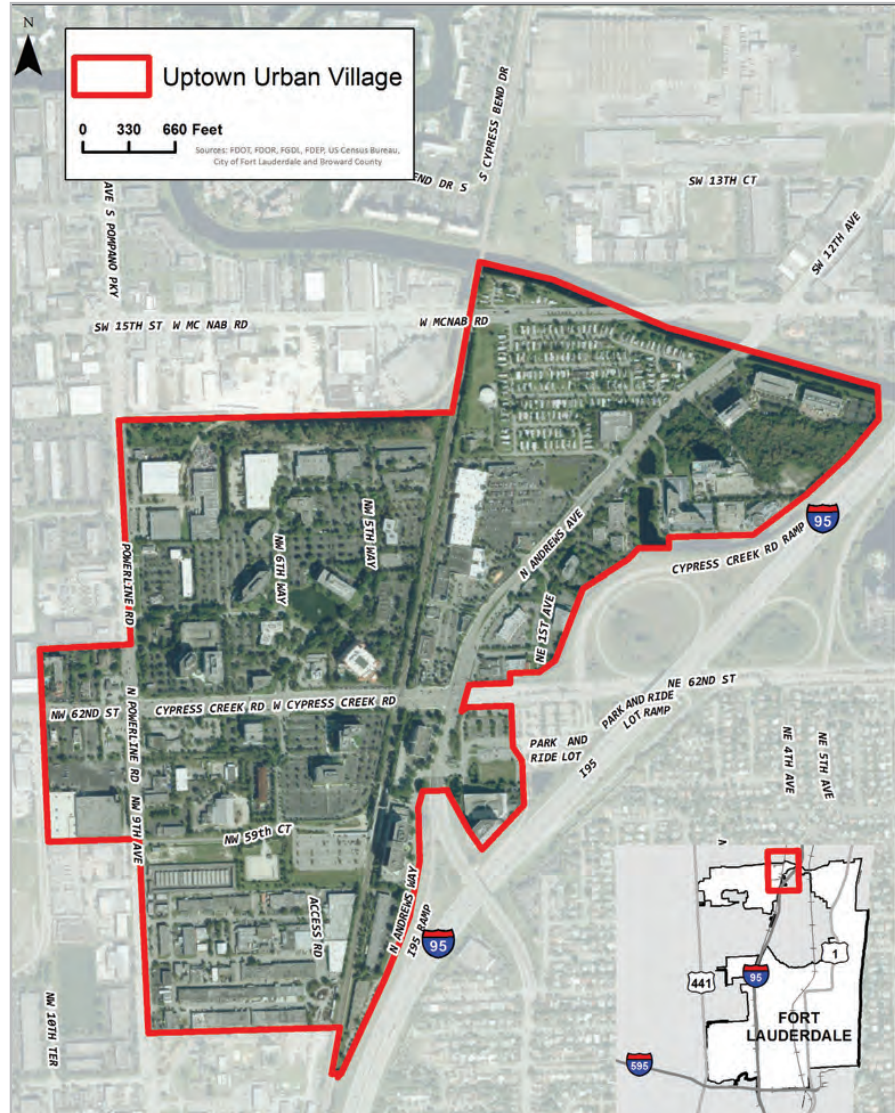
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CHAPTER

01

INTRODUCTION

INTRODUCTION



Map 1.1: Uptown Urban Village

Through the City of Fort Lauderdale’s Traffic and Transportation Engineering Consultant Services Continuing Contract (RFQ No. 256-11591), BCC Engineering and Tindale Oliver Design worked closely with the City of Fort Lauderdale staff to prepare a Master Plan and Form-Based Code recommendations for the City of Fort Lauderdale’s Uptown Urban Village (Map 1.1).

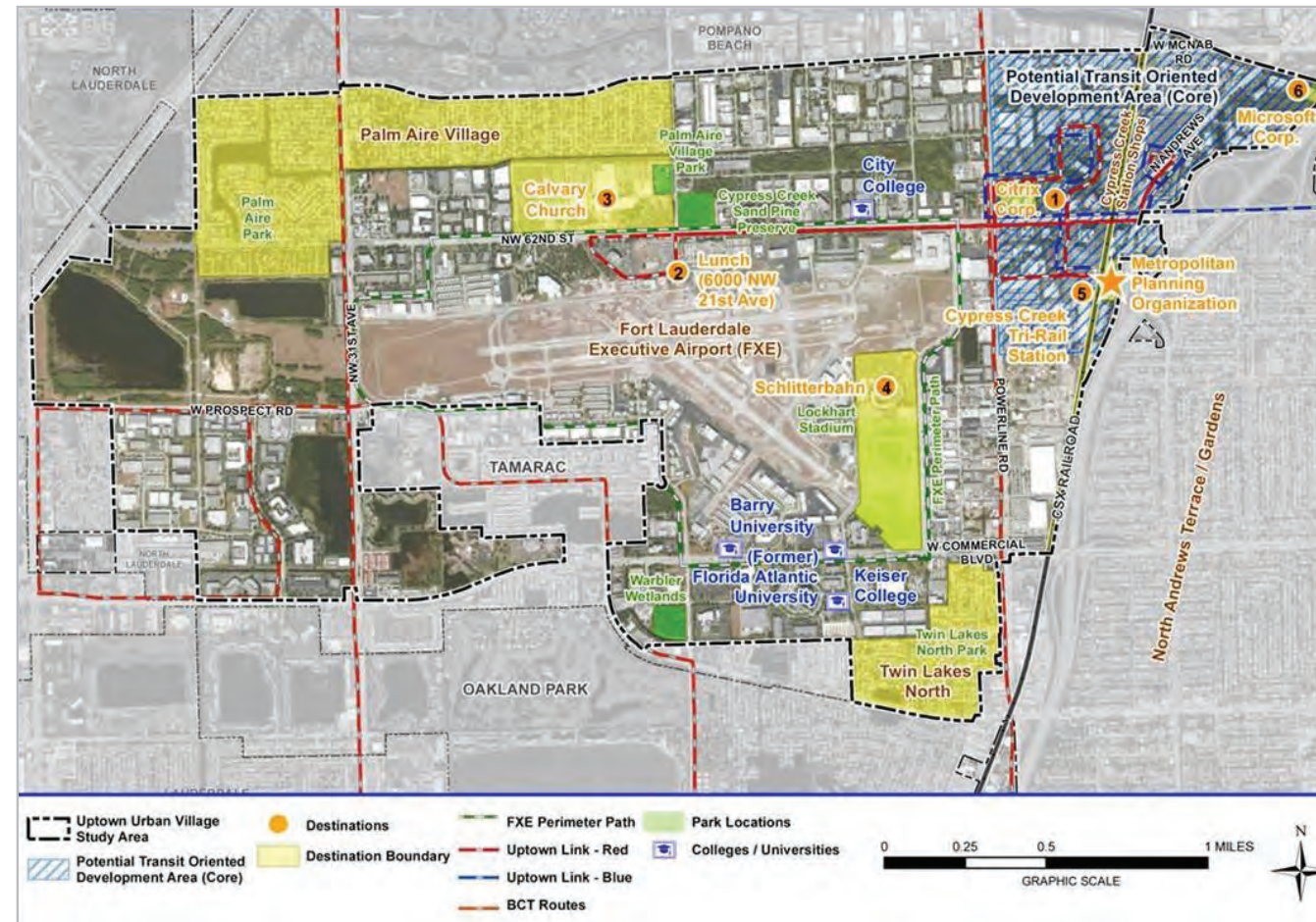
The intent of this project was to establish a master plan and regulatory framework that supports the development of a thriving, transit-supportive, mixed-use neighborhood which contains a compatible mix of residential, commercial services, and employment within proximity to each other and to the Cypress Creek Tri-Rail station and an internal multi-modal network.

The Uptown Urban Village was conceived by a group of landowners and business owners in the Uptown area that formed to address business recruitment and other challenges facing the area. The group began meeting with Commissioner Bruce Roberts to explore ways to create an urban village to meet the needs of the changing workforce. These discussions resulted in the business and civic leaders forming Envision Uptown Inc., a Florida not-for-profit corporation.

The City, in conjunction with Envision Uptown, Inc., engaged the Urban Land Institute (ULI) to conduct a Technical Advisory Panel (TAP) Report for the Uptown Urban Village, which was completed in 2014 and included recommendations to change the underlying land use and adopt new land development regulations. Another pivotal study was the Cypress Creek Mobility Hub Master Plan conducted by the Broward County Metropolitan Planning Organization (MPO) in 2015, which identified infrastructure improvements, site plan concepts, and joint development strategies in and around the Cypress Creek Tri-Rail Station. The I-95 Interchange Project Development and Environmental (PD&E) study will lead to improvements to the interchange at Cypress Creek Road, that may affect traffic flow in and around the Uptown Urban Village. The following are brief introductions to these past planning initiatives/studies to contextualize the Planning Themes in Chapter 2.

1.1 ULI TAP REPORT

The ULI TAP report for the Uptown Urban Village was completed in 2014 and concentrated on strategies to drive growth to the Uptown, which has the existing public and transportation infrastructure to facilitate future growth and is designated in City plans as an employment corridor (Map 1.2). The key recommendations focused on improving climate resiliency, land use regulation, development scale/design, walkable places/greenways, and multi-modal transportation.



Map 1.2: ULI Tap Study Area. Source: ULI TAP Report

INTRODUCTION



Map 1.3: Cypress Creek Mobility Hub

1.2 CYPRESS CREEK MOBILITY HUB MASTER PLAN

The Broward County Metropolitan Planning Organization (MPO) has identified the Cypress Creek Station and surrounding area as a Mobility Hub (Map 1.3) and completed a 2015 study to identify infrastructure improvements, site plan concepts, and joint development strategies in and around the Cypress Creek Tri-Rail Station. These improvements, concepts, and strategies provide the groundwork and incentives necessary to achieve the overall goals of concentrating growth and development, improving bicycle and pedestrian connectivity, and supporting a transit-oriented environment around the station area.

1.3 I-95 INTERCHANGE PD&E STUDY

The I-95 Interchange PD&E study led by FDOT District 4 defined the study corridor as SR 9/I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road. The project consists of capacity and safety improvements along I-95, the interchanges at Commercial Boulevard and Cypress Creek Road, and the adjacent intersections to both interchanges. The project area of influence along I-95 extends from just south of Prospect Road to just north of McNab Road for approximately two miles (Map 1.4). The preferred alternative for the interchange at Cypress Creek Road includes some improvements that may affect traffic flow in and around the Uptown Urban Village.



Map 1-4: I-95 Interchange PD&E Study Area

INTRODUCTION

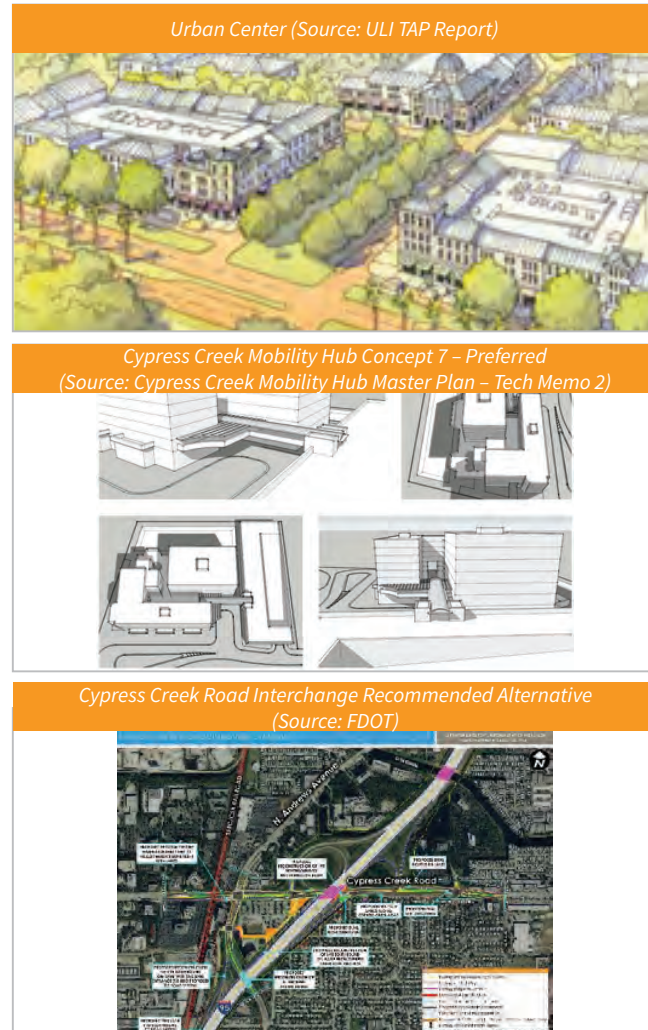


Figure 1.1: Planning Initiatives/Studies Key Takeaways

The key takeaways from the previously-mentioned planning initiatives/studies include the following (Figure 1.1):

- Establish harmonious land uses to align with the Vision, emphasize the future physical form of the built environment, and protect the long-term prosperity of the Fort Lauderdale Executive Airport.
- Develop higher-density mixed-use developments adjacent to major roads and the Cypress Creek Tri-Rail station, transitioning to lower intensities closer to existing single-story/low-rise residential development.
- Use vacant lots and parking structures for redevelopment.
- Provide a complete-streets approach, encouraging more modes of travel on streets and healthy walkable places and greenways.
- Define and brand the Uptown Urban Village Vision.
- Provide pocket parks/urban plazas within walking distance of residential target areas.
- Develop a transit-oriented and pedestrian focus to benefit not only the South Florida Regional Transit Authority (SFRTA)-owned site but also adjacent sites and the broader Uptown Urban Village area.
- Update parking requirements to allow substantive parking reductions in areas with extensive transit service and a mix of uses.
- Improve transit service in the area, which can be more efficiently integrated by relocating stops, improving connections, and redesigning service routes.
- Assess potential impact on the travel demand and level of service around the I-95/Cypress Creek Road reconfiguration.

1.4 HOW IS THE MASTER PLAN AND FORM-BASED CODE TO BE USED?

The Master Plan sets the regulatory framework for future development into a thriving mixed-use, transit-oriented district. It allows for the evolution of physical design details over time to accommodate changing circumstances and market conditions (Figure 1.2).

- The Master Plan is to be used as a framework or “roadmap” to be put into practice by a variety of means, including changes to the regulatory structure and process, procedures for development review and approval, incentives for development, public investment programs, and other implementation techniques.
- The Master Plan identifies the potential for future plans in the vicinity that support the goals and vision for Uptown Urban Village, such as adjacent corridor planning, transit connections, multi-modal facilities, and land use changes.
- The Form-Based Code addresses the relationship between building façades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks for the Uptown Urban Village. The Form-Based Code is organized as follows:
 - The Regulatory Plan describes the intent and purpose and illustrates the Form-Based Code requirements, such as permitted and supplemental uses; and density and dimensional standards through text, renderings or other graphics.
 - The Building Design Standards include form-based standards for building orientation and design, mixed-use development requirements, landscaping, and parking through text, renderings or other graphics.
 - The Pocket Park, Communal Space, Plaza/Gathering Area Requirements describe each open space element and provide dimensional requirements.
 - The Parking Standards include parking and loading, surface parking design, structured parking, on-site passenger loading areas, service areas, and on-site amenities through text, renderings or other graphics.
 - The Landscape, Sidewalk and Streetscape Standards specify the streetscape improvements through text, renderings or other graphics.
 - The Sign Standards clarify the effectiveness of sign advertising and visual quality through existing regulations and the standards for blade signs, above-canopy signs, and monument signs.
 - The Sense of Place to create unique visual representation of the Uptown Urban Village by incorporating artistic, social, and functional design elements into the development projects.
- A variety of approaches or actions may be used to implement the vision and the overall themes and planning principles of the Master Plan. The implementation approach is distinct from the Master Plan and should change and evolve over time without affecting the consensus of the overall themes and planning principles of the Master Plan.



Figure 1.2: Conceptual Master Plan

INTRODUCTION

1.5 DEFINITIONS

ARCADE - A walkway covered by and abutting a building, which is supported by columns or piers.

AWNING - A roof or cover which projects from a wall of a building over a window or door, made of canvas, aluminum or similar material, which may be fixed in place or be retractable.

BRANDING - Use of marketing techniques to give a place a unique identity in the minds of citizens, visitors, companies and investors

BUILDING ENTRANCE/ENTRYWAY - An opening, such as a door, passage, or gate, that allows access to a building.

CANOPY - An ornamental projection over doors, windows and openings to provide shade or shelter from weather conditions.

COMMERCIAL BUILDING - Any building designed for retail, service, or office occupancy.

COMMUNAL SPACE - Provide private places for residents, common areas for neighbors in multi-unit developments, and they are used for entertaining, play and relaxation. It can include terraces, decks, front gardens, roof gardens and areas between a dwelling and the boundary.

COMPLETE STREET - Means a street that accommodates various modes of transportation such as automobiles, transit, bikes, and pedestrians, and establishes a design context that is conducive for redevelopment along the street.

FAÇADE - The exterior face of a building, including but not limited to the wall, windows, windowsills, doorways, and design elements such as expression lines. The front facade is any building face adjacent to the front property line.

FAÇADE ARTICULATION - The elements in the massing of a building that establish character and visual interest.

FENESTRATION - The openings in a structure, including windows and doors, but not including loading berths and entries for parking. Fenestration includes frames, mullions, muntins, vents, and other elements integral to a window or door unit.

FRONTAGE - A building façade abutting a thoroughfare, civic space or other public right-of-way.

FRONTAGE ZONE - The area between the sidewalk clear zone and the abutting building to accommodate sidewalk cafes, store entrances, retail display or landscaping.

GATEWAY - Monument scale sign that defines a boundary, generally located at a major entrance or corner of the boundary that is visually prominent to the community. Generally scaled for moving vehicular traffic, although may also contain elements that are scaled for pedestrians or bicycles.

GREENWAY - A long, narrow piece of land that is vegetated and used for recreation and pedestrian and bicycle traffic and that may include other transportation modes (streetcar, light rail).

GROUND FLOOR - The story of a building closest to the sidewalk level.

LANDSCAPE - Open areas of the private or public realms, which are composed primarily of living vegetation.

LANDSCAPE BUFFER - That portion of a site with landscape plantings, berms, fences, and/or other components used to mitigate conflicts between incompatible uses.

LOADING/SERVICE AREA - An area in which goods and products are moved on and off a vehicle, including the berth, apron, and maneuvering area.

MIXED-USE BUILDING - Use of a building or set of buildings for more than one purpose that can combine commercial, industrial, and residential uses on one property.

MULTI-MODAL MOBILITY - Using various modes (walking, cycling, automobile, public transit, air, etc.) and connections among modes to reach a destination.

MULTI-USE TRAIL - An urban trail network of non-motorized, multi-use pathways that are utilized by bicyclists, walkers and runners for both transportation and recreation.

DEFINITIONS

OPEN SPACE - An outdoor area dedicated for natural land preservation, planting areas, parks, and other recreational or civic activities.

PARKING STRUCTURE - A building for short-term storage of motor vehicles, having two or more tiers or levels and at least two open sides, and with the top tier either roofed or not.

PASSENGER LOADING AREA - Passenger drop-off and loading including vehicle pull-up spaces and access aisles.

PLAZA - An open space available for civic purposes and commercial activities used for community gatherings. It can any gathering place on a street or between buildings, a street intersection with a statue, etc.

POCKET PARK - A small outdoor open space most often located in an urban area surrounded by commercial and mixed-use buildings or houses on small lots for people to gather, relax, or to enjoy the outdoors.

PORTE COCHERE - A large entrance way of a courtyard, or a porch or driveway cover.

SIDEWALK CLEAR ZONE - The portion of the sidewalk for pedestrian travel along the street.

SITE FURNISHINGS - Public or private street furniture including signs, benches, parking meters, trash cans, newspaper boxes, bollards, streetlights, and so forth, designed at human scale to increase civic interaction along a street.

STREET TREE/FURNITURE ZONE - The area between the roadway curb face and the front edge of the sidewalk clear zone used for street trees, landscaping, rain gardens, transit stops, streetlights, signs, and site furnishings. [should we define sidewalk clear zone and door/entry zone?]

STREETSCAPE - The natural and built fabric of the street, and defined as the design quality of the street and its visual effect.

TRAFFIC CALMING - Combination of mainly physical measures that reduce motor vehicle speed, alter driver behavior and improve conditions for non-motorized street users.

WAYFINDING - Information systems that guide people through a physical environment and enhance their understanding and experience of the space.

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CHAPTER

02

THE VISION

THE VISION

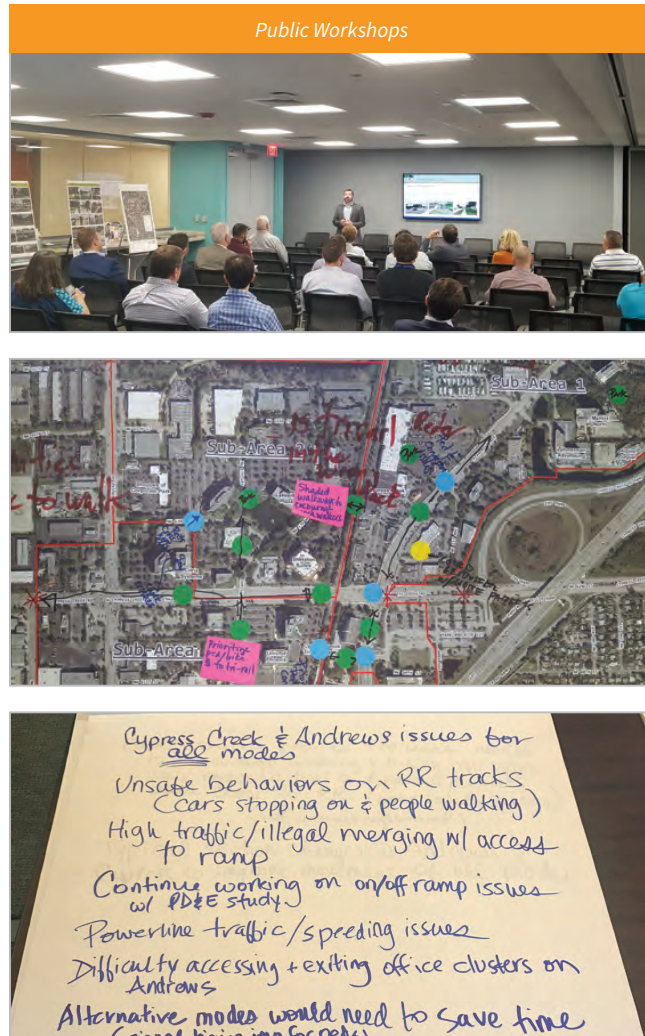


Figure 2.1: Public Involvement

2.1 AN OVERVIEW

This chapter identifies the overall themes from which the City strives to achieve the objectives and specific design standards for future development and establishes a shared community vision for the Uptown Urban Village to create a thriving, transit-supportive, mixed-use district in the area.

This Master Plan includes overall themes, planning principles, and specific design standards for future development by establishing a vision, developing a conceptual master plan, and identifying specific form-based design elements for the Uptown Urban Village. This planning document is consistent with the City's existing Master Plan documents and comprises of the following format structure:

- Vision
- Context
- Master Plan Framework
- Design Standards – Form Based Code
- Implementation

Throughout the process, coordination with City staff, Envision Uptown, local agencies, stakeholders, and the general public has been essential. This coordination has been accomplished through a series of City staff, agency, and Envision Uptown meetings, public open houses, and adoption presentations. The knowledge and insights gathered through these meetings have been incorporated throughout this document. (Figure 2.1 and Appendix A)

2.2 VISION STATEMENT

During the 2014 ULI TAP process, a vision of the planning framework was developed and later updated through the public workshops during this master planning effort. The vision addressed the two most notable deficiencies of the Uptown Urban Village: walkability and a need for multiple housing options.

Uptown of the Future: A Framework for Action Strategies

The Uptown Urban Village of the future has been transformed from its present workplace-based and car-dependent form of development into a campus setting that is attractive, safe, walkable, and bikeable.

Uptown Urban Village is a transit-oriented urban neighborhood composed of offices, higher-density residences, and retail, hospitality, civic, and educational buildings with well-defined and well-designed public streets, transit facilities, parks, greenways, trails, and open spaces.

2.3 PLANNING THEMES

2.3 PLANNING THEMES

The overall planning themes represent a set of shared ideals and goals that drive the recommendations for the Master Plan and Form-Based Code. They result from broad consensus reached during the ULI TAP process in 2014 and the meetings and public workshops for this master planning effort. The overall themes are used to provide criteria for measuring the success or appropriateness of urban design and planning proposals, both within the Master Plan and the Form-Based Code, and for future planning efforts of the Uptown Urban Village.

THEME 1: LAND USE & URBAN DESIGN

Encourage future redevelopment to include a mix of uses, especially along key transit corridors, by providing active ground-floor uses and residential options for a variety of income levels and family types located close to workplaces and supportive uses such as retail shops, grocery stores, restaurants, personal services, etc. (Figure 2.2).

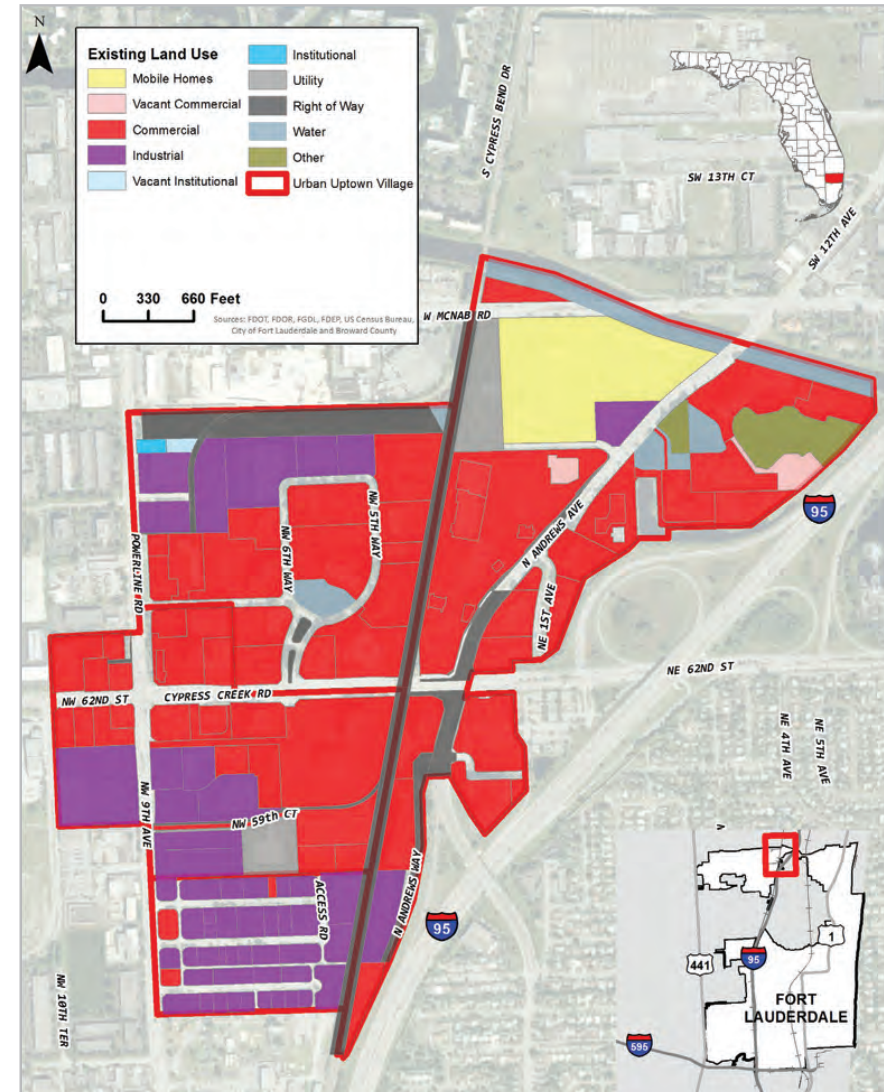
Existing land uses within the Uptown Urban Village include a diverse mix of office, retail commercial and industrial uses and a mobile home park at the north end between N. Andrews Avenue and W. McNab Road. With the exception of the mobile home park, there are no other residential uses within the study area (Map 2.1).

The current zoning districts within the Uptown Urban Village closely relate to existing land uses. The Commerce Center zoning district permits light industrial use, which is identified in the existing land use north of NW 65th Court. The only residential zoning district is Residential Multi-family Mid-Rise/Medium-High Density District (RMM-25), where Pan American Estates, a mobile home village, is located. This site has the potential for a mixed-use development project (Map 2.2).

The future land uses designations within the study area consist primarily of Employment Center and Industrial, which reflect the existing land uses (Map 2.3).



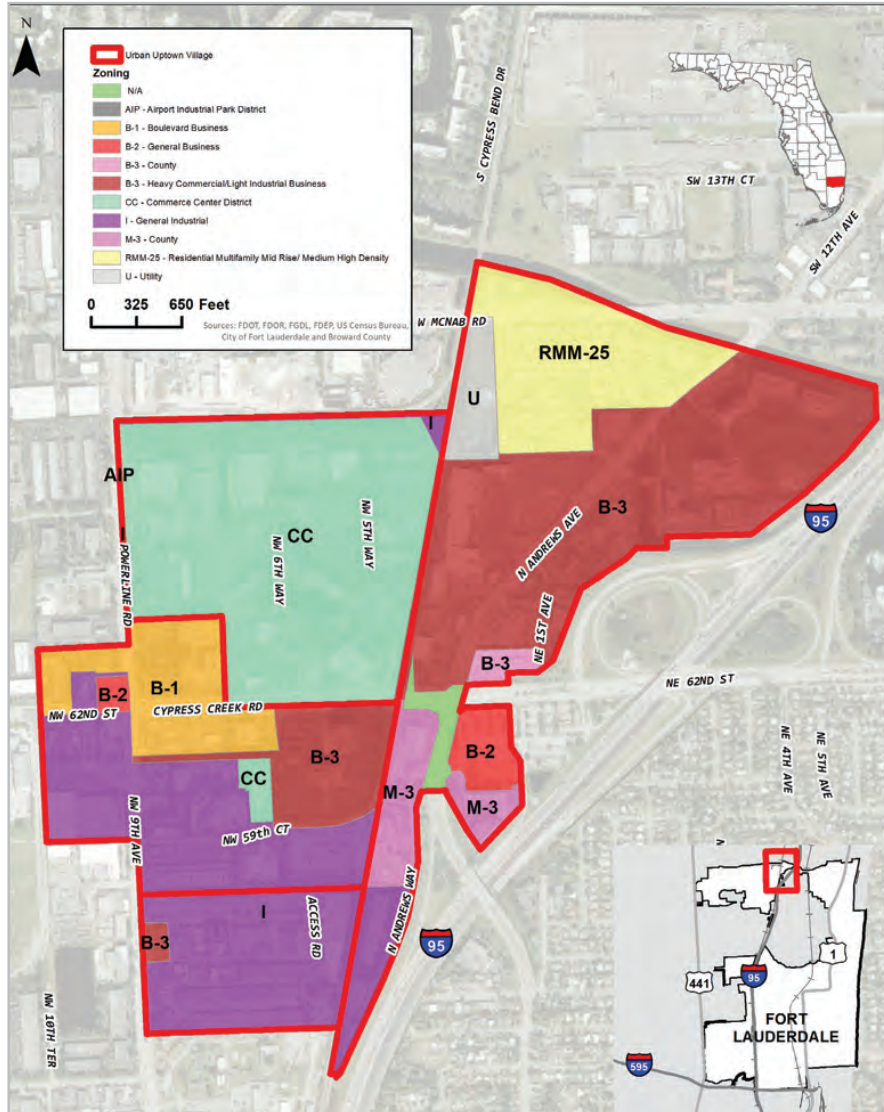
Figure 2.2: Examples of Land Use & Urban Design



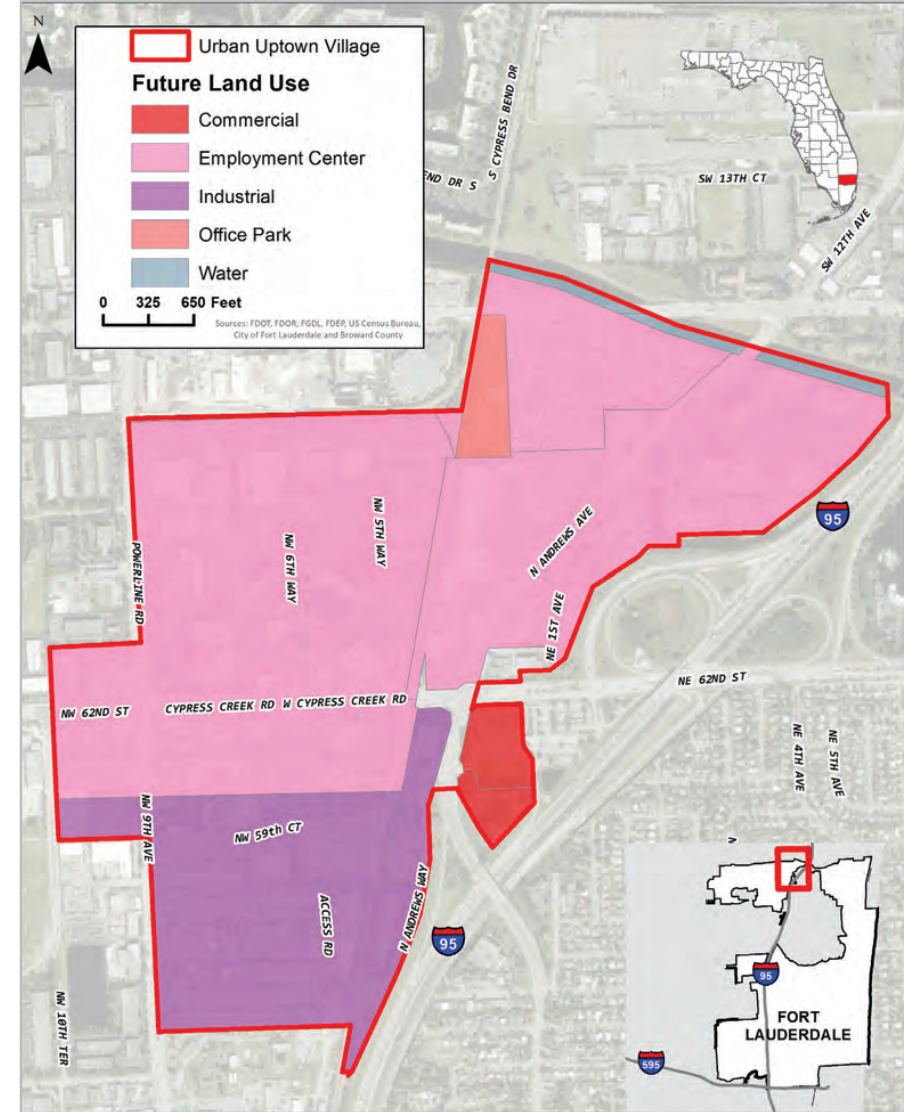
Map 2.1: Existing Land Uses

THE VISION

2.3 PLANNING THEMES



Map 2.2: Zoning Districts



Map 2.3: Future Land Uses

2.3 PLANNING THEMES

THEME 2: PUBLIC OPEN SPACE

Create public pocket parks, linear parks, and gathering places to sustain future population growth within the Uptown Urban Village. Locate these public spaces within proximity to mixed-use, residential, and office developments connected by a pedestrian, bicycle and bus network within and outside the Uptown Urban Village. Use drought resistant, Florida native plants to landscape these public open spaces (Figure 2.3).

The existing development within the Uptown Urban Village does not offer much in the form of open space options. As development intensifies, particularly with the introduction of residential, the need for publicly accessible open spaces will become more acute.



Figure 2.3: Examples of Open Spaces

THE VISION

2.3 PLANNING THEMES

THEME 3: MULTI-MODAL MOBILITY

The Uptown Urban Village is home to one of the busiest Tri-Rail stations in the system. This is an important asset and key to the long-term success of the area as a transit-oriented urban village.

Enhance the visibility of the Cypress Creek Tri-Rail station and adjacent area as a transit-oriented development with a mix of uses and provide multi-modal alternatives such as a pedestrian- and bicycle-friendly network, frequent bus and shuttle service, and bike/car share programs to reduce vehicular use for short trips within the Uptown Urban Village. Enhance bus stop amenities such as shelters, site furnishings, and bicycle racks to provide more safe and comfortable bus stops (Figure 2.4).

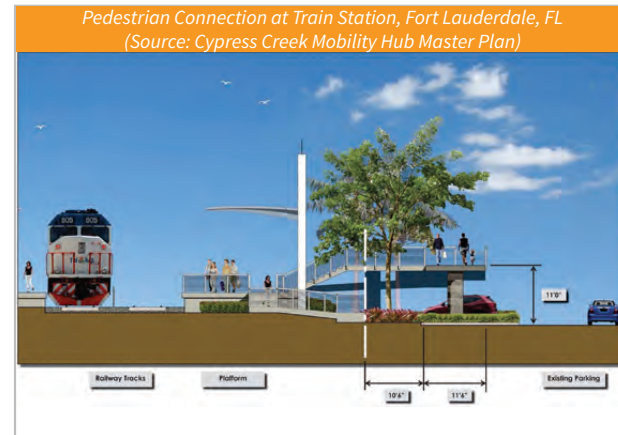
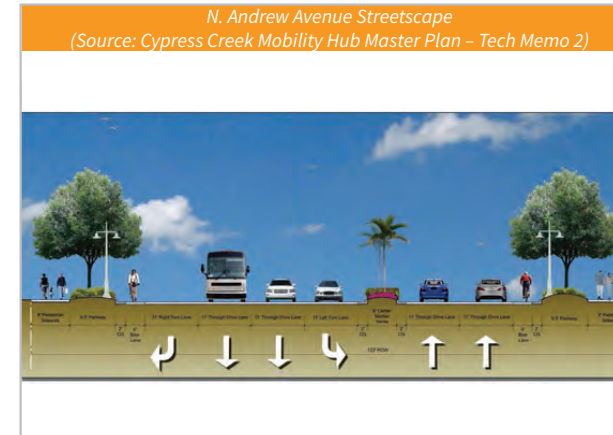


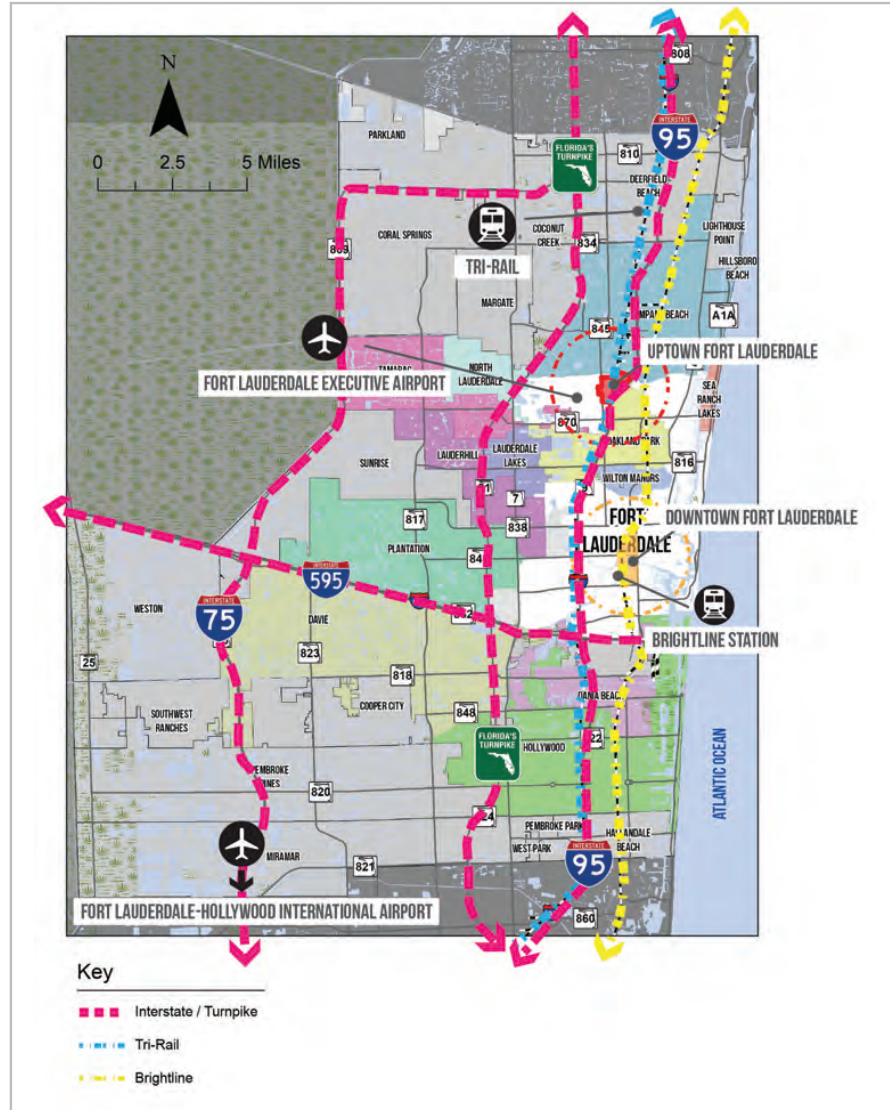
Figure 2.4: Examples of Multi-Modal Mobility

CHAPTER

03

CONTEXT

CONTEXT



Map 3.1: Regional Proximity

3.1 AN OVERVIEW

This chapter provides an overview of the regional transportation, economic and demographic conditions of the Uptown Urban Village. The Master Plan recommendations have been developed in consideration of these trends to create a thriving, transit-supportive, mixed-use neighborhood.

3.2 REGIONAL LOCATION AND ACCESS

The Uptown Urban Village is approximately 433.45 acres of mostly office and industrial uses with a mix of tenants representing a variety of local and national companies. The location of the Uptown Urban Village along the Tri-Rail line and Interstate 95 (I-95), and adjacent to the Fort Lauderdale Executive Airport, provides excellent access to the region, as shown in Map 3.1 and Map 3.2. The area is home to one of the busiest Tri-Rail stations in the system. This is an important asset and key to the long-term success of the area as a transit-oriented urban village.

As a result of its unique location, when assessing economic opportunities, it is important to note the proximity of important regional cities as they have influence over employment potential, marketability, and development opportunities. Outside of the City of Fort Lauderdale itself, the Uptown Urban Village has excellent access to the other major urban centers in southeast Florida including Hollywood, Miami, Hialeah, and others. This access makes Uptown Urban Village an attractive location to serve the larger region.

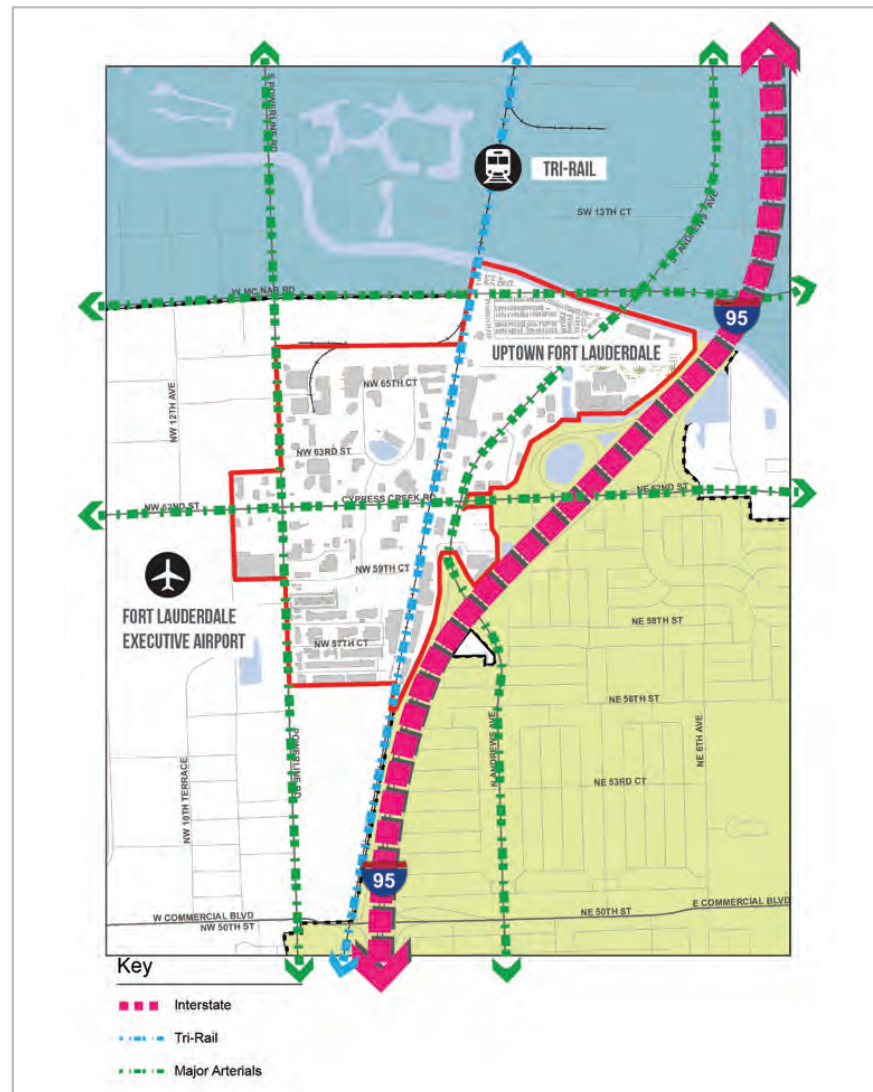
The Uptown Urban Village is the primary business center within the northern portion of the City and is the primary business center on that side of the City. With its unique mix of users, the Uptown Urban Village complements more than competes with the downtown core (Map 3.3).

Today the Uptown Urban Village is a location primed for development and redevelopment as the region continues to grow. The locational advantages, the mix of existing tenants, and the economic generators nearby make it a prime site for employers. This Master Plan provides the framework for the City to make strategic investments which repositions the Uptown Urban Village to be more attractive for private investment.

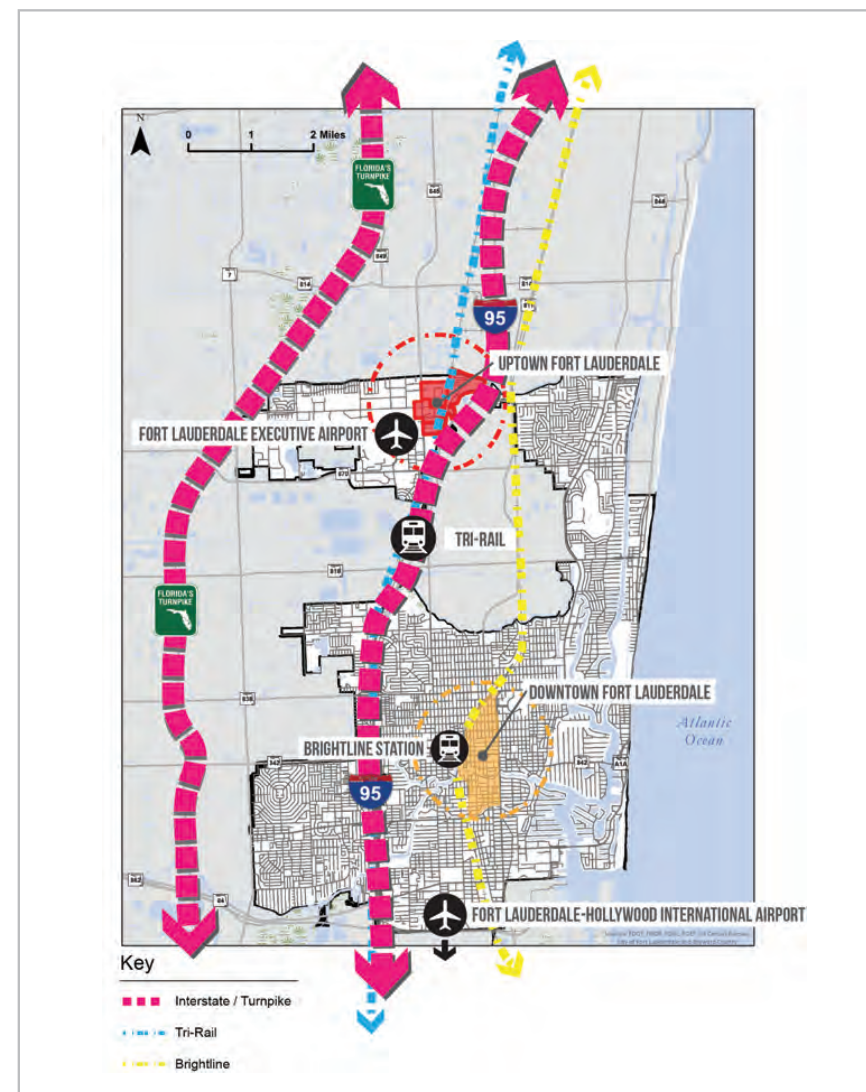
3.3 MARKET SECTORS

An economic and market study was conducted during the Cypress Creek Mobility Hub Master Plan in 2015, which the study area included the Uptown Urban Village (Map 3.4). The study summarized residential and retail uses were considered feasible in the near-term (1 – 5 years); hotel uses would be feasible in the near- to mid-term (3 – 5 years) and office development was considered the least in demand due to the oversupply and current vacancy rates in existing office buildings. However, overall office development and redevelopment of older stock was considered feasible in the mid-term (5 years). The study noted a future demand for Class A office space. Specific to the South Florida Regional Transportation Authority (SFRTA) site, residential and retail were considered less likely due to site

3.2 REGIONAL LOCATION AND ACCESS

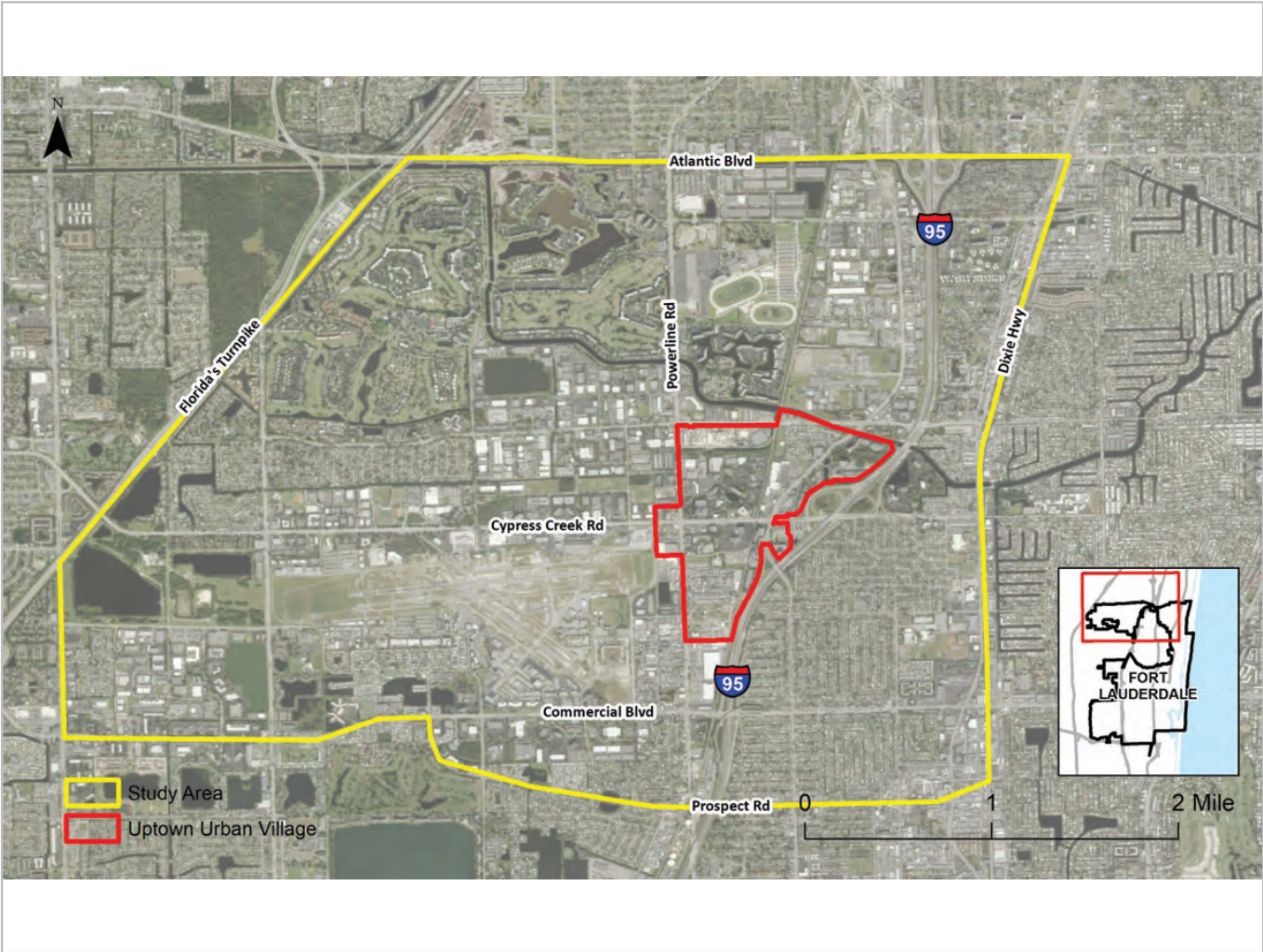


Map 3.2: Major Access Routes



Map 3.3: Uptown Urban Village Location within the City

CONTEXT



Map 3.4: Cypress Creek Mobility Hub Market Study Area

constraints, and specifically for retail, due to its low visibility. The summary of estimated demand by use is summarized in Table 3.1.

Based upon the analysis above, the near to mid-term term potential development options for the study area primarily targets residential (rental) housing, office and/or hotel development. To that end, the Uptown Urban Village is well positioned to capture a portion of this demand given proximity to the Cypress Creek Tri-Rail station, I-95, and the Executive Airport.

3.4 DEMOGRAPHICS

The demographic information was tabulated based on the Cypress Creek Mobility Hub study area (Map 3.4) to gain a better understanding of a transit-oriented development connected to the Cypress Creek Tri-Rail Station. Demographic and lifestyle changes are fueling the revitalization of Downtowns, neighborhoods and corridors across the nation; particularly, as it pertains to transit-oriented development. The Uptown Urban Village has a unique opportunity to realize its own revitalization. The demographics data was derived from the 2018 ESRI Community Analyst and summarized below and in Table 3.2.

- The population increased by over 2 percent between 2000 to 2018 from 43,300 persons to 44,273 persons. There was a slight population decline in 2010 probably due to the recession.
- Between the years of 2000 and 2010, the household growth trend increased slightly from 19,200 to 19,296 households. There was a decline in households during 2010 probably due to the recession.
- The household tenure expresses a decline of ownership and renters between 2010 to 2018 and currently 41 percent are owner occupied, as opposed to 38 percent of the households being renter occupied and 21 percent vacant.

3.4 DEMOGRAPHICS

Use	Study Area Demand	Mobility Hub Site Concept
Residential	400-600 Rental Units Near-Term (1 to 5 Years)	200-250 Rental Apartments (Market Rate at \$1.55+/- per sq.ft.; or Mixed Income)
Office	150,000 to 250,000+/- sq.ft. Mid-Term (4 to 6 years)	125,000 to 150,000 sq.ft. (\$30-\$32 per sq.ft., 92% Stabilized Occupancy)
Hotel	150 room select service, branded Mid-Term (3 to 5 years)	150 room select service, branded (ADR - \$130+/-; 75% Stabilized Occupancy)
Retail	125,000 to 175,000 sq.ft. Near-Term (1 to 5 years)	Supporting use within Mixed-Use Development

Table 3.1: Cypress Hub Mobility Hub Master Plan – Summary of Estimated Demand Over the Next 5+ Year Period. Source: Cypress Hub Mobility Hub Master Plan Economic & Market Analysis, March 2015)

- The household size remains similar between 2010 and 2018 and currently 2.25 persons living together in one house, meaning more couples than large families are occupying the households.
- The median age of 43.4 years old in 2018, which is mainly because there is a lower percentage of its population of persons under age 19. This median age is comparable to the City (44 years old) and higher than the County (41 years old).
- The median household income is \$46,102, which is lower than the median household income of Broward County with \$55,397, while the median household income of the City of Fort Lauderdale is higher at \$51,648.
- While roughly 66,598+ persons are employed within the Cypress Creek Mobility Hub study area, very few people can claim they both live and work within the study area.

Approximately 96.4 percent, or 64,194 of the persons employed in the study area lived outside of it. Only 2,404 people, or 3.6 percent of persons employed in the study area also lived there. It is also worth noting that there are 16,770 people who live in the Cypress Creek Mobility Hub study area and must travel outside the study area for work (Figure 3.1).

As demographic and lifestyle changes are fueling the revitalization of Downtowns, neighborhoods and corridors across the nation; particularly, as it pertains to transit-oriented development, the Uptown Urban Village has a unique opportunity to realize its own revitalization as a thriving, transit-supportive, mixed-use neighborhood.

Demographic	Study Area
2000 Population	43,300
2010 Population	41,381
2018 Population	44,273
2000 Households	19,200
2010 Households	18,347
2018 Households	19,296
2010 Owner/Renter	56.6%/43.4%
2018 Owner/Renter/Vacant	41%/38%/21%
2010 Avg. Household Size	2.21
2018 Avg. Household Size	2.25
Median Age	43.4
Population Under 19	19%
19 to 39	20%
40 to 64	40%
65+	22%
2018 Median Household Income	\$46,102

Table 3.2: Cypress Creek Mobility Hub Study Area Demographic Profile. Source: 2018 ESRI Community Analyst

CONTEXT

3.4 DEMOGRAPHICS

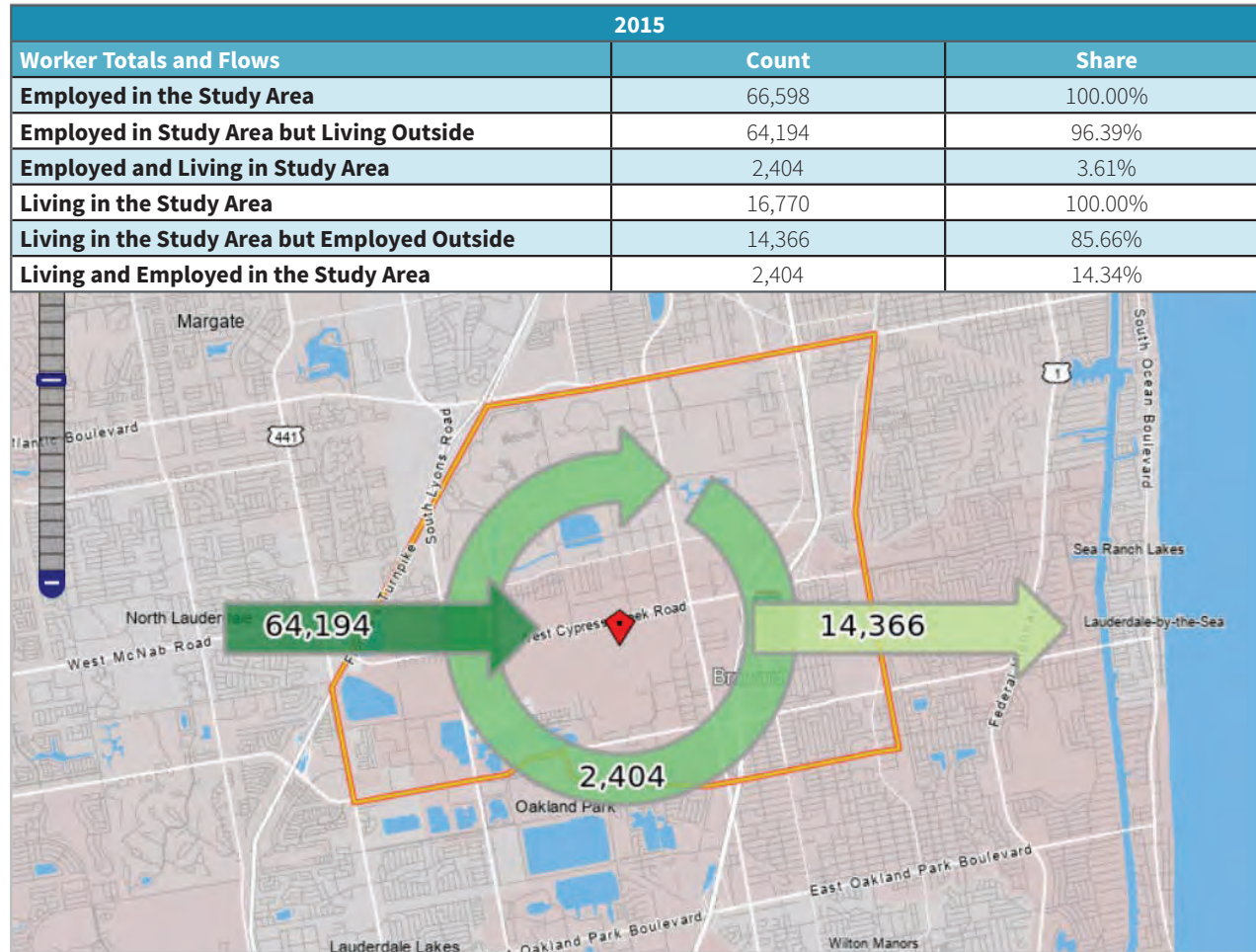


Figure 3.1: Inflow/Outflow of Private Job Employees, Cypress Creek Mobility Hub Study Area, 2015. Source: US Census OnTheMap

CHAPTER

04

MASTER PLAN FRAMEWORK

MASTER PLAN FRAMEWORK

4.1 AN OVERVIEW

This chapter describes the framework for the Master Plan by first identifying the intent and purpose, and issues and opportunities; followed by planning principles and master plan considerations; and finally, summarizing the framework in the conceptual Master Plan illustrating public and private development potential for the Uptown Urban Village.

4.2 INTENT AND PURPOSE

The intent and purpose of the Master Plan framework is to establish goals and action steps to achieve the development potential of the Uptown Urban Village, which then translates into the regulatory plan for implementation by both the City and private developers. The Master Plan framework is specified in Section 4.6 and is structured as follows:

- Character Districts
- Multi-Modal Connectivity
- Parks and Civic Space/Public Realm
- Branding/Wayfinding
- Conceptual Master Plan

4.3 ISSUES AND OPPORTUNITIES

Issues and opportunities were identified from existing conditions analysis, including background research and fieldwork; and categorized based on the Planning Themes described in Chapter 1. These findings frame the local context to develop the Master Plan framework (Table 4.1).

Theme 1: Land Use & Urban Design (Figures 4.1 and 4.2)	
Existing Issues	Opportunities
Few people are living in the Uptown Urban Village due to a lack of housing, and many commuters come to the area to work every day.	Good access in area to regional transportation facilities and services such as Tri-Rail, Fort Lauderdale Executive Airport, I-95, Andrews Avenue, Cypress Creek Road, and Broward County Transit (BCT).
Lack of residential development, including affordable housing.	Concentration of higher-education institutions such as Broward College and Keiser University.
Potential school impacts of future residential uses.	Major corporate facilities that are major job generators located in area, such as Citrix and the Latin American headquarters of Microsoft.
Regulations related to the Fort Lauderdale Executive Airport restricting height, use, and density allowances in the surrounding area.	Industrial land (15.7% of study area) mainly southeast and northwest of the Uptown Urban Village that provides intensification/redevelopment opportunities.
Existing separation of uses/limited mixed-use.	Existing surface parking lots that provide significant amount of land for potential new development at lower cost than if existing building had to be demolished.
Current parking in Uptown Urban Village is primarily surface, which increases land consumption and reduces pedestrian connectivity.	Improve pedestrian connectivity by developing a more comprehensive internal roadway network to create opportunities to integrate on-street parking.
Current lack of on-street parking within Uptown Urban Village.	Nearby properties owned by City or Airport Authority that could be used for remote parking on temporary or long-term basis to facilitate infill development.
Encouraging infill/redevelopment on existing surface parking lots will require managing parking demand during/after construction.	Infill within the Uptown Urban Village that can provide opportunity for more pedestrian-friendly buildings
Existing buildings that are more suburban in design and do not provide pedestrian-friendly frontages or activity along the ground floor like those in more urban environments.	As surface parking lots infilled with new development, opportunities to provide for more pedestrian-friendly entrances and frontages along existing buildings
Car centric network and high speeds on arterials creating an unfriendly pedestrian environment	

Table 4.1: Issues and Opportunities within the Uptown Urban Village

4.3 ISSUES AND OPPORTUNITIES

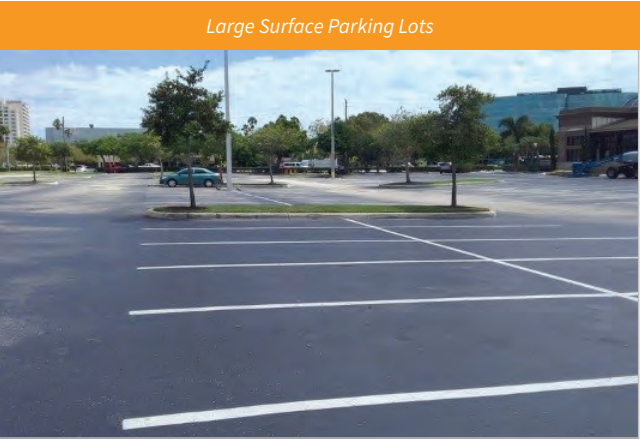
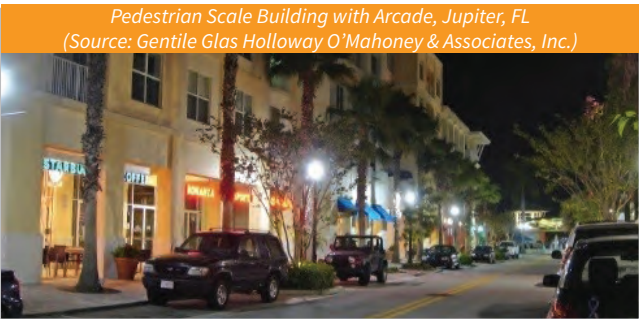
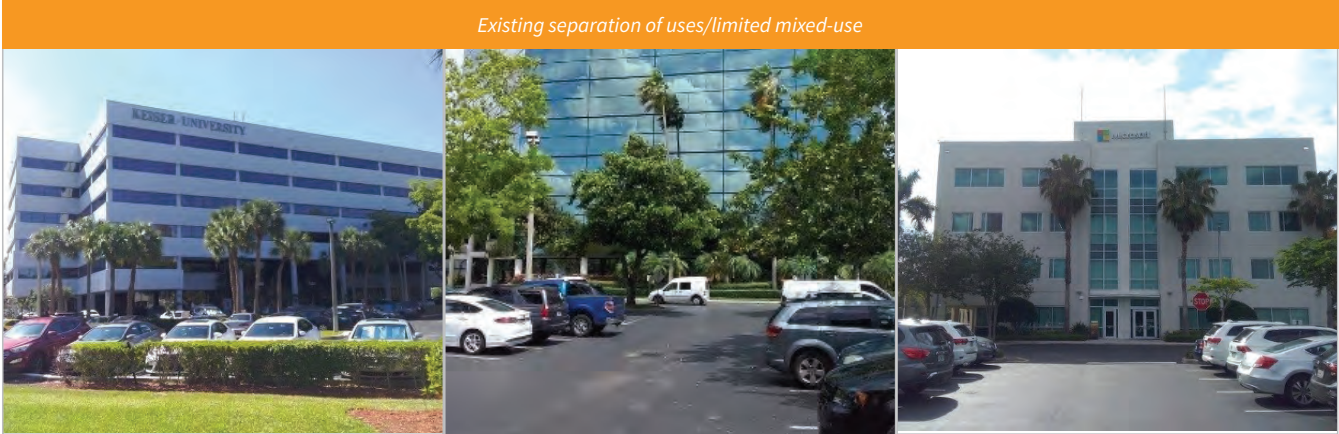


Figure 4.1: Theme 1 - Existing Issues

Figure 4.2: Theme 1 - Opportunities

MASTER PLAN FRAMEWORK

4.3 ISSUES AND OPPORTUNITIES

Theme 2: Public Open Space (Figures 4.3 and 4.4)	
Existing Issues	Opportunities
Civic spaces, parks, and public plazas limited to some outdoor seating areas.	Require new developments within Uptown Urban Village to provide publicly-accessible open space.
Stormwater ponds can serve as planned green space and increase property values by improving views; currently, most properties face away from stormwater ponds along I-95.	Develop publicly-accessible open spaces along rights-of-way, in and around stormwater features, or on public agency-owned land.
Car centric network and high speeds on arterials creating an unfriendly pedestrian environment	

Table 4.1: Issues and Opportunities within the Uptown Urban Village (continued)

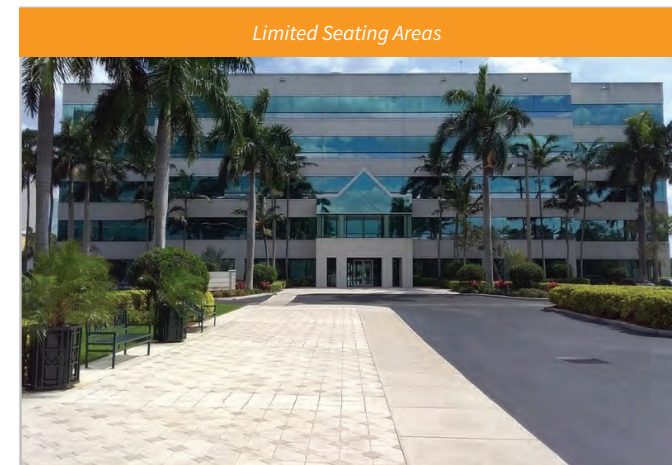
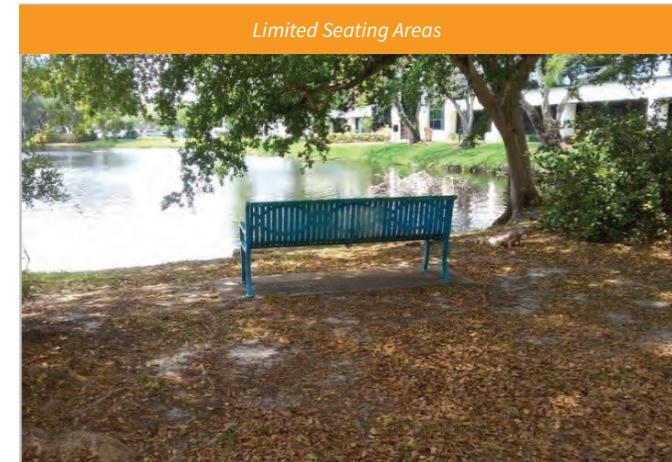


Figure 4.3: Theme 2 - Existing Issues

4.3 ISSUES AND OPPORTUNITIES



Figure 4.4: Theme 2 - Opportunities

MASTER PLAN FRAMEWORK

4.3 ISSUES AND OPPORTUNITIES

Theme 3: Multi-Modal Mobility (Figures 4.5 and 4.6)	
Existing Issues	Opportunities
Lack of pedestrian/bicycle connectivity to Tri-Rail station, particularly to areas north of Cypress Creek Road.	Connect greenway system to Cypress Creek Tri-Rail station.
No direct southbound vehicular access to Powerline Road from the study area.	Broward County is collaborating with FDOT to create a median opening at NW 59th Court and Powerline Road with a signalized intersection to allow southbound vehicle and transit access to the Tri-Rail station.
Wide, high-speed roads such as Cypress Creek Road, Andrews Avenue, and Powerline Road designed to move cars and create a barrier to walking and biking safely.	Apply “complete street” principles to new internal streets and other roadway improvements to ensure consistency in streetscape design and adequate bike/pedestrian facilities.
Internal streets within the Uptown Urban Village not consistently designed with streetlights, street trees, sidewalks, etc.	Coordinate with Broward County and FDOT on potential safety/streetscape improvements on Cypress Creek Road, Powerline Road, and Andrews Avenue.
Poor roadway configurations with limited vehicular connections and congested traffic flow.	CSX crossings and future planned greenways provide opportunities for pedestrian and bicycle improvements.
Vehicle centric street network with limited accommodations for other modes.	Require private redevelopment, and future FDOT and Broward County projects to connect to the pedestrian and bicycle network.
Lack street connectivity and perception of safety due to the high speeds along the arterials.	Coordinate with BCT, Sun Trolley, and/or other partner organizations for interior bus/trolley routes or shuttle/ride service within the Uptown Urban Village as mixed-use developments come online.
Poor bike/pedestrian infrastructure network	Coordinate with BCT, Sun Trolley and FDOT, and develop partnerships with property owners for easements to enhance bus stop amenities such as shelters, site furnishings, and bicycle racks.
Lack of quality urban design elements, creating an unpleasant pedestrian experience.	Improve wayfinding to improve vehicular connections.
No existing multi-purpose paths or bike lanes within the Uptown Urban Village that provide connections between existing facilities.	Create of a logo, identity package, and website that can be used to identify the Uptown Urban Village.
No internal ride or circulator bus service for short trips.	Install of gateway signs at key roadway entries into the Uptown Urban Village.
Limited amenities at bus stops.	Develop wayfinding signage system to Cypress Creek Tri-Rail station, public parks, commercial areas, office and industrial parks, and other destinations.
No sense of identity or branding.	Implement of banner program along major arterial roadways.
Poor pedestrian infrastructure network with limited wayfinding system to destinations.	

Table 4.1: Issues and Opportunities within the Uptown Urban Village (continued)

4.3 ISSUES AND OPPORTUNITIES

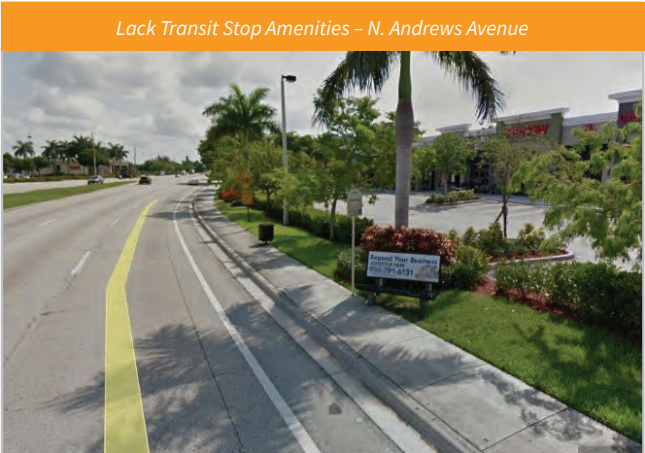
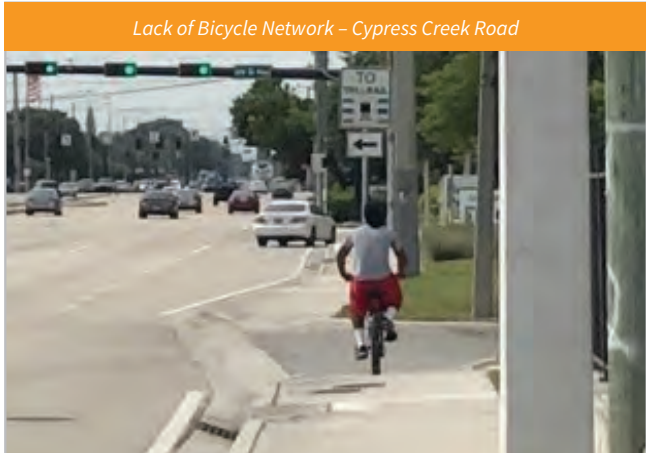


Figure 4.5: Theme 3 - Existing Issues

MASTER PLAN FRAMEWORK

4.3 ISSUES AND OPPORTUNITIES

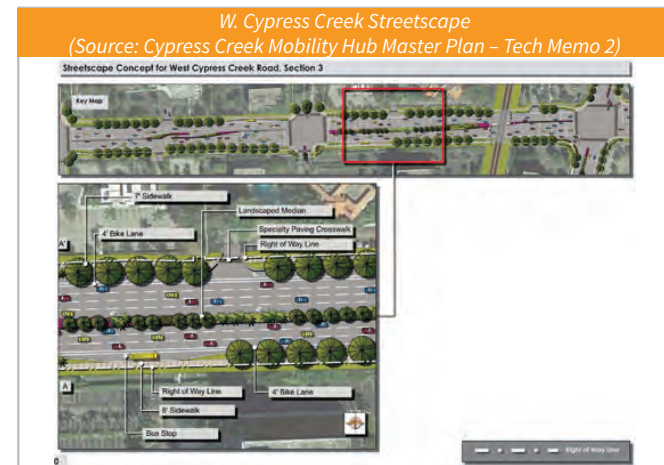


Figure 4.6: Theme 3 - Opportunities

4.4 PLANNING PRINCIPLES

4.4 PLANNING PRINCIPLES

In addition to the issues and opportunities, the broad consensus of shared ideals and goals reached during the ULI TAP process in 2014 and the public workshops for this master planning effort provided the framework for the Planning Principles to guide the recommendations for the Master Plan and Form-Based Code. The Planning Principles are based on the Planning Themes described in Chapter 1.

4.4.1 LAND USE & URBAN DESIGN PRINCIPLES

The principles identified under this theme focus on evolving the existing land uses and building design to increase diversity of use, encourage infill development, and improve the pedestrian experience (Figure 4.7).

PRINCIPLE 1: Promote transit-supportive design and uses – Encourage future redevelopment to include a mix of uses that incorporate active ground-floor uses, office and institutional uses, and a variety of residential options at transit supportive densities that enable people to live close to workplace and supportive uses such as retail shops, grocery stores, restaurants, personal services, etc.

PRINCIPLE 2: Foster more efficient use of land – Encourage infill development that minimizes surface parking lots and fosters mixed-use developments (office, retail, residential) to maximize efficient use of the land and consolidates parking spaces into parking structures that blend with the architectural styles of the principal buildings. Develop alternative parking standards to establish requirements or incentives for compact/smart car parking and bicycle racks/lockers.

PRINCIPLE 3: Create pedestrian-friendly streets – Create a pedestrian-friendly street network with buildings that have active and interesting ground-floor uses consisting of multiple openings such as storefront or residential entrances and façade articulations to enhance street activity and visual interest. Provide a comfortable pedestrian environment by using shading devices, including awnings, canopies, and arcades. Separate pedestrians from moving vehicles by a buffer, preferably with landscape to provide shade.

Mixed-Use, Seattle, WA (Source: Sightline Institute)



Parking Garage with Architectural Features, Spartanburg, SC (Source: Altusgroup)



Pedestrian Scale Building with Arcade, Jupiter, FL (Source: Gentile Glas Holloway O'Mahoney & Associates, Inc.)



Figure 4.7: Examples of Land Use & Urban Design Principles

MASTER PLAN FRAMEWORK

4.4 PLANNING PRINCIPLES

Pocket Park, Fort Lauderdale, FL
(Source: Architectural Alliance Landscape)



Gathering Place, Los Angeles, CA (Source: The Architects Newspaper)



Urban Greenway, Palatka, FL (Source: TrailLink)



Figure 4.8: Examples of Public Open Space Principle

4.4.2 PUBLIC OPEN SPACE PRINCIPLES

The following principle will create publicly accessible open spaces (Figure 4.8).

PRINCIPLE 4: Create publicly accessible open spaces – Create public pocket parks, linear parks, and gathering places to sustain future population growth within the Uptown Urban Village. Locate these public spaces within proximity to mixed-use, residential, and office developments connected by a pedestrian and bicycle network within and outside the Uptown Urban Village. Use Florida native plants to landscape these public open spaces.

4.4.3 MULTI-MODAL MOBILITY PRINCIPLES

The principles listed below build upon this primary asset to provide easy access for all transportation modes, including transit, bicycling, walking, and single-occupancy vehicles (Figure 4.9).

PRINCIPLE 5: ENHANCE THE VISIBILITY AND ACCESSIBILITY OF THE CYPRESS CREEK TRI-RAIL STATION – Enhance the visibility of the Cypress Creek Tri-Rail station and adjacent area as a transit-oriented development with a mix of uses and include a dynamic public gathering space such as a plaza and pedestrian- and bicycle-friendly connections.

PRINCIPLE 6: IMPROVE ROADWAY SAFETY AND STREETScape Improve roadway safety by achieving the City’s Vision Zero initiative, reducing speeding, and illegal merging along major arterials. Implement a “complete street” approach to improve existing streets and develop new internal streets and new greenway connections, which may require individual property

owners to dedicate land and construct improvements where necessary to maximize the most efficient use of the roadway network.

PRINCIPLE 7: IMPROVE PEDESTRIAN AND BICYCLE CONNECTIONS AND CROSSINGS – Identify key streets where improvements to the public realm should be located, along with private development to enhance the experience and connectivity for pedestrians and cyclists. The purpose is to unify the Uptown Urban Village as a destination and encourage more walking and biking throughout the area.

PRINCIPLE 8: ENHANCE PUBLIC RIDE SERVICE AND TRANSIT FACILITIES – Provide frequent ride service that is on-demand and point-to-point to reduce vehicular use for short trips within the Uptown Urban Village and connecting to the Cypress Creek Tri-Rail station. Enhance bus stop amenities such as shelters, site furnishings, and bicycle racks to provide more comfortable bus stops.

PRINCIPLE 9: ESTABLISH A COMPREHENSIVE IDENTITY AND WAYFINDING SYSTEM – Establish distinctive gateways at strategic locations to help define the unique identity of the Uptown Urban Village. Integrate a wayfinding system to locate the Cypress Creek Tri-Rail station, public parks, commercial areas, office and industrial parks, and other destinations. A well-designed system of signs and graphics will be both functional and an attractive part of the streetscape and will assist in building the brand of the Uptown Urban Village.

4.4 PLANNING PRINCIPLES

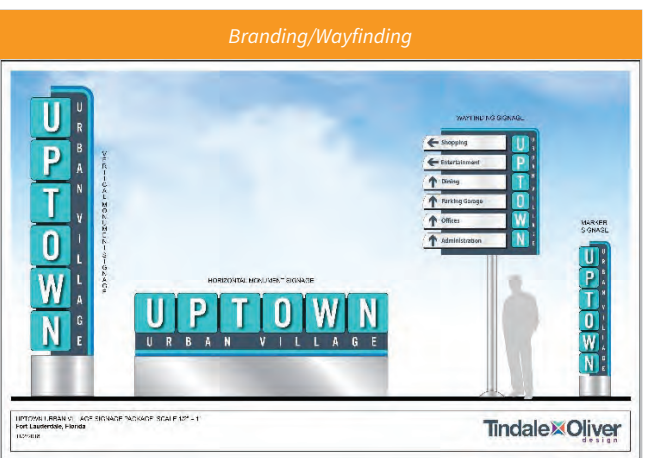
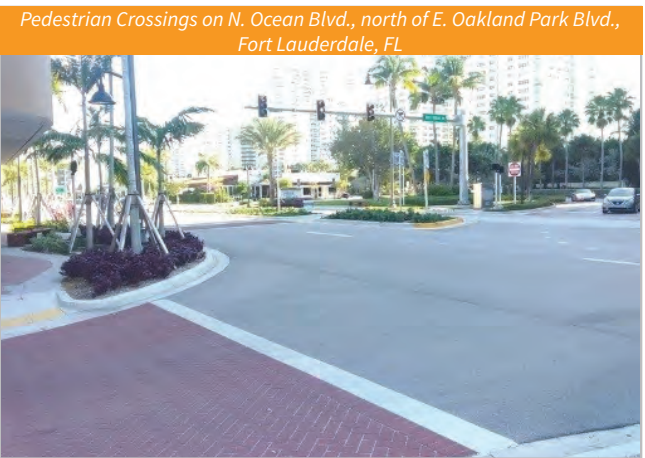
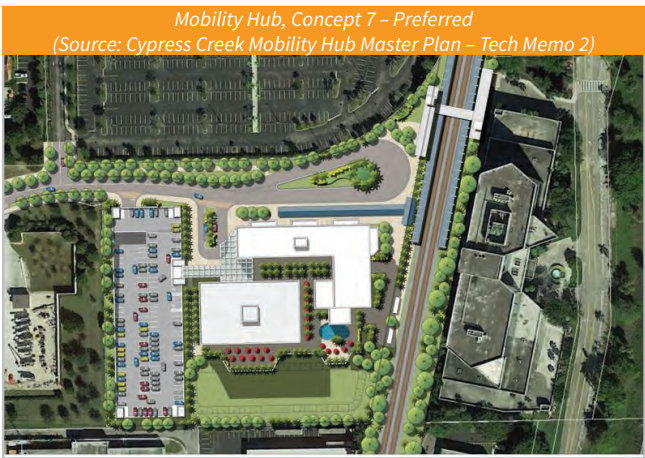


Figure 4.9: Examples of Multi-Modal Mobility Principles

MASTER PLAN FRAMEWORK

4.5 MASTER PLAN CONSIDERATIONS

4.5 MASTER PLAN CONSIDERATIONS

Master Plan Considerations provide a list of major points that should be reflected in the Master Plan framework based on the existing issues and opportunities, and the Planning Principles (Table 4.2).

Theme 1: Land Use & Urban Design	
Principle 1: Promote transit-supportive design and uses	Principle 2: Foster more efficient use of land
Master Plan Considerations	Master Plan Considerations
Support healthy living and active design through built environment enhancements and improvements.	Reduce parking requirements for areas with extensive transit service and mix of uses.
Include provisions for mixed-use, compact, and transit-friendly development to support more detailed provisions at the code-level (including form-based code provisions or special zoning categories).	
Develop policies that support transit and transit use, transit-oriented development, and mobility hubs.	Consolidate parking within garages while offering on-street parking.
Adopt mixed-use zoning regulations to ensure appropriate type and scale of development along corridors.	Evaluate existing surface parking for development opportunities related to new desired development types (see Principle 1).
Encourage flexible commercial and office spaces that mix uses, can be shared, and are a variety of sizes.	
Ensure a balanced representation and integration of uses that create a neighborhood in which people can reside and work, with a focus on having connections to housing, including affordable/workforce housing.	Enhance existing parks, plazas, and other open spaces with seating, shade trees, and other amenities.
Encourage mix of housing types and income levels by requiring mixed-use development to provide housing for those employed in the same mixed-use project or pay a linkage fee; include additional policies that require non-residential development to support affordable housing efforts based on a maximum density (or payment of a fee instead in certain cases).	Principle 3: Create pedestrian-friendly streets
Reduce parking requirements for affordable/workforce housing.	Master Plan Considerations
Incorporate green or resilience concepts into the plan to provide a basis for more systematic green and resilience considerations at the code-level.	Incorporate provisions to improve pedestrian/bicyclist comfort that support more detailed code provisions related to building design, storefront design, ground-floor uses, and architectural quality.
Evaluate opportunities to repurpose some industrial land for new desired types of development.	Separate pedestrian space from travel lanes through a landscaped buffer to provide shade.
Identify opportunities for large-scale mixed-use projects.	
Plan for new development along NW 59th Court.	Identify and implement development standards that address the need for shade through the provision of shading devices, tree canopies, and cool roofs to minimize the heat island effects typically associated with urban intensities.
Identify opportunities for a small grocery stores or other amenities serving residents.	
Support moderate speed limits, a highly-connected street network, and multi-way boulevards throughout the study area.	Consider green/resilience guidelines and/or form-based codes for new development; guidelines should be based on higher base flood elevations and enhance pedestrian level.
Link Uptown Urban Village to Downtown and other Regional Activity Centers.	
Increase transportation access to residential neighborhoods, workforce housing, mixed-use communities, and social, health, and cultural destinations.	
Coordinate with the FDOT I-95 Interchange PD&E study to ensure that it does not negatively affect the development potential of the Uptown Urban Village.	
Account for the fact that new developments may require additional water and sewer facilities to maintain an appropriate level of service.	
Pedestrian and bicycle friendly design to increase transit accessibility.	

Table 4.2: Master Plan Considerations

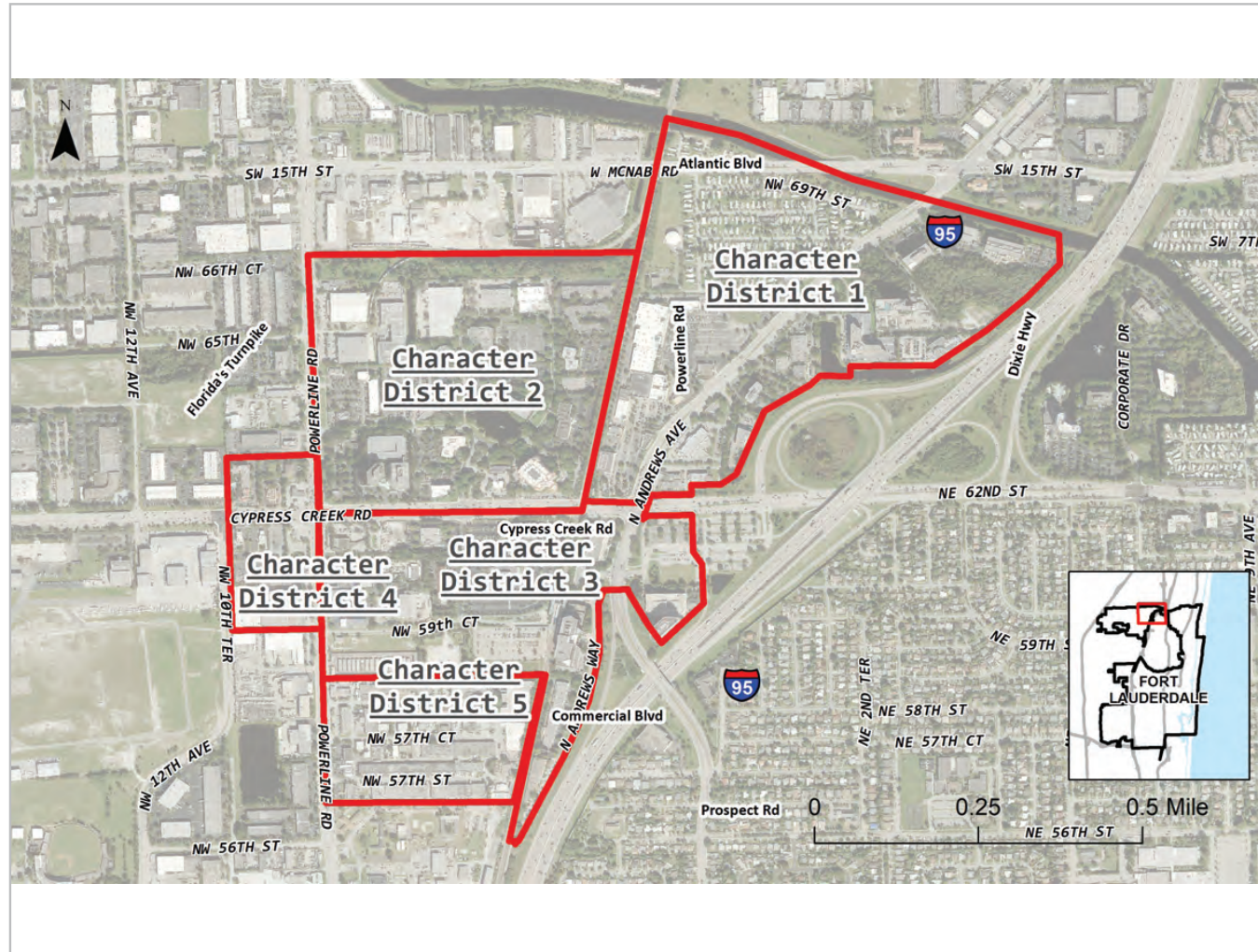
4.5 MASTER PLAN CONSIDERATIONS

Theme 2: Public Open Space	Theme 3: Multi-Modal Mobility				
Principle 4: Create publicly accessible open spaces	Principle 5: Enhance the visibility and accessibility of the Cypress Creek Tri-Rail station	Principle 6: Improve roadway safety and streetscape	Principle 7: Improve pedestrian and bicycle connections and crossings	Principle 8: Enhance public ride service and transit facilities	Principle 9: Establish a comprehensive identity and wayfinding system
Master Plan Considerations	Master Plan Considerations				
Evaluate opportunities for more greenways, pathways, linear parks, pocket parks, plazas, and other gathering spaces.	Plan for more mixed-use, multi-modal development in and around the Cypress Creek Tri-Rail station.	Improve safety and security for a variety of roadway users relying on different types of transportation by coordinating with existing planning frameworks (NACTO, Complete Streets, I-95 study), as well as bicycle and pedestrian improvements noted in Principle 7.	Identify key generators and attractors, and missing gaps in crossings to unify and complete the bike and pedestrian network.	Design public improvements to support transit and car-share and ride-share access.	Provide consistent streetscapes across and within the Uptown Urban Village and sub-areas in terms of landscaping, lighting, signage, and street furniture.
Plan for a range of park and open space uses that encourage human interaction and physical activity.	Implement the Cypress Creek Mobility Hub Master Plan, initiate joint development on the site subsequent to the amendment and regulating plan completion, and bring potable water and sewer service to the site on NW 59th St at the same time as streetscape improvements to NW 59th Court.	Develop streetscape projects with complete streets and pedestrian-friendly boulevards.	Evaluate opportunities to provide bike and pedestrian linkages and corridors, including greenways, pathways, and linear parks, with a focus on safe CSX crossings and underused areas and infrastructure (i.e., bridges, roadways, railways).	Plan for coordination of local transportation improvements and connections with regional transportation options to support management of commuter traffic (see Principle 5 for example of Cypress Creek Tri-Rail station).	Incorporate wayfinding into infrastructure projects.
Incorporate recommendations from the Parks and Recreation Master Plan that provide for green space expansion, especially in high population growth areas of Uptown Urban Village.	Keep three bus bays at the station and evaluate need for additional bays with expanded transit connections and passenger loading areas for shuttles and ride-sharing services.	Implement capacity and safety improvements for the project corridor and selected interchanges.	Create regulations requiring pedestrian, bicycle, and transit accommodations for developments, including bicycle parking, showers, shaded sidewalks, pedestrian crosswalks.	Evaluate and include provisions to encourage additional infrastructure, amenities, and facilities in the public realm and private development that support alternative transportation methods.	
Enhance existing parks, plazas, and other open spaces with seating, shade trees, and other amenities.	Design bicycle, pedestrian, local transit, and shared transportation improvements (including streetscape improvements) to improve connections with the Cypress Creek Tri-Rail station and service.	Improve system linkages to accommodate transportation demand and enhance emergency evacuation and response times.	Evaluate opportunities to increase and enhance tree canopies with native plants.		
Support or require Florida-friendly landscaping.	Program streetscape improvements on major arterials in the FDOT/MPO work plan to begin prioritized implementation.		Encourage or implement Low Impact Development (LID), green infrastructure, and non-pipe stormwater upgrades, including bio-swales, permeable pavement, rain gardens, and rain harvesting.		
	Explore creating a Community Development District or Business Improvement District to help fund infrastructure improvements.		Provide consistent streetscapes in terms of landscaping, lighting, signage, and street furniture.		
	Consider opportunities to incorporate green infrastructure.		Develop partnerships through special agreements with Florida Power & Light and property owners for use of roadway space to improve the streetscape.		
	Conserve the existing dry retention area south of the Cypress Creek Tri-Rail station parking lot and consider green stormwater features.			Incorporate public art into transportation infrastructure.	

Table 4.2: Master Plan Considerations (continued)

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK



Map 4.1: Uptown Urban Village Character Districts

4.6 MASTER PLAN FRAMEWORK

The framework for the Master Plan establishes Character Districts, promotes the transition to a multi-modal community, creates public parks and civic spaces, and incorporates branding/wayfinding into the public realm. A conceptual Master Plan shows public and private development potential for the Uptown Urban Village. This Master Plan framework will drive the regulatory plan for the Uptown Urban Village.

4.6.1 CHARACTER DISTRICTS

The Uptown Urban Village is subdivided into five Character Districts based on geographic location, common land uses, distinctive characteristics, and redevelopment potential (Map 4.1). The framework establishes distinct visions for the future of each Character District and highlights their distinct regulatory and mobility challenges and opportunities.

4.6 MASTER PLAN FRAMEWORK

CHARACTER DISTRICT 1 is generally located between the railroad track/I-95 and between C-14 and NE 62nd Street, consisting of ±125.56 acres. Most of the existing land uses consist of commercial, industrial, and mobile home park, including Cypress Creek Station, Marriott Hotel, Alpine Jaguar, Microsoft (Latin American headquarters), and other corporate centers and offices. This area is adjacent to the I-95 interchange with access to Cypress Creek Road and N. Andrews Avenue (Map 4.2 and Figure 4.10).



Map 4.2: Character District 1



Figure 4.10: Character District 1 – Existing Uses

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK

CHARACTER DISTRICT 2 is generally located between N Powerline Road and the railroad track and north of NW 65th Court and W Cypress Creek Road, consisting of ±101.81 acres. Most of the existing land uses consist of commercial and industrial, including the Shoppes of Corporate Park, Lakeside Plaza, Citrix, Sheraton Suites, and other corporate centers, offices, and warehouses/ showrooms. This area is adjacent to Cypress Creek Road, N. Powerline Road, and internal streets (Map 4.3 and Figure 4.11).



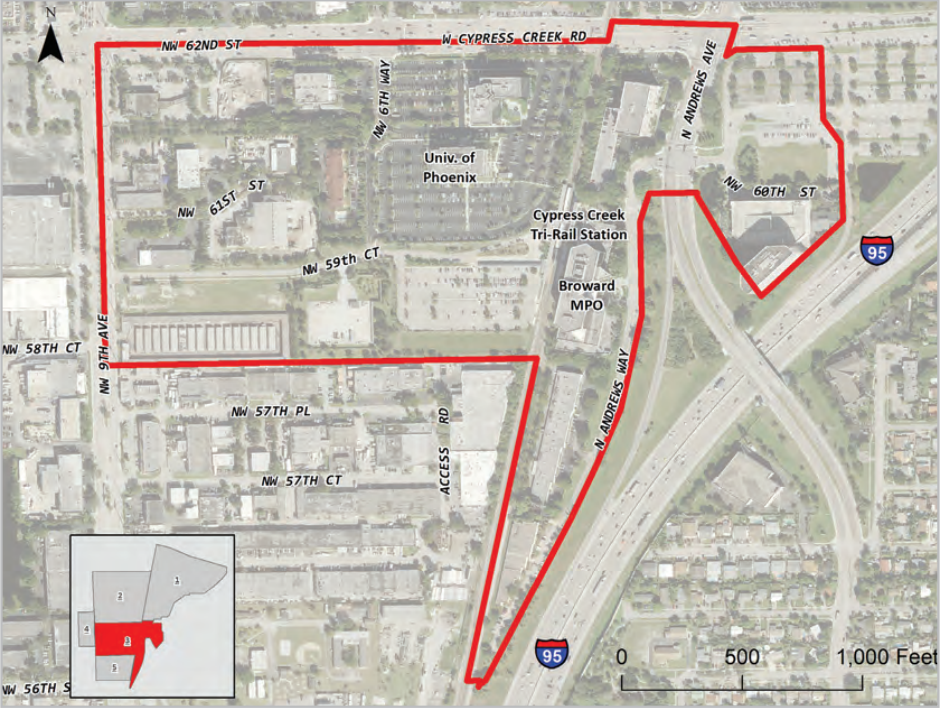
Map 4.3: Character District 2



Figure 4.11: Character District 2 - Existing Uses

4.6 MASTER PLAN FRAMEWORK

CHARACTER DISTRICT 3 is generally located between Powerline Road and N Andrews Way/ I-95 and between W Cypress Creek Road/NE 62rd Street and behind the industrial uses along NW 59th Court, consisting of ±82.31 acres. Most of the existing land uses consist of commercial and industrial, including the University of Phoenix, Cypress Creek Tri-Rail Station, Stay America, Boys and Girls Clubs of Broward County, and the Broward MPO. The SFRTA-owned property identified for potential in the Cypress Creek Mobility Hub Master Plan is located on NW 59th Court adjacent to the Tri-Rail station. This area is adjacent to Cypress Creek Road, N Powerline Road, and N Andrews Way (Map 4.4 and Figure 4.12).



Map 4.4: Character District 3

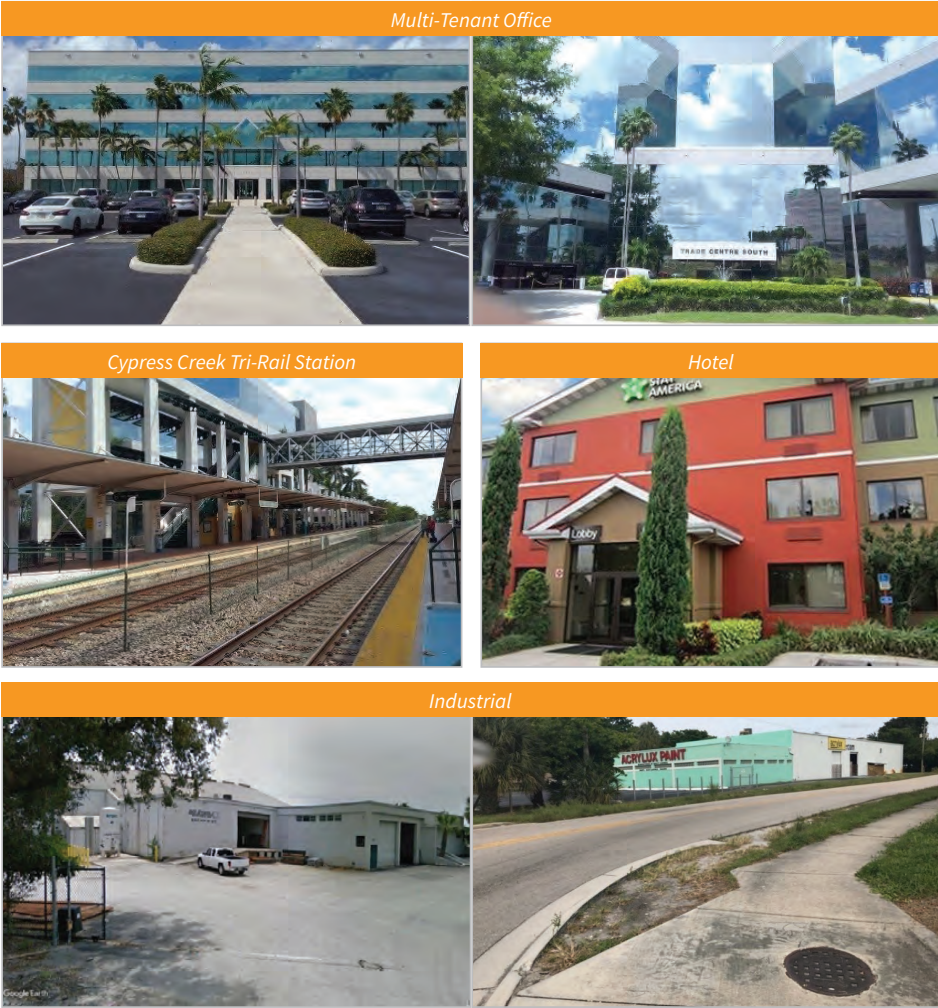
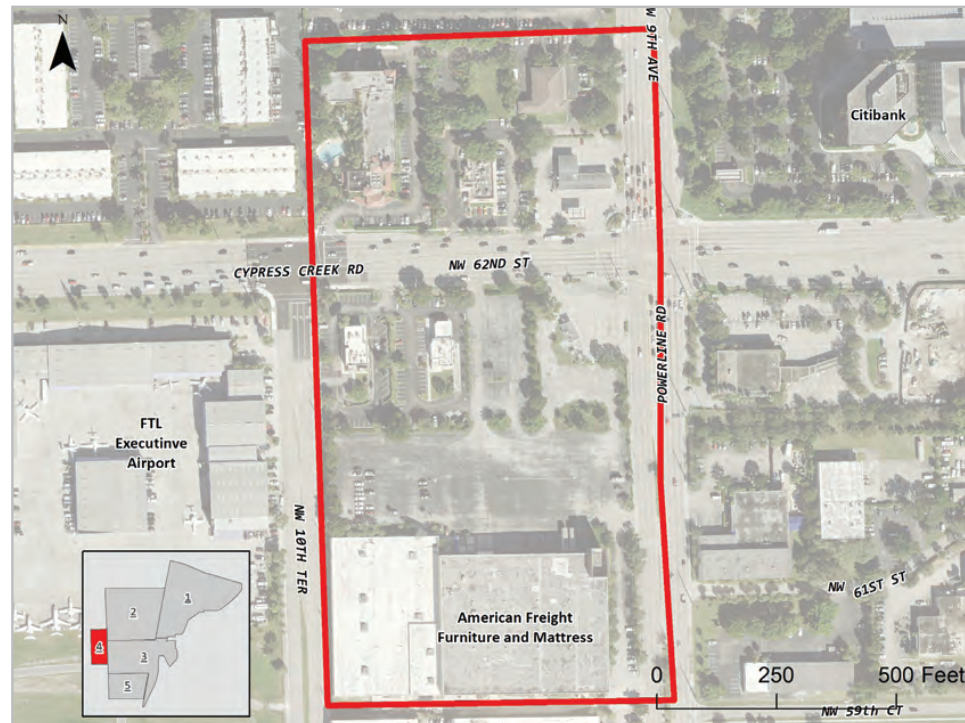


Figure 4.12: Character District 3 – Existing Uses

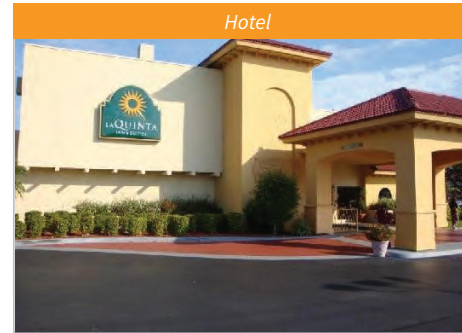
MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK

CHARACTER DISTRICT 4 is generally located between NW 10th Terrace and Powerline Road and behind commercial uses along W Cypress Creek Road and industrial uses along NW 58th Court, consisting of ±20.67 acres. Most of the existing land uses consist of commercial and industrial, including La Quinta Inn & Suites and American Freight Furniture and Mattress. This area is adjacent to N Powerline Road, West Cypress Creek Road, and NW 10th Terrace (Map 4.5 and Figure 4.13).



Map 4.5: Character District 4



Hotel



Strip Commercial

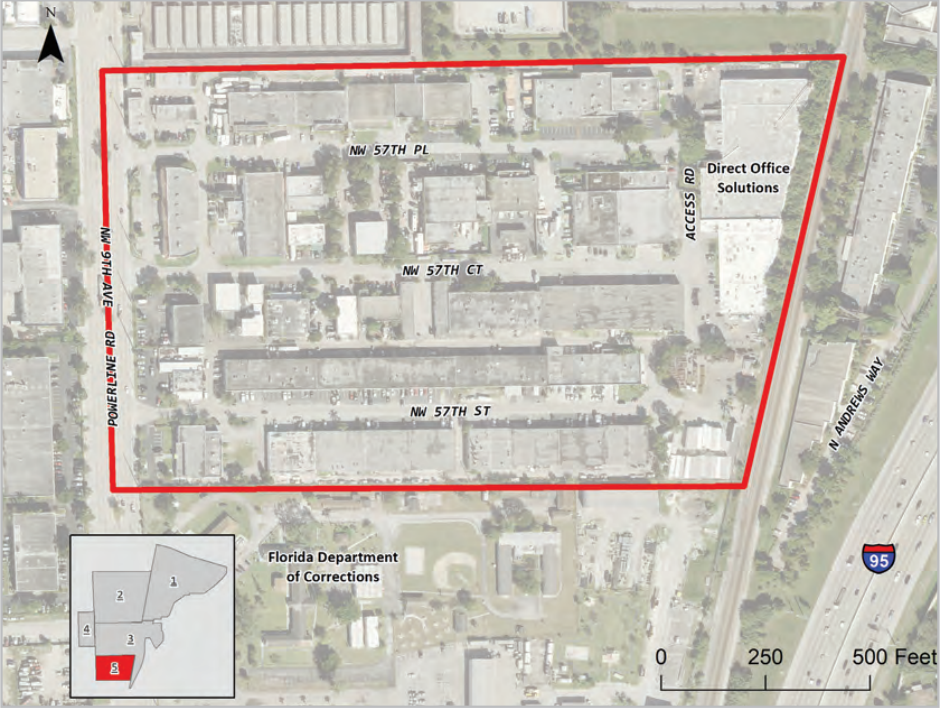


Warehouse Retail

Figure 4.13: Character District 4 – Existing Uses

4.6 MASTER PLAN FRAMEWORK

CHARACTER DISTRICT 5 is generally located between N Powerline Road and the railroad track and behind the industrial uses along NW 57th Place and along NW 57th Street, consisting of ±34.23 acres. Most of the existing land uses consist of industrial with small pockets of commercial along N Powerline Road (Map 4.6 and Figure 4.14).



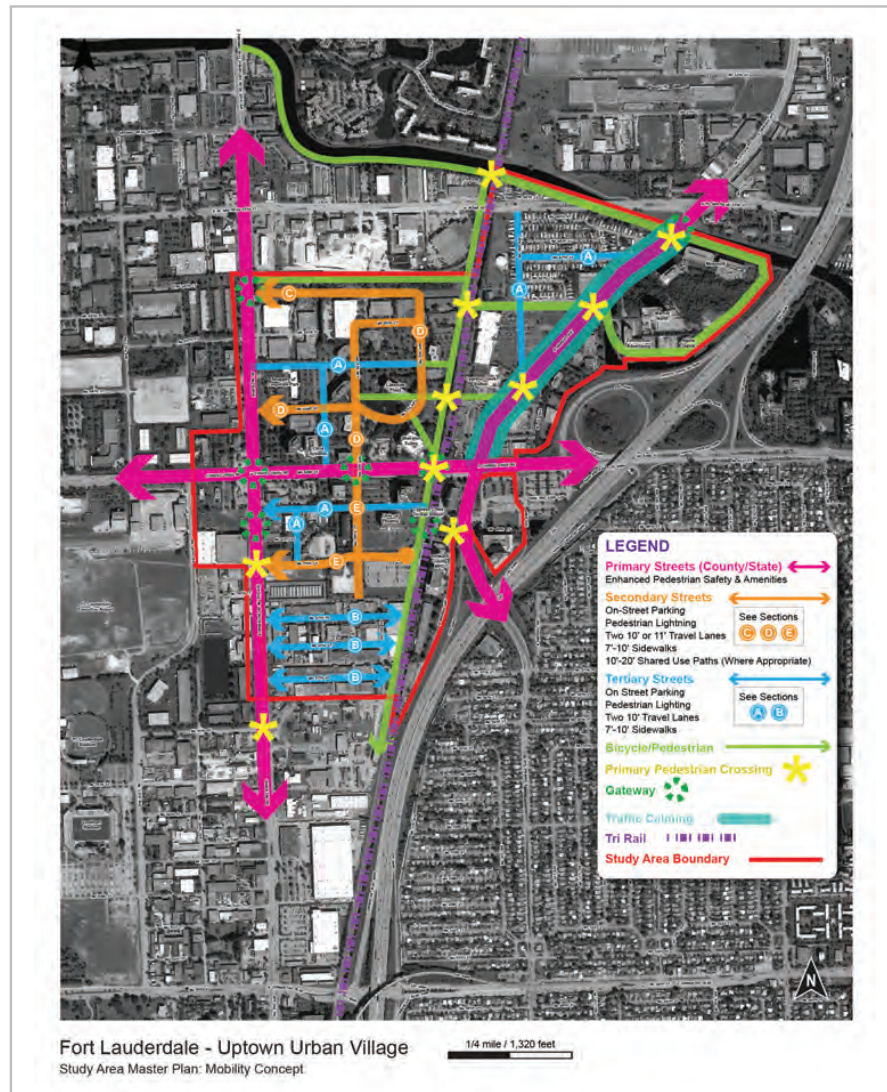
Map 4.6: Character District 5



Figure 4.14: Character District 5 – Existing Uses

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK



Map 4.7: Mobility Concept

4.6.2 MULTI-MODAL CONNECTIVITY

Multi-modal connectivity requires the establishment of a network for all transportation modes, including motorists, pedestrians, bicyclists, and transit riders, to create a transit-oriented urban village.

4.6.2.1 STREET HIERARCHY AND DESIGN

This plan's mobility concept (Map 4.7) identifies a future roadway network for the Uptown Urban Village that contains a mix of existing and proposed streets to improve connectivity and create new blocks for development. These street improvements will be implemented over time as new development occurs and will require individual property owners to dedicate land and construct improvements where required. The street hierarchy is divided into Primary, Secondary, and Tertiary streets (Map 4.7).

4.6 MASTER PLAN FRAMEWORK

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 some changes to configuration will occur with the implementation of I-95 interchange modifications, particularly at Cypress Creek Road. Other improvements to the primary streets will be focused primarily on enhanced pedestrian and bicycle safety and amenities such as sidewalk and bike lane improvements, decorative intersection treatments, roadway and pedestrian lights, landscape easements for shade trees adjacent to the sidewalks, and bus stop easements to provide shelters, site furnishings, and bicycle racks (Figures 4.15 and 4.16).



Figure 4.15: Examples of Pedestrian Safety and Amenities for Primary Streets



Figure 4.16: Prototypical Primary Street Sections

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK

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. These may include the addition of parallel parking, passenger loading zones, smaller travel lanes, larger sidewalks, improved landscape/canopy, and decorative pedestrian lights and site furnishings (Figures 4.17 and 4.18).

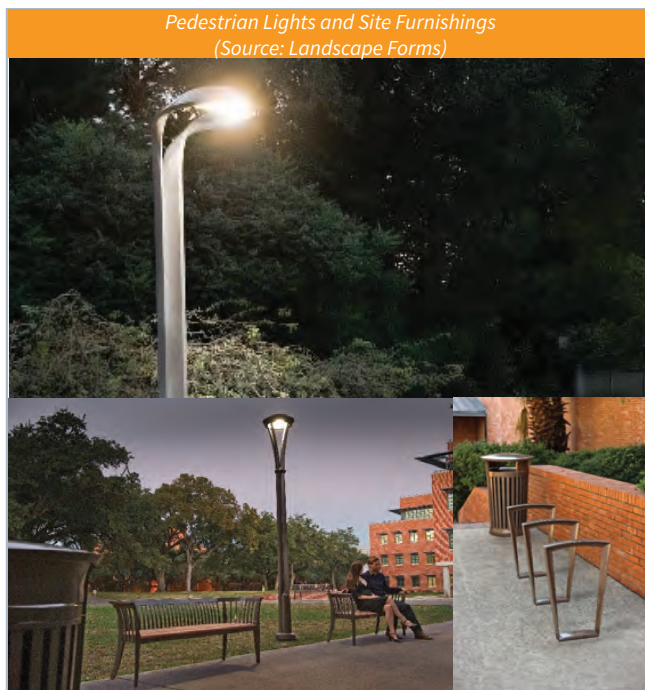


Figure 4.17: Examples of Pedestrian Safety and Amenities for Secondary Streets

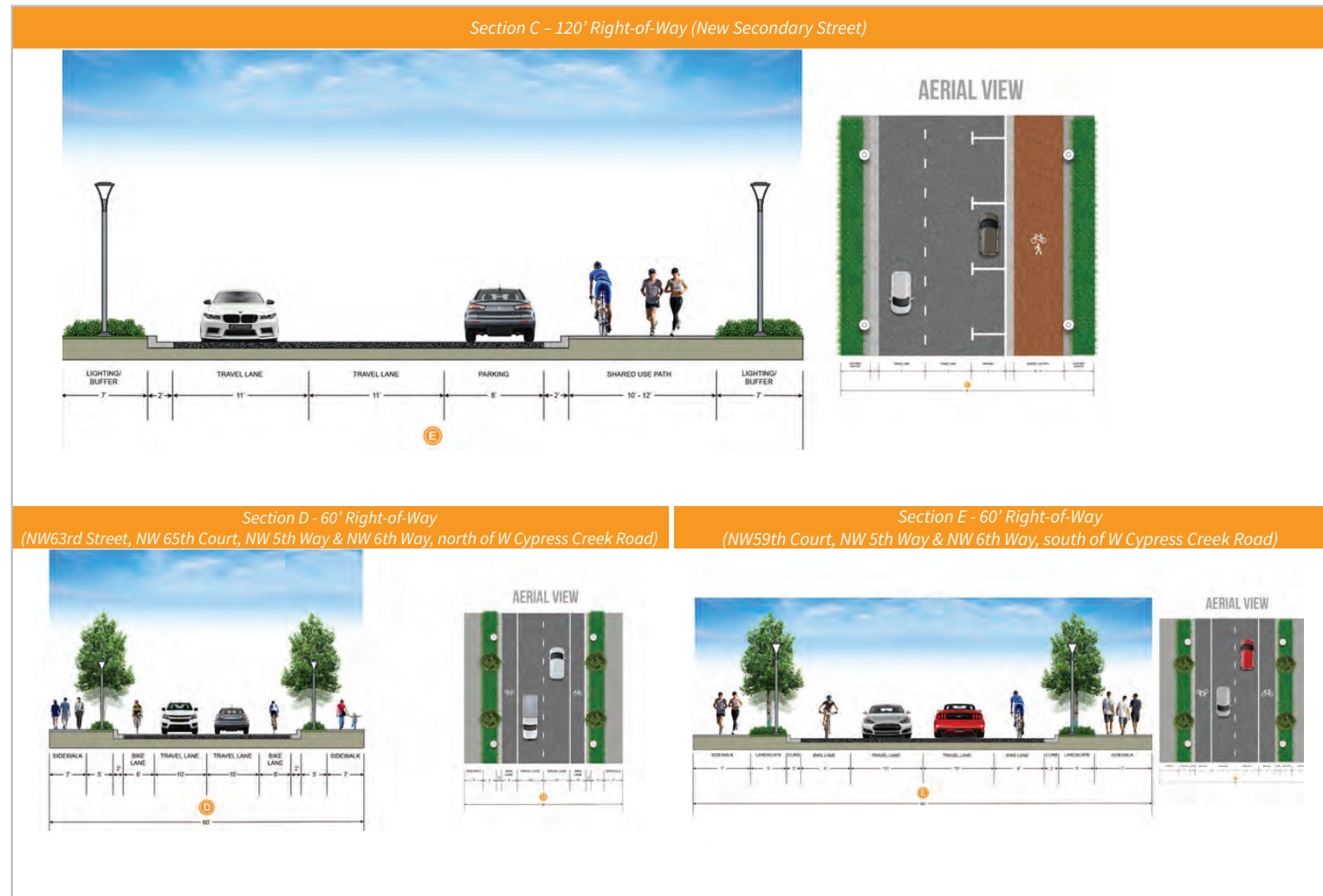


Figure 4.18: Prototypical Secondary Street Sections

4.6 MASTER PLAN FRAMEWORK

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. These streets also provide new bike/pedestrian connectivity options throughout the Uptown Urban Village (Figures 4.19 and 4.20).



Figure 4.19: Examples of Pedestrian Lights for Tertiary Streets

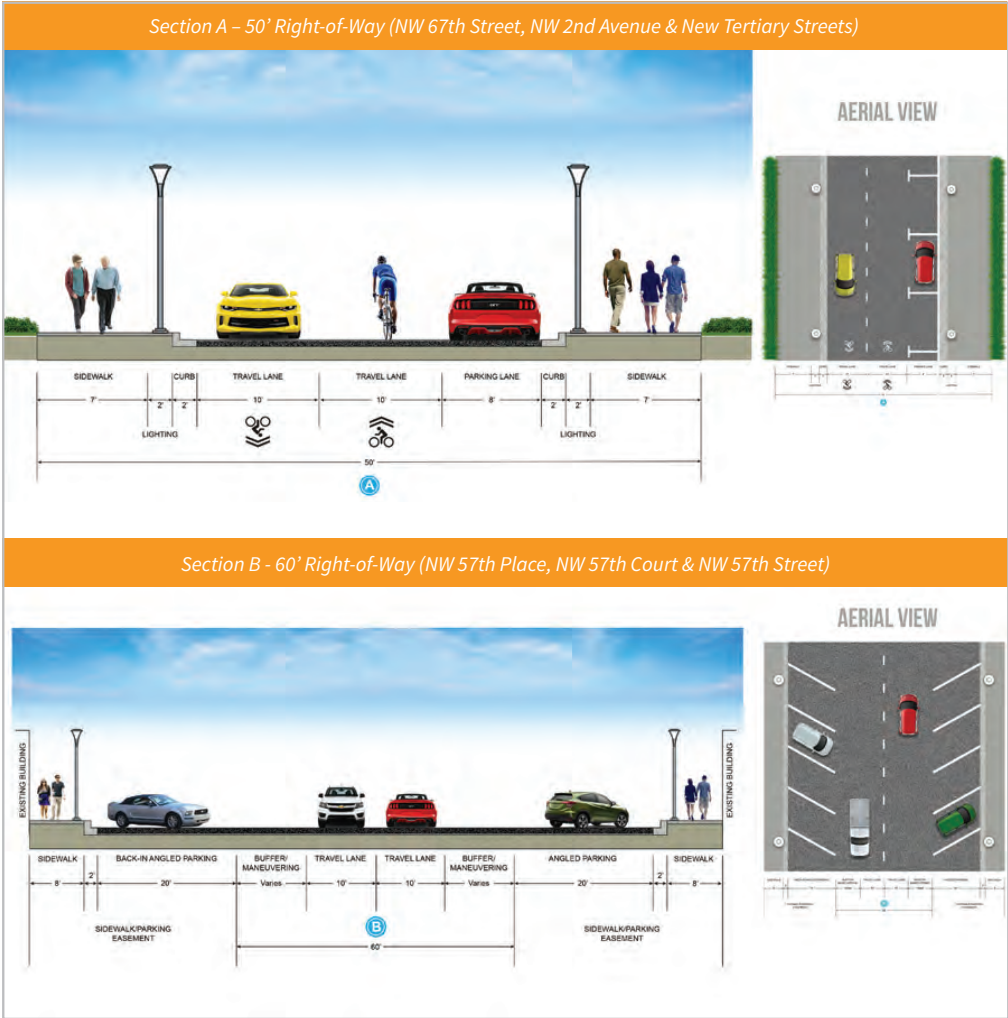


Figure 4.20: Prototypical Tertiary Street Sections

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK



Figure 4.21: Examples of Traffic Calming Solutions

OTHER TRAFFIC CALMING: Traffic calming improvements should be considered along N Andrews Avenue north of E Cypress Creek Road to reduce speeding and improve bike/pedestrian safety. This could be accomplished with roundabouts, bike lanes, mid-block crossings, landscaping, and textured and color pavement at intersections/pedestrian crossings (Figure 4.21).

4.6.2.2 BICYCLE/PEDESTRIAN CONNECTIVITY

The proposed bicycle/pedestrian network consists of a greenway system, bike lanes, sidewalks, and crosswalks to unify the Uptown Urban Village as a destination and encourage more walking and biking throughout the area. These bicycle pedestrian improvements will be implemented over time as new development occurs and will require individual property owners to dedicate land and construct improvements where required.

4.6 MASTER PLAN FRAMEWORK

BICYCLE/PEDESTRIAN GREENWAY will be located along the C-14 Canal, railroad right-of-way, abandoned rights-of-way, and connecting to corporate centers, pocket parks, and the Cypress Creek Tri-Rail station. The proposed greenway segment along the C-14 will connect to the Phase One Broward County Greenway System and will include a multi-use trail that is at least 10 feet in width, shaded rest areas, exercise equipment, site furnishings, bicycle racks, and drinking fountains (Figure 4.22 and Map 4.7).

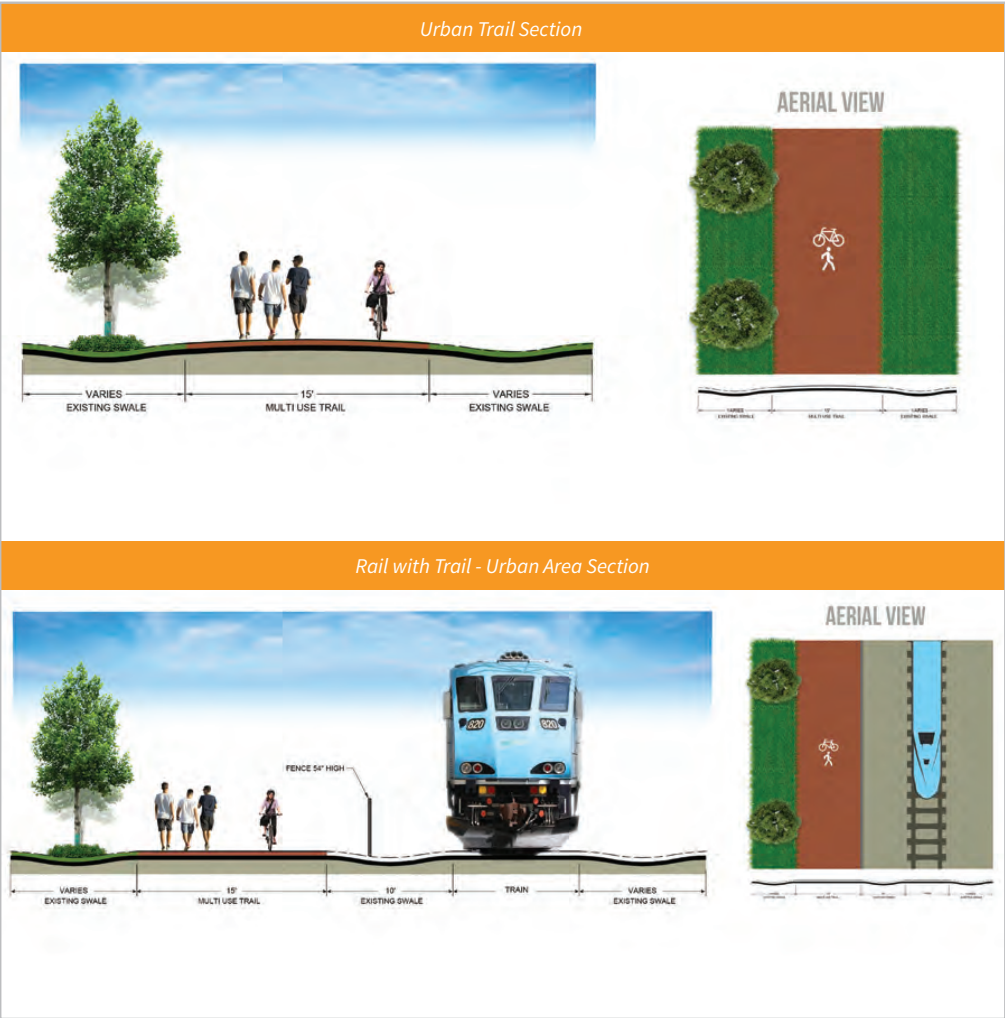


Figure 4.22: Prototypical Bicycle/Pedestrian Greenway Sections

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK

BIKE LANES AND SIDEWALKS will be incorporated into the Primary streets, and sidewalk improvements along the Primary, Secondary and Tertiary network connecting to the greenway system. Landscape buffers will separate pedestrians from moving vehicles and provide shade (see Section 4.6.2.1 for specific information and Map 4.7).

PRIMARY PEDESTRIAN CROSSINGS will be located along the bicycle/pedestrian greenway crossing Cypress Creek Road, N Andrews Avenue, and the railroad track (Map 4.7). The safety of pedestrian crossings along N Andrews Avenue could be enhanced with varying pavement colors/textures, in-pavement LED markers with push button or automatic activation, High-Intensity Activated Crosswalk (HAWK) beacon, and/or offset mid-block crossing to ensure that pedestrians are looking toward oncoming traffic before crossing to the other side of the roadway (Figure 4.23). Other pedestrian crossings traverse over the railroad track, and safety could be enhanced by an at-grade bike/pedestrian crossing, a pedestrian automatic swing gate/drop gate, and varying pavement colors/textures (Figure 4.24).



Figure 4.23: Examples of Primary Pedestrian Street Crossings



Figure 4.24: Examples of Primary Pedestrian Railroad Crossings

4.6 MASTER PLAN FRAMEWORK

4.6.3 PARKS AND CIVIC SPACES/PUBLIC REALM

Very few civic spaces and parks and publicly accessible plazas exist in the Uptown Urban Village, except for outdoor seating areas adjacent to some of the office buildings for employees to gather and relax. Providing quality parks and civic spaces in already-developed areas may pose a challenge due to limited amount of available land. Establishing public pocket parks, communal spaces, and plaza/gathering areas within walking distance of future residential areas and employment centers in the Uptown Urban Village is crucial to encouraging more urban forms of development. Where possible, pocket parks, communal spaces, and plaza/gathering areas should be connected to the greenway/multi-use trail network via walkways and/or bike lanes to complete a cohesive linear park system for outdoor recreation, relaxation, and enjoyment within the Uptown Urban Village.

Pocket parks, communal spaces, and plaza/gathering areas are small-scale urban open spaces that provide a safe and inviting environment for surrounding community members and most often are in an urban area surrounded by commercial buildings or residential uses for people to gather, relax, or to enjoy the outdoors. They also meet a variety of needs and functions, including small event space, play areas for children, spaces for relaxing or meeting friends, taking lunch breaks, etc. (Figure 4.25). The benefits of these unique urban spaces often include one or several of the following:

- Increased social interaction by providing comfortable and safe outdoor spaces.
- Improved fitness and health by encouraging walking and other activity.



Figure 4.25: Pocket Parks/Community Gardens

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK

- Provision of places of respite and natural elements within dense urban environments.
- Provision of community gathering places for the evolving urban neighborhood.

Most pocket parks, communal spaces, and plaza/gathering areas may be developed on private property as redevelopments occur and on government-owned lands such as utility easements, abandoned railway corridors, and stormwater ponds. The following are design guidelines for pocket parks, communal spaces, and plaza/gathering areas:

SIZE:

- Government -Owned Land - Minimum ¼ acre
- Private Development - Based on residential and mixed-use/commercial uses – see Section 4.6 for specific requirements)

SERVICE AREA:

- Government Owned Land - Approximately ¼ mile radius
- Private Development - Within the development

POPULATION SERVED:

- Government Owned Land - Resident population of approximately 500–1,000
- Private Development – Based on residential and mixed-use/commercial uses – see Section 4.6 for specific requirements

LOCATION/ORIENTATION:

- Centrally-located within residential/mixed-use development and/or easily accessed by residents or workers, without use of vehicles, generally within ¼ mile or 5-minute walk (Map 4.8)
- Frontage required on one local street, but preferred on two or more
- Visible from residents/businesses facing or siding, but not backing to the park
- Minimum street frontage of 100 feet
- In business or commercial areas, corners or vacant lots may be desirable; unique situations involving stormwater ponds and road, or railroad abandonments or right-of-way reductions may present other opportunities

ACCESS:

- Accessible by both foot and bike, should not require use of a car; must be ADA-accessible

PARKING:

- None required or desired

MINIMUM DEVELOPMENT FEATURES:

- Turf and landscape plantings to promote shade over at least 25% of area
- Support amenities such as benches (in shade and sun), bike racks, trash receptacles

OPTIONAL FEATURES:

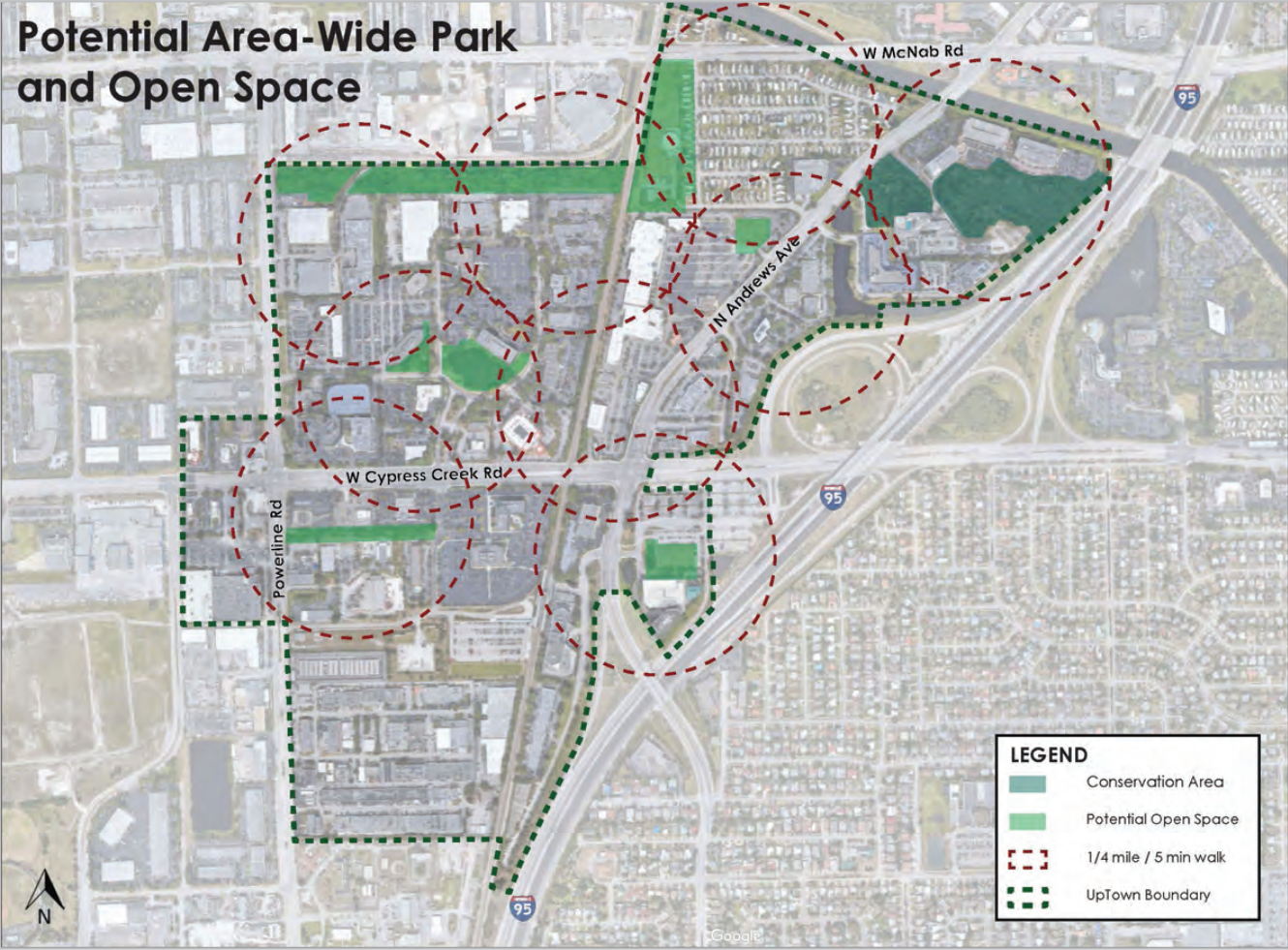
- Gazebos or similar shade structures (may substitute for some plantings)
- Small playground and/or small-scale tot-lot equipment
- Decorative architectural features, statues, or water fountains (if in residential area, should be maintained by residents)
- Picnic tables
- Minimal signage and security lighting

Community gardens are a popular choice for pocket parks to unite residents of all ages in fun and productive outdoor activities and facilitate the growth of community solidarity and neighborhood revitalization.

Potential pocket parks integrated into new developments within ¼ mile or 5-minute walk (Map 4.8).

The ULI TAP identified several locations for pocket parks within the Uptown Urban Village, which will be evaluated and included in the Master Plan. Development of these parks will be implemented over time as new development occurs and will require individual property owners to dedicate land and construct improvements where required.

4.6 MASTER PLAN FRAMEWORK



Map 4.8: Park Accessibility (1/4 Mile or 5 Minute Walk) (Source: City of Fort Lauderdale)

MASTER PLAN FRAMEWORK

4.6 MASTER PLAN FRAMEWORK



4.6.4 BRANDING/WAYFINDING

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the vision for the Uptown Urban Village as a thriving, transit-supportive, mixed-use district. Creating a distinctive logo to be displayed on gateways, wayfinding signs, street nameplates, street banners, site furnishings, and crosswalks will strengthen and unify the area's identity, inspire community pride, and attract reinvestment (Figure 4.26). The example concept identified under Figure 4.26 represents one potential option, but other options will need to be considered.

Gateways should be located along Primary streets to serve as welcome entryways into the Uptown Urban Village, reinforce the area's identity, inspire community pride, and attract reinvestment. The gateways could take the form of small monument signs and may require easements on private properties if there are insufficient rights-of-way (Map 4.7).

Figure 4.26: Examples of Branding and Wayfinding

4.6 MASTER PLAN FRAMEWORK

4.6.5 CONCEPTUAL MASTER PLAN

A conceptual master plan was developed as part of this project to establish the foundation for planned improvements within the Uptown Urban Village based on comments from Envision Uptown and public workshops; planning themes and principles; character districts; mobility concept; and parks and civic spaces (Map 4.9). The elements shown in the conceptual master plan may be relocated or realigned in future planning initiatives, if modifications are generally consistent with the vision articulated in this Master Plan. The conceptual master plan will be evaluated and developed into regulatory and design standards to guide the redevelopment of the Uptown Urban Village as it relates to function and aesthetics.



Map 4.9: Conceptual Master Plan

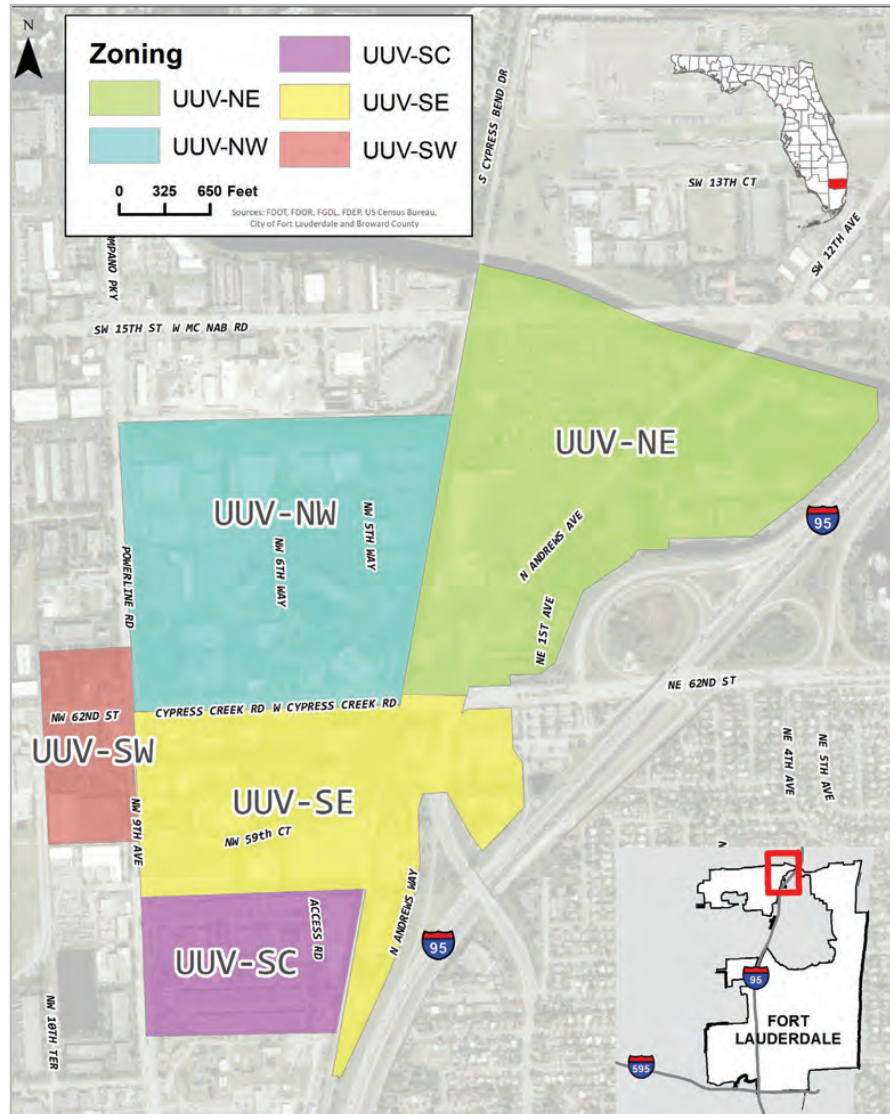
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CHAPTER

05

DESIGN STANDARDS - FORM BASED CODE

DESIGN STANDARDS - FORM BASED CODE



Map 5.1: Uptown Urban Village Activity Center Zoning Districts

5.1 AN OVERVIEW

This plan calls for the Uptown Urban Village to transition from a predominantly automobile oriented, employment and service area to a more pedestrian-friendly, transit-oriented, mixed-use urban center with expanded residential opportunities. The plan divides the area into five (5) zoning districts based on location, planned land use patterns, design characteristics, redevelopment potential, and mobility needs (Map 5.1). The following sections describe the intent and purpose; authorized uses, general standards (supplemental; density and dimensional; parking; landscape, sidewalk and streetscape; and signage) and specific zoning district standards for each of the areas listed below. Photos and drawings are provided as examples of key design concepts.

1. Uptown Urban Village Northeast (UUV-NE)
2. Uptown Urban Village Northwest (UUV-NW)
3. Uptown Urban Village Southeast (UUV-SE)
4. Uptown Urban Village Southwest (UUV-SW)
5. Uptown Urban Village Southcentral (UUV-SC)

5.2 INTENT AND PURPOSE

The intent and purpose of each of the zoning districts for the Uptown Urban Village are described subsequent pages.

5.2 INTENT AND PURPOSE

UPTOWN URBAN VILLAGE NORTHEAST (UUV-NE) is a district that is intended to promote the redevelopment of the Andrews Road Corridor between W. McNab Road and W. Cypress Creek Road with a variety of residential, retail, hospitality, and mixed-use development opportunities where people can live, work and play (Map 5.2). The district assumes more intensive development to accommodate a variety of retail, restaurant and entertainment uses with a compatible mix of residential and office uses. The manufactured home park site is intended to support multi-family or mixed-use development when it is redeveloped (Figure 5.1). This district is generally bounded by W. Cypress Creek Road on the south, W. McNab Road C-14 Canal on the north, the railroad right-of-way on the west, and Interstate Highway 95 on the east.



Map 5.2: UUV-NE Zoning District



Figure 5.1: Examples of UUV-NE Uses

DESIGN STANDARDS - FORM BASED CODE

5.2 INTENT AND PURPOSE

UPTOWN URBAN VILLAGE NORTHWEST (UUV-NW) is a district that is intended to promote the transition from a suburban office park character to an urban-intensity, transit-oriented, mixed-use neighborhood (Map 5.3). This district includes a compatible mix of office, mixed-use, institutional, residential, and hospitality development opportunities where people can live and work (Figure 5.2). This district is bounded by Cypress Creek Road on the south, Powerline Road to the west and the existing railroad right-of-way on the north and east sides.



Map 5.3: UUV-NW Zoning District

Mixed-Use, Cincinnati, OH (Source: Commercial Architecture Magazine)



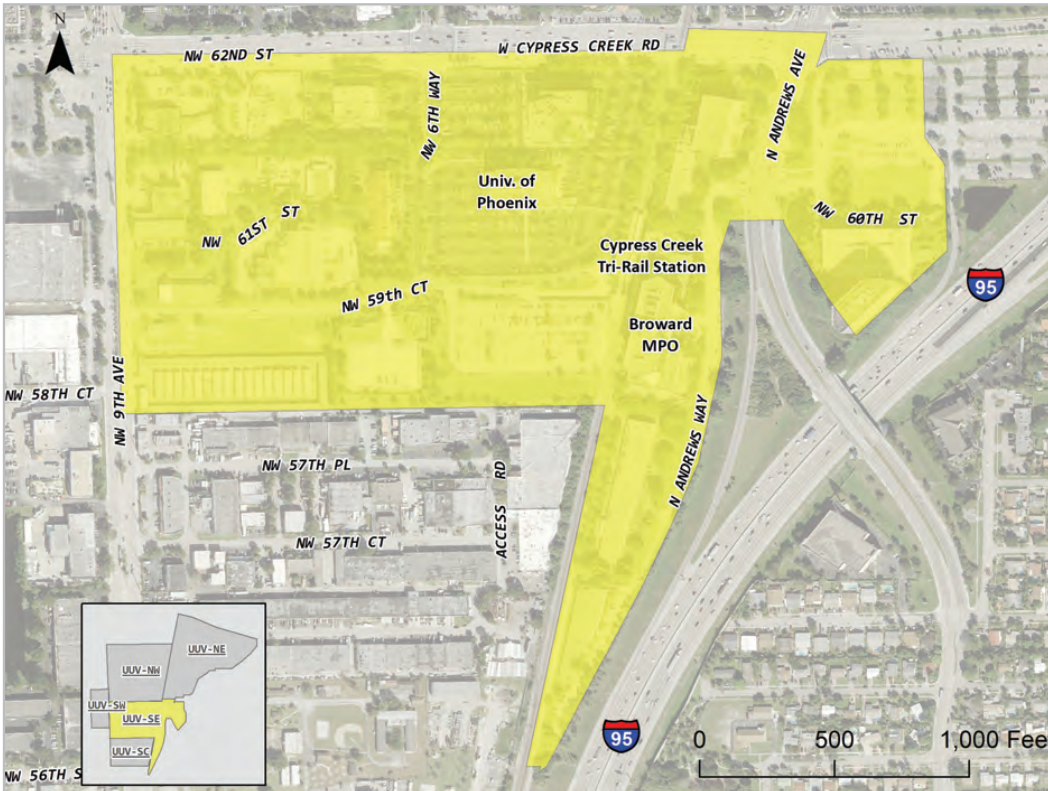
Mixed-Use, Los Angeles, CA (Source: Multifamily Executive)



Figure 5.2: Examples of UUV-NW Uses

5.2 INTENT AND PURPOSE

UPTOWN URBAN VILLAGE SOUTHEAST (UUV-SE) is a district that is intended support urban-intensity, transit-oriented, mid-rise environment where people work and commercial services are provided (Map 5.4 and Figure 5.3). This district includes institutional, hospitality, commercial services, and office buildings that capitalize on their proximity to the Cypress Creek Tri-Rail Station. Residential and mixed-use with residential are permitted in this district east of Andrews Avenue. This district is bounded by Interstate Highway 95 on the east, the southern boundaries of the properties abutting the south side of NW 59th Court on the south, Powerline Road on the west, and W. Cypress Creek Road on the north.



Map 5.4: UUV-SE Zoning District

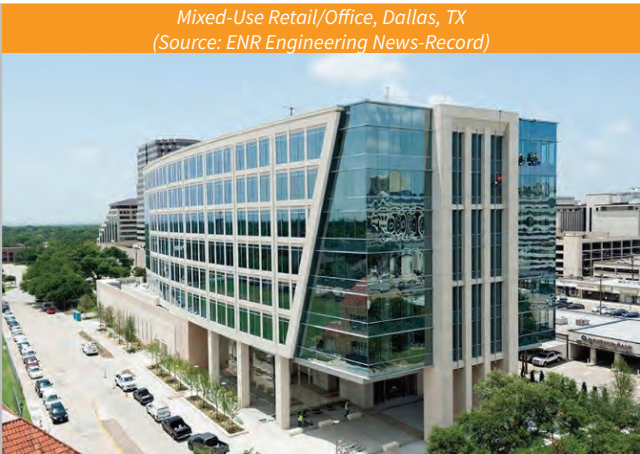
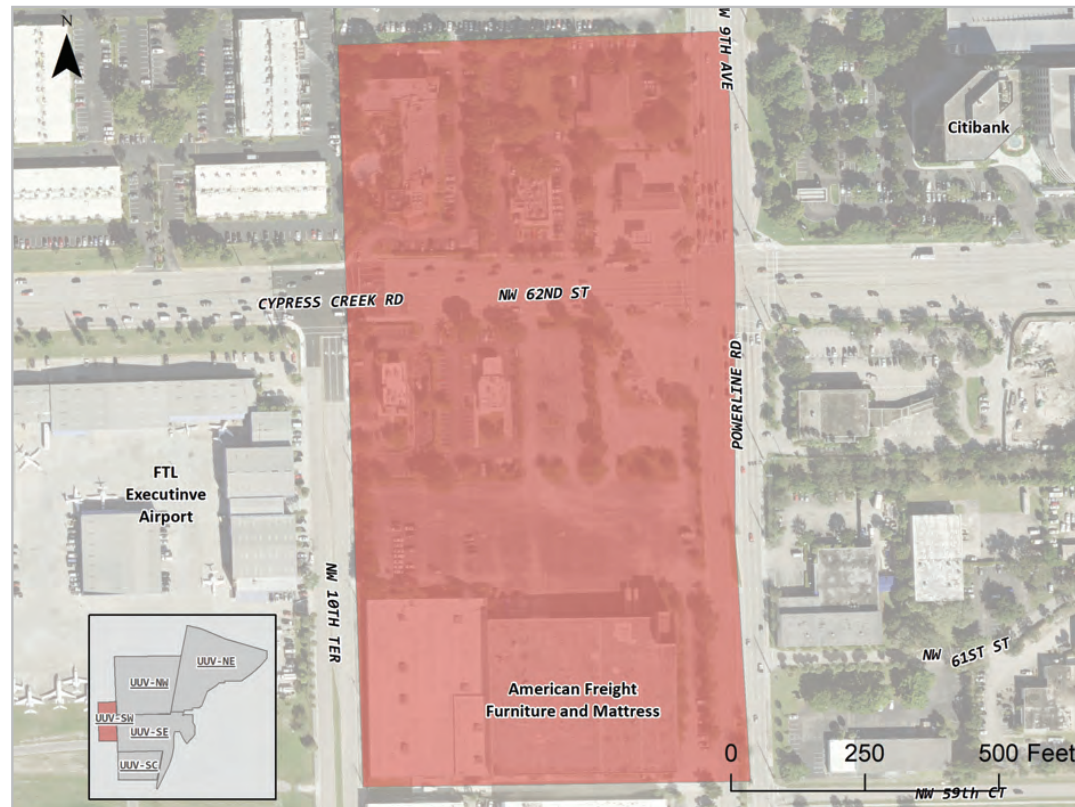


Figure 5.3: Examples of UUV-SE Uses

DESIGN STANDARDS - FORM BASED CODE

5.2 INTENT AND PURPOSE

UPTOWN URBAN VILLAGE SOUTHWEST (UUV-SW) is a district that is intended to provide a mix of commercial and light industrial uses providing local and regional services (Map 5.5). Redevelopment will establish buildings lining Powerline Road, with parking and operational areas located to the sides and rear (Figure 5.4). This district is generally bounded by the western projection of NW 63rd Street on the north, NW 58th Court on the south, Powerline Road on the east, and NW 10th Terrace on the west.



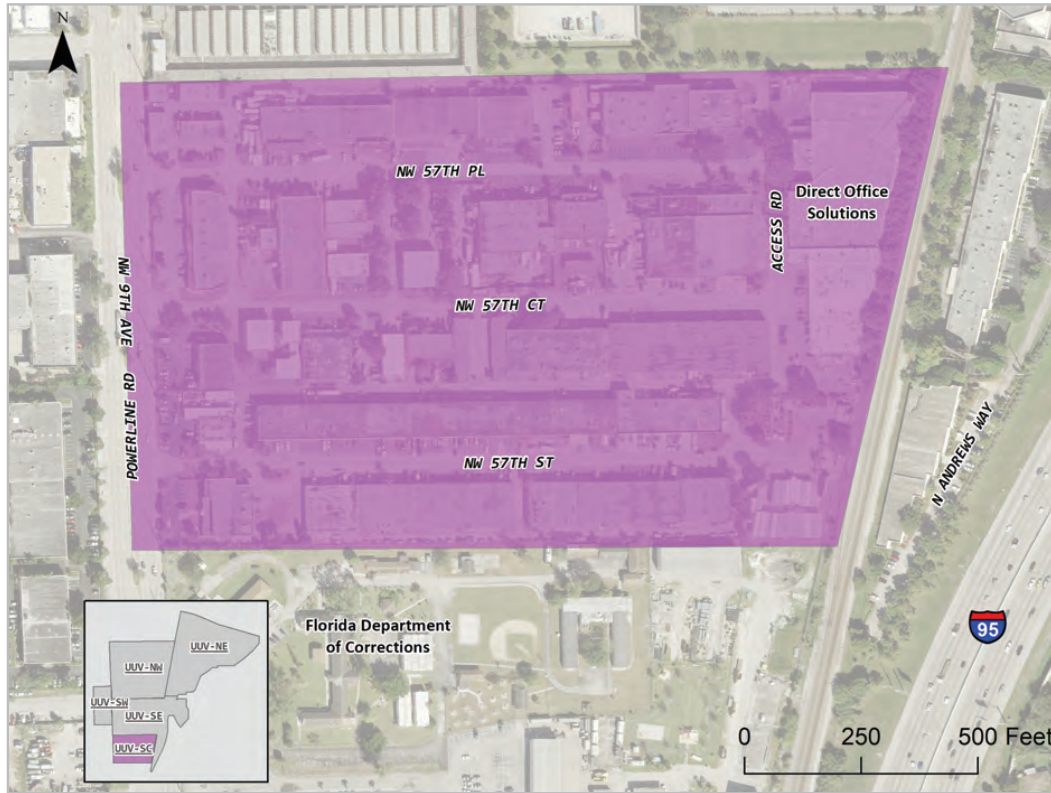
Map 5.5: UUV-SW Zoning District



Figure 5.4: Examples of UUV-SW Uses

5.2 INTENT AND PURPOSE

UPTOWN URBAN VILLAGE SOUTHCENTRAL (UUV-SC) is intended to provide a mix of light industrial and commercial services (Map 5.6). Redevelopment along Powerline Road will be oriented to the corridor with parking areas to the rear (Figure 5.5). This district is generally bounded by the railroad right-of-way on the east, south side of NW 57th Street on the south, Powerline Road on the west, and north side of NW 57th Place on the north.



Map 5.6: UUV-SC Zoning District



Figure 5.5: Examples of UUV-SC Uses

DESIGN STANDARDS - FORM BASED CODE

5.3 UPTOWN URBAN VILLAGE AUTHORIZED USES

5.3 UPTOWN URBAN VILLAGE AUTHORIZED USES

All legally established uses of existing structures or expansions to existing structures, whether conforming or non-conforming shall continue to be allowed pursuant to zoning regulations at the time of adoption of these provisions. The permitted and conditional uses authorized in the Uptown Urban Village Zoning Districts shall be established by the City at time of adoption for the districts.

Table 5.1 identifies the uses categories proposed for the Uptown Urban Village Zoning Districts. (See Appendix B for a detailed list of authorized uses).


NE	NW	SE	SW	SC
●	●	●	●	●

● indicates that some uses in this category are allowed in the corresponding district

Table 5.1: Uptown Urban Village Authorized Uses


Commercial Recreation
e.g., Billiard Parlor, Bowling Alley, Theaters(Movie, Performing Arts, Amphitheater)

NE	NW	SE	SW	SC
●	●	●	●	●




Boats and Watercraft
e.g., Boat Sales Center, Watercraft Repair, Sailmaking

NE	NW	SE	SW	SC
			●	●



Food and Beverage Sales and Service
e.g., Bakery, Café, Restaurant

NE	NW	SE	SW	SC
●	●	●	●	●




Light Manufacturing
e.g., Light Industrial Condo, Computers and Peripherals, Apparel, Textile, Canvas and Related uses

NE	NW	SE	SW	SC
		●	●	●




Lodging
e.g., Hotel, Bed & Breakfast

NE	NW	SE	SW	SC
●	●	●	●	



Mixed-Use
e.g., Commercial/Office, Commercial/Residential, Commercial/Office

NE	NW	SE	SW	SC
●	●	●		




Note: While permitted in all five of the zoning sub-districts, the typical mix of uses is expected to vary due to market and regulatory constraints. Residential will only be permitted north of Cypress Creek Road and east of Andrews Avenue.

5.3 UPTOWN URBAN VILLAGE AUTHORIZED USES

Public Purpose Facilities
 e.g., Pocket Park, Museums, Education (school, university/college)

NE	NW	SE	SW	SC
●	●	●	●	●




Residential Uses
 e.g., Townhouses, Multi-Family Apartments, Condominiums

NE	NW	SE	SW	SC
●	●	●		



Retail Sales
 e.g., Retail Shops, Gallery/Dealer, Pharmacy

NE	NW	SE	SW	SC
●	●	●	●	●



Note: Residential will only be permitted north of Cypress Creek Road. and east of Andrews Avenue.


Services/Office Facilities
 e.g., Personal Services, Trade/Business School, Office Building

NE	NW	SE	SW	SC
●	●	●	●	●




Storage Facilities
 e.g., Warehouse, Self-Storage Building (refer to Section 47-18.29, ULDC)

NE	NW	SE	SW	SC
			●	●



Wholesale Sales and Rental Services
 e.g., Wholesale Club, Building Supplies, Swimming Pool/Accessories

NE	NW	SE	SW	SC
			●	●



DESIGN STANDARDS - FORM BASED CODE

5.4 UPTOWN URBAN VILLAGE SUPPLEMENTAL STANDARDS

Supplemental drive-thru facility standards for the Uptown Urban Village include the following:

1. Drive-thru facilities for food and beverage uses, and banks shall only be permitted in the UUV-NE and UUV-SW Districts.
2. Drive thru windows shall be located in the rear yard or a side yard that does not front a public street.
3. Sight visibility shall be designed to not interfere with the circulation of pedestrian or vehicular traffic on the site itself, and on the adjoining streets, alleys or sidewalks.
4. Drive-thru lanes and vehicle stacking areas adjacent to public streets or sidewalks shall be separated from such streets or sidewalks by railings or hedges at least thirty-six (36) inches in height.
5. Drive-thru elements shall be architecturally integrated into the building, rather than appearing to be applied or “stuck on” to the building.
6. Drive-thru displays, ordering areas, and parking canopies shall not serve as the singularly dominant feature on the site or as a sign or an attention getting device.
7. Entries and/or exits to drive-thru facilities shall be a minimum of one-hundred (100) feet from any intersection as measured from the edge of the drive closest to the intersection to the property line at the intersection. Shorter distances from road intersections may be approved if the Development Review Committee (DRC) determines that public safety and/or the efficiency of traffic circulation are not being compromised.
8. Drive-thru stacking lanes shall be adequate to accommodate projected queues of at least six (6) vehicles per drive-thru lane for food and beverage services and at least four (4) vehicles per drive through lane for banking services without interfering with on or off-site traffic flows.
9. All service windows and ground mounted equipment associated with the drive thru shall be screened from public view.
10. Landscaping shall screen drive-thru aisles from adjacent uses to minimize the visual impacts of reader board signs and directional signs.

5.5 UPTOWN URBAN VILLAGE DENSITY AND DIMENSIONAL STANDARDS

Parcels within the Uptown Urban Village Zoning Districts are subject to density and dimensional standards including, but not limited to maximum heights, lot dimensions, maximum floor area ratios, density, and building setbacks. These density, dimensional and setback standards are established in Tables 5.2 and 5.3 (Figures 5.6 and 5.7).

Density/Dimensional Element	Uptown Urban Village Zoning Districts				
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC
Maximum Height (ft)* (Note A)	75 ft.	75 ft.	75 ft.	50 ft.	50 ft.
-Mixed-Use	75 ft.	75 ft.	75 ft.	N/A	
-Residential (Single Use Building)	75 ft.	75 ft.	75 ft.	N/A	
-Office	75 ft.	75 ft.	75 ft.	50 ft.	50 ft.
-Hotel	75 ft.	75 ft.	75 ft.	50 ft.	50 ft.
-Industrial	N/A			50 ft.	50 ft.
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	None				
Maximum Floor Area Ratio (FAR)	3.0				

*Subject to height limitations by the Federal Aviation Administration (FAA) which may be more restrictive than indicated in the dimensional table.
 **Maximum building length does not apply to portions of the building that extend past the maximum setbacks for Primary and Secondary Streets.
 Note A: Height may be increased to 150 feet subject to Conditional Use Requirements outlined in ULDR Section 47-23.13

Table 5.2: Uptown Urban Village Density and Dimensional Standards

5.5 UPTOWN URBAN VILLAGE DENSITY AND DIMENSIONAL STANDARDS

Setback	Uptown Urban Village Zoning Districts				
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC
Front & Corner Yard Setbacks (Note A)					
Primary Street	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min)
Secondary Street	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min)
Tertiary Street	0 ft.	0 ft.	0 ft.	10 ft. (min)	5 ft. (min)
Side and Rear Setbacks	None				
Maximum Building Length	300 ft.	300 ft.	300 ft.	N/A	
Shoulder Height	75 ft. (6 stories)				N/A
Front and Corner Stepback (ft.) (Note B)	30 ft.	30 ft.	30 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 sq. ft.	8,000 to 10,000 sq. ft.	8,000 sq. ft.	N/A	

Note A: Height may be increased to 150 feet subject to Conditional Use Requirements outlined in ULDR Section 47-23.13.
 Note B: Stepback requirements are not applicable to portion of structures at maximum setback of 50 feet.

*Subject to height limitations by the Federal Aviation Administration (FAA) which may be more restrictive.
 **Dimensions may be subject to additional requirements, see Section 47-23, Specific Location Requirements, and Section 47-25, Development Review Criteria.

Table 5.3: Uptown Urban Village Setback Standards

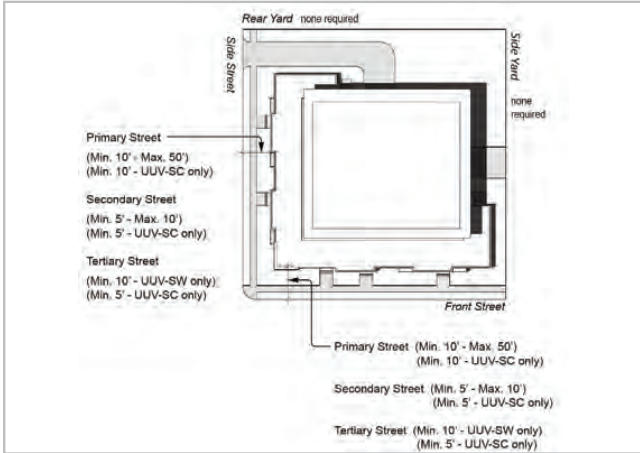


Figure 5.6: Setbacks

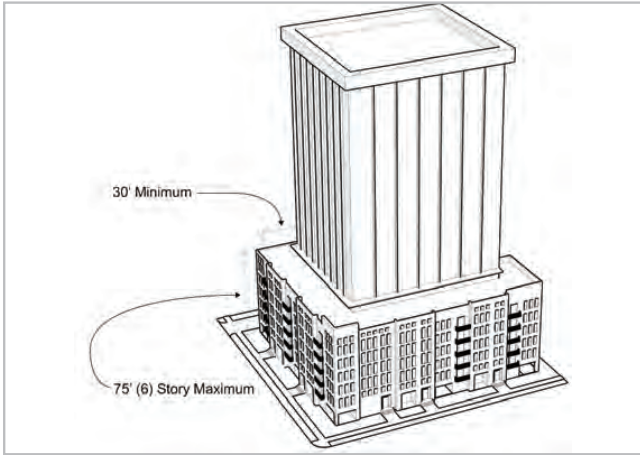


Figure 5.7: Shoulder Height and Stepback

DESIGN STANDARDS - FORM BASED CODE

5.6 BUILDING DESIGN STANDARDS

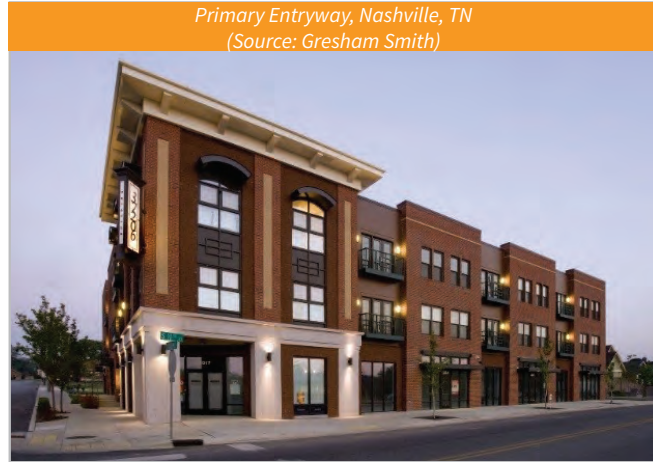


Figure 5.8: Examples of Entranceway and Building Facade Treatments

5.6 BUILDING DESIGN STANDARDS

The following specifies the standards to improve the physical quality of buildings, enhance the pedestrian experience, provide for compatible neighborhood design, and promote public spaces within the Uptown Urban Village. These standards shall apply to all zoning districts, except otherwise specified.

A. BUILDING ORIENTATION AND DESIGN

1. Primary customer and/or resident entrances shall face the primary, secondary, and tertiary roads, and connect directly to the sidewalk along these roads (Figure 5.8).
2. Building entrances shall be provided for each separate ground floor commercial tenant space along the elevation facing the principal street.
3. Entryways shall be differentiated from the remainder of the facade through at a minimum, the use of color, change in materials, application of architectural features (arches, columns, colonnades, etc.), setbacks, offsets, and level changes (Figure 5.8).
4. Ground floor shall not be less than 15 feet in height for mixed-use development and commercial buildings fronting primary and secondary streets.
5. Walls of buildings along primary and secondary streets shall have fenestration containing transparent glass minimum of fifty (50) percent of the building wall area fronting the street.

6. Building facades facing primary and secondary streets shall include building articulation that includes the following (Figures 5.8 and 5.9):
 - a. For every one hundred (100) feet of building facade length, there shall be a minimum of two (2) feet of building articulation including but not limited to projections, recesses, or reveals;
 - b. First two floors shall contain a minimum of two (2) building materials where such material shall be of high quality and stucco shall not be counted to meet the two (2) material requirement; and
 - c. Building corners shall contain special corner treatments both vertically and horizontally to emphasize the building corner.

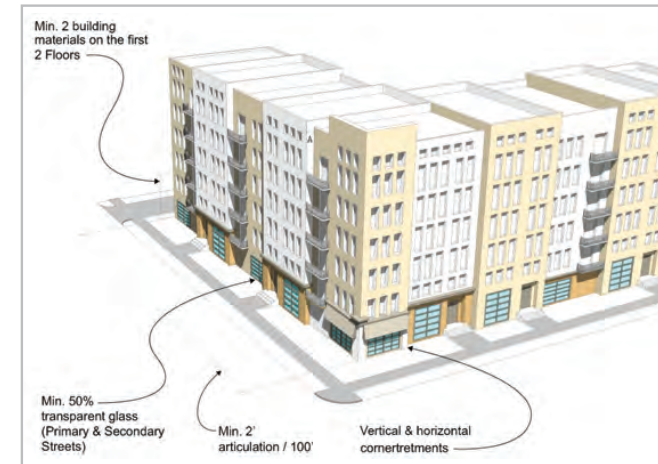


Figure 5.9: Building Facade Requirements

5.6 BUILDING DESIGN STANDARDS

B. MIXED-USE DEVELOPMENT REQUIREMENTS

- 1. Arrangement of Uses:
 - a. Mixed-use developments shall include allowable residential dwelling unit types that are horizontally or vertically integrated with any mix of allowable retail, service, or office uses.
 - b. Horizontally integrated mixed-use developments shall be designed so that residential units face other residential units, open spaces or the front and principal entries of non-residential or mixed-use buildings located across a public street (UUV-NE, UUV-NW and UUV-SE) (Figure 5.10).
 - c. Vertically integrated mixed-use developments may include residential units on any floor above the ground floor of the development (UUV-NE, UUV-NW and UUV-SE) (Figure 5.10).
 - d. Ground floor facades shall be designed to accommodate retail and service uses. With the exception of live-work units, which permit some residential use behind ground floor commercial space, ground floors of mixed-use structures shall be limited to authorized non-residential uses.

C. LANDSCAPING

- 1. Landscape and tree preservation requirements shall comply with Section 47-21, ULDR.
- 2. Landscape requirements for vehicular use shall comply with Section 47-21.12, ULDR.



Figure 5.10: Examples of Mixed-Use Requirements

DESIGN STANDARDS - FORM BASED CODE

5.6 BUILDING DESIGN STANDARDS

5.7 POCKET PARKS, COMMUNAL SPACE, PLAZA/GATHERING AREA REQUIREMENTS

- A. Pocket parks will be required and based on the number of units. Pocket parks must be provided at grade not as part of private amenity area or required communal areas (Table 5.4 and Figure 5.11).
- B. Communal space will be required in addition to required pocket parks if 50 percent or more of the total units are 450 square feet or smaller. Communal space may be at grade, within the building, or as part of an amenity area but it will need to be defined (Table 5.4).
- C. Plazas and gathering areas or public terrace requirements are for the nonresidential portion of a mixed-use project of commercial uses over a certain size. Outdoor dining areas may be included in the plaza/gathering area square footage (Table 5.4 and Figure 5.11).

	Pocket Park (sf)	Communal Space (sf)	Plaza/Gathering Area (sf)
Residential			
-50 units or less	200 per unit	-	-
-51 units to 150 units	150 per unit	-	-
-151 units or more	100 per unit	-	-
Residential			
-Project with 50% or less of the units at 400 sf	-	1,500 (min)	-
-Project with 51% or more of the units at 400 sf	-	3,000 (min)	-
Mixed Use or Commercial			
-10,000 to 30,000 sf	-	-	1,000 to 3,000
-30,000 sf or greater	-	-	3,000 to 5,000

*Requirements for pocket parks and plaza/gathering areas can be combined and reduced by 50% of listed requirements if such areas are located adjacent or connected to one another.

Table 5.4: Dimensional Requirements for Pocket Parks, Communal Space, Plaza/Gathering Area in Uptown Urban Village Districts*

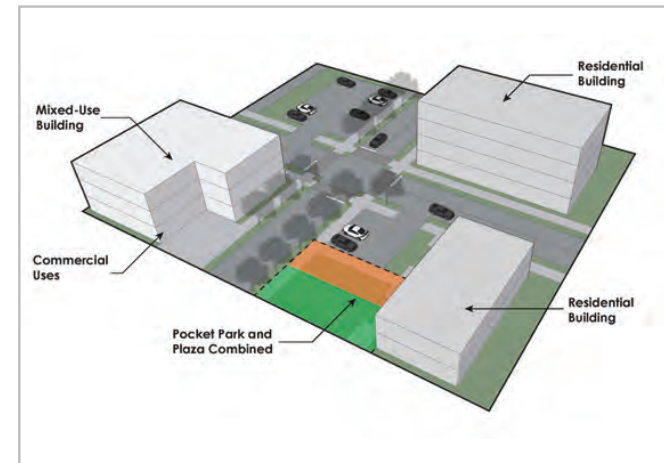
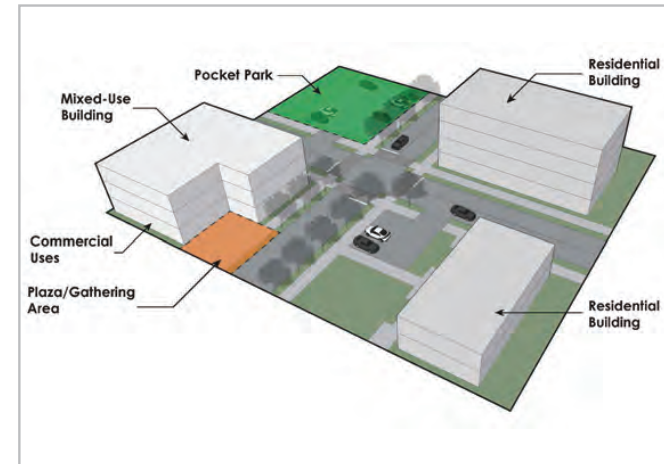


Figure 5.11: Examples of Open Space Locations

5.6 BUILDING DESIGN STANDARDS

5.8 UPTOWN URBAN VILLAGE PARKING STANDARDS

This parking standards section applies to the Uptown Urban Village Zoning Districts. The intent of parking standards is to promote the orderly use of land and buildings by identifying the following regulations pertaining to parking and loading; surface parking lot; structured parking; passenger loading area; service area; and on-site amenities.

A. PARKING AND LOADING

Parking and loading shall be provided in accordance with Section 47-20, ULDR except as otherwise provided in this section. Parking and passenger loading areas along secondary and tertiary streets abutting a development may be counted towards minimum parking requirements at the rate of one space per 20 feet of curb-line abutting the development site.

B. SURFACE PARKING LOT DESIGN

In addition to the provisions of Section 47-20, ULDR, the following provisions shall be applied to surface parking lots:

- 1. Surface parking shall be located based on the following:
 - a. In the UUV-NE district, with the exception of not more than a single aisle of parking along Andrews Avenue with parking on both sides of the aisle, surface parking shall be located behind the front building lines of the building nearest to Andrews Avenue (Figure 5.12).
 - b. In the UUV-NW and UUV-SE districts, surface parking shall be located behind the front building lines along primary or secondary streets. Parking in front of the building may be permitted along Cypress Creek Road if screened from the street (Figure 5.13).
 - c. In the UUV-SW and UUV-SC districts, parking may be located anywhere outside of required planting and screening areas.
- 2. Surface parking shall be organized into parking areas having no more than 200 spaces that are separated by perimeter landscaping and island plantings.
- 3. Parking lot landscaping shall comply with the provisions of Section 47-21.12, ULDR.

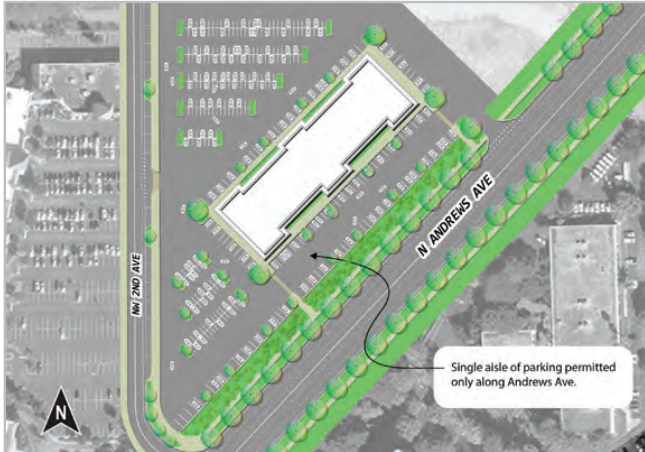


Figure 5.12: Surface Parking Location - UUV-NE



Figure 5.13: Surface Parking Location - UUV-NW and UUV-SE

DESIGN STANDARDS - FORM BASED CODE



Figure 5.14: Structured Parking with Active Ground Floor



Figure 5.16: Structured Parking Stairwells



Figure 5.15: Structured Parking Screened with Liner Units or Architectural Material

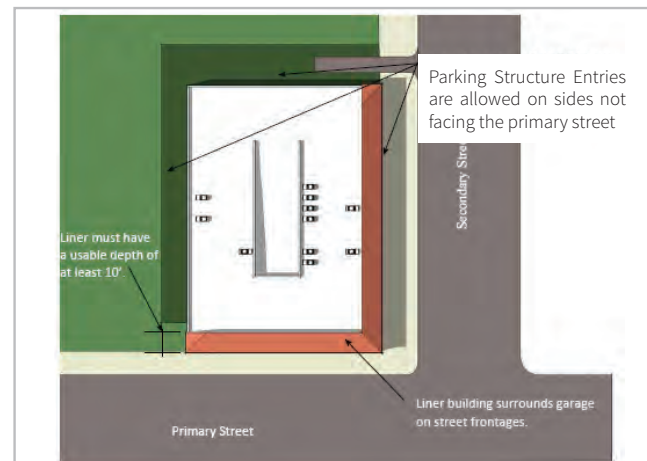


Figure 5.17: Structure Parking Access

C. STRUCTURED PARKING

In addition to the provisions of Section 47-20.9, ULDR, the following provisions shall apply to parking structures:

1. Parking structures fronting primary and secondary streets shall meet the following:
 - a. Ground floor must contain active uses for a minimum of seventy (70) percent of the building frontage (Figure 5.14);
 - b. Upper levels of the parking structure shall be screened from public view with the liner units or active use or exceptional architectural screening material. Screening material can be architectural materials such as perforated metal, green screen or planters whether live or artificial, or artistic elements (Figure 5.15);
 - c. Parking structure stairwells shall be designed with enhanced architectural elements and enhanced tower top design. (Figure 5.16);
 - d. Access to parking structures shall be from secondary streets unless property fronts only primary street (Figure 5.17); and
 - e. Standards stated above are not applicable to properties in the UUV-SW and UUV-SC.
2. Parking structure design shall comply with building design and material requirements outlined in Chapter 5.6.

5.8 UPTOWN URBAN VILLAGE PARKING STANDARDS

D.ON-SITE PASSENGER LOADING AREAS

- 1. Passenger loading areas shall meet the following:
 - a. Location is limited to secondary and tertiary streets;
 - b. Limited to one-way traffic movement; and
 - c. Areas designated for passenger loading and/or valet service shall be limited to twenty (20) percent of building frontage (Figure 5.18).
- 2. Covered passenger loading areas shall meet the following:
 - a. Building frontage shall be a minimum width of one hundred fifty (150) in building length (Figure 5.19); and
 - b. Porte cochere or covered area shall not exceed eight (80) feet or twenty-five (25) percent of the building width, whichever is less (Figure 5.19).

E. SERVICE AREAS

Loading and service areas shall be screened from view from public rights-of-way and abutting properties through a combination of building design, location, landscaping, walls and/or fencing.

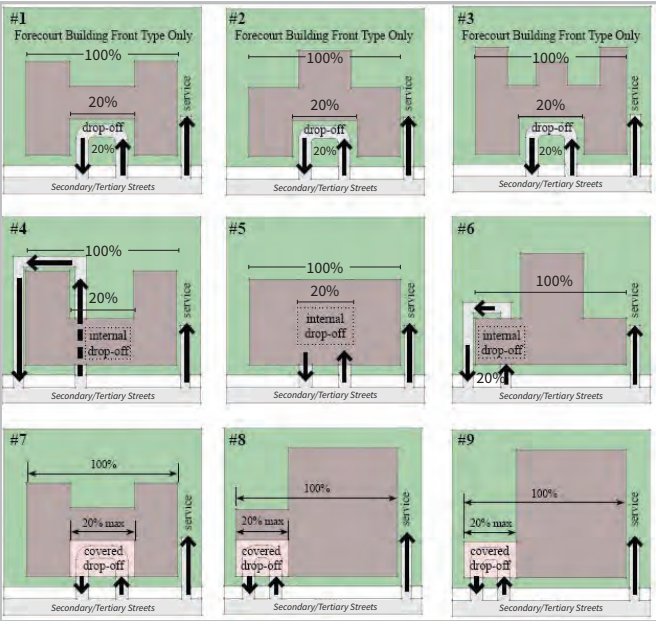


Figure 5.18: Passenger Loading Area Design Alternatives

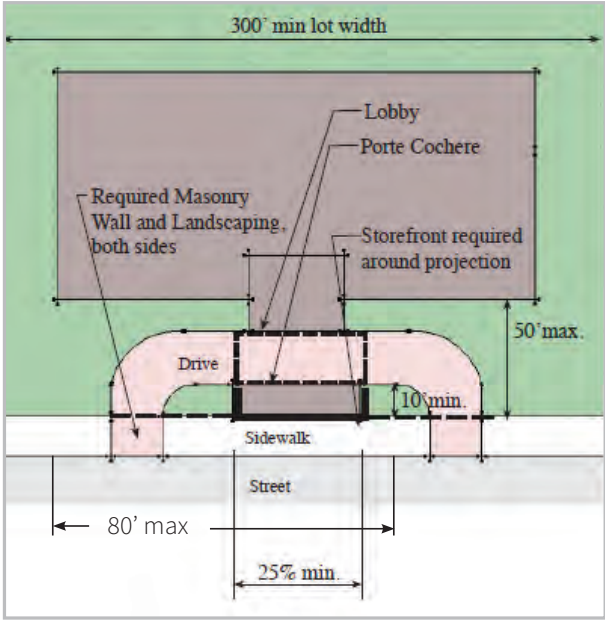


Figure 5.19: Porte Cochere Design

DESIGN STANDARDS - FORM BASED CODE

5.8 UPTOWN URBAN VILLAGE PARKING STANDARDS



Figure 5.20: Examples of On-Site Amenities

F. ON-SITE AMENITIES

The following is a list of recommendations for development that are adjacent to or contain on-site amenities (Figure 5.20):

- Safe, visible, and easily recognizable access points;
- Access to multi-use trails or other walkways;
- Proper lighting for safety and security;
- Decorative site furnishings (i.e., seating, trash receptacles, lighting, special paving, bicycle racks, etc.);
- Special site features (i.e., water features, monuments, amphitheater, etc.);
- Building facades facing amenity areas should have building entries, windows, or outdoor seating; and
- Encourage food and flower vendors, and artwork.

5.8 UPTOWN URBAN VILLAGE PARKING STANDARDS

5.9 UPTOWN URBAN VILLAGE LANDSCAPE, SIDEWALK AND STREETScape

Based on the Vision to unify the Uptown Urban Village as a destination and encourage more walking and biking throughout the area, these standards set forth a coordinated approach to the design and management of streets as visually appealing public spaces that contribute to Uptown Urban Village’s distinct identity. Refer to Sub-Section 4.6.2.1 and 4.6.2.2 of this document for street hierarchy and design, and bicycle pedestrian connectivity.

- A. The streetscape shall include three (3) zones: street tree/furniture zone, sidewalk clear zone, and frontage zone located adjacent to the curb (Figure 5.21).
 - 1. Street Tree/Furniture Zone:
 - a. Primary and Secondary - Minimum five (5) foot wide street tree/furniture zone.
 - b. Tertiary Street - Minimum two (2) foot wide furniture zone (street trees not required).
 - c. Street tree/furniture zone is intended for the placement of street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - d. Street tree/furniture zone shall be planted with street trees at an average spacing not greater than thirty (30) to fifty (50) feet on center.
 - 2. Sidewalk Clear Zone:
 - a. Primary, Secondary, and Tertiary Streets - Minimum seven (7) foot wide sidewalk clear zone.
 - b. Sidewalk clear zone shall be hardscaped, located adjacent to the street tree/furniture zone, and comply with ADA Standards.
 - c. Where required, the sidewalk shall extend onto private property with a sidewalk easement provided.
 - 3. Frontage Zone
 - a. Primary, Secondary, and Tertiary Streets - Minimum two (2) foot wide frontage zone.
 - b. Frontage zone is intended to accommodate sidewalk cafes, store entrances, retail display or landscaping.
 - c. Frontage zone is not required if the sidewalk corridor is adjacent to a landscaped space



Figure 5.21: Streetscape Zones

DESIGN STANDARDS - FORM BASED CODE

5.9 UPTOWN URBAN VILLAGE LANDSCAPE, SIDEWALK AND STREETSCAPE

B. Streetscape improvements are required to be made as a part of a development. The required streetscape improvements shall be required to be made to that portion of the right-of-way abutting the proposed development site.

1. These streetscape improvements may include but are not limited to the following (Figure 5.22):
 - Street Trees
 - Sidewalk
 - Parking
 - Medians
 - Curb and Gutter
 - Landscaping
 - Street Furniture
 - Street Lighting
 - Transit Stop
 - Traffic Control devices
2. Each applicant shall be responsible for making the streetscape improvements in accordance with the adopted design standards applicable to the abutting right-of-way. If a right-of-way is not under City of Fort Lauderdale jurisdiction and the authority with jurisdiction will not permit the improvement, or if, as determined by the Director or Designee, the streetscape improvement cannot reasonably be made at the time the development is constructed, the

department shall estimate the cost of the streetscape improvement and the sum shall be paid by the applicant to the City to be held and earmarked for such streetscape improvement to be made in the future. If the streetscape improvement is unable to be made within five years of development approval, the sum shall be refunded to the applicant including interest accrued at a rate accrued on similar City funds.

3. Modification to the required streetscape improvements may be permitted based on the preservation of natural barriers, avoidance of interference with overhead lines or other obstructions as approved by the City's Landscape Planner or may be modified based on an alternative design found to achieve the underlying intent of the streetscape design as indicated in the adopted design standards.
4. Applicant shall be required to execute maintenance agreement providing for the repair, replacement and maintenance of required off-site improvements in form approved by the City Engineer, to be recorded in the public records of Broward County at applicant's expense. The City Engineer is authorized to execute said agreement on behalf of City.

5.9 UPTOWN URBAN VILLAGE LANDSCAPE, SIDEWALK AND STREETScape

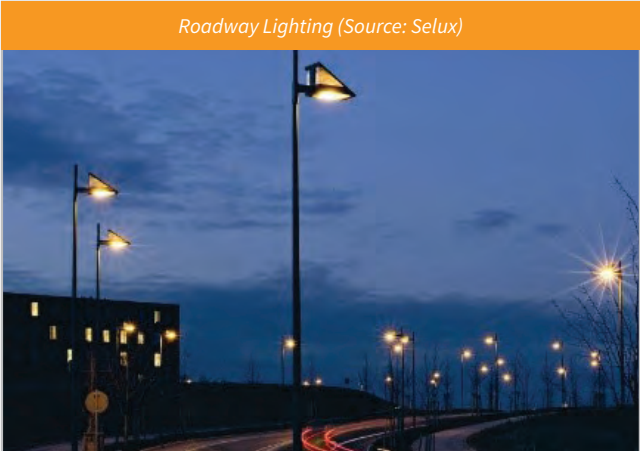


Figure 5.22: Examples of Streetscape Improvements

DESIGN STANDARDS - FORM BASED CODE

5.10 UPTOWN URBAN VILLAGE SIGN STANDARDS

5.10 UPTOWN URBAN VILLAGE SIGN STANDARDS

All signs in Uptown Urban Village zoning districts shall comply with the regulations in Section 47-22, ULDR and the standards for blade signs, above-canopy signs, and monument signs in this section.

A. Blade Signs (Figure 5.23) shall:

1. Be permitted on buildings six (6) stories or higher.
2. Be erected perpendicular to the street along each street frontage.
3. Extend a maximum of five (5) feet from the building wall.
4. Have a maximum height of not more than ten (10) times the width of the sign.
5. Be located a minimum twenty-eight (28) feet above the ground level.
6. Be positioned between the second story and the top of the parapet or roofline.
7. Be allowed to have internal illumination, provided that the background is opaque except immediately behind the letters and logo so that the letters and logo appear as silhouettes.

B. Above-Canopy Signs (Figure 5.24) shall:

1. Be permitted parallel to the main building entrance canopy.
2. Have a maximum height of five (5) feet from the top of the building entrance canopy.
3. Have a maximum width of no more than sixty (60) percent of the length of the building entrance canopy.

C. Monument Signs (Figure 5.25) shall comply with the following standards:

1. Prohibited in the streetscape zone or within the building setback when building is at the minimum setbacks.
2. There shall be no conflict with pedestrian clear paths.
3. Have a maximum height of six (6) feet and an area no larger than sixty (60) square feet per face.
4. Be erected onto a base or frame, presenting a solid, attractive and well-proportioned appearance that complements the building design and materials.



Figure 5.23: Examples of Blade Signs

5.10 UPTOWN URBAN VILLAGE SIGN STANDARDS



Figure 5.24: Examples of Above- Canopy Signs



Figure 5.25: Examples of Monument Signs

DESIGN STANDARDS - FORM BASED CODE

5.10 UPTOWN URBAN VILLAGE SIGN STANDARDS

5.11 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 the project and overall Uptown Urban Village Area. Sense of place elements are highly recommended for large, mixed use projects within the Uptown Urban Village Area and for key gateway properties. Building illumination should also be encouraged as a sense of place element for Uptown Urban Village. Future branding of the area should also focus on creating a unique visual representation of Uptown Urban Village (Figure 5.26).

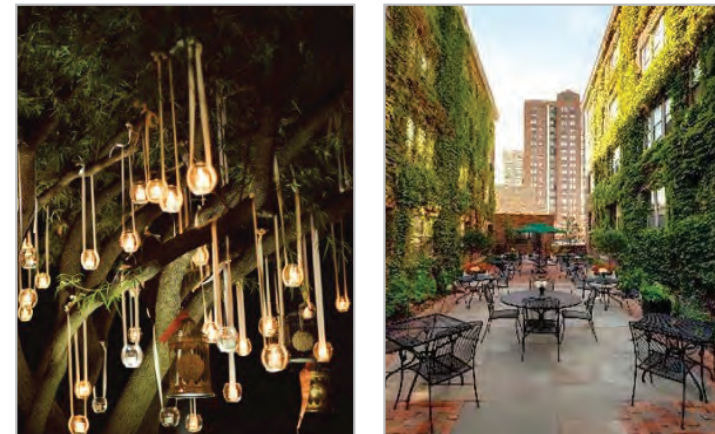


Figure 5.26: Examples of Sense of Place Elements

CHAPTER

06

IMPLEMENTATION

IMPLEMENTATION

6.1 AN OVERVIEW

This Master Plan establishes a shared community vision for the Uptown Urban Village to create a thriving, transit-supportive, mixed-use district by identifying overall themes and planning principles; and developing a conceptual master plan and specific form-based design elements.

The Master Plan provides a framework or roadmap to be put into practice by a variety of strategies to allow for the proposed improvements and related developments with the Uptown Urban Village. The strategic components implicit in the Master Plan are:

- Land Use Plan Amendment
- Applicability of Zoning
- Development Review
- Mobility Concept
- Connectivity Plan
- Potential Relocation of Tri-Rail
- Transportation Management Association
- Parking Management District
- Special Assessment District
- Planning Initiatives/Studies
- Future Multi-Agency Coordination

Envision Uptown, Inc. and the citizens of Fort Lauderdale have participated generously in the creation of the Master Plan through public meetings and workshop discussions. The continuing value of broad-based involvement needs to be emphasized during the implementation phases. On-going effort should be devoted to expanding this involvement and encouraging community outreach as the vision evolves.

6.2 LAND USE PLAN AMENDMENT

The City of Fort Lauderdale initiated the Land Use Plan Amendment (LUPA) for the Uptown Urban Village to amend the various underlying future land use designations to a single land use designation providing for a mix of land uses that support the development of a thriving, transit-supportive, mixed-use neighborhood. Although this amendment is not required to adopt the new zoning categories or begin plan implementation, adopting a land use category that is more directly transit supportive will help to facilitate the development of the area. The City Commission should approve the future land use amendment to include an Activity Center (County Land Use Plan) and Transit-Oriented Development (City Land Use Plan) land use designation within the Uptown Urban Village (Map 5.1).

6.3 APPLICABILITY OF ZONING

As described in the Chapter 4, there are five (5) new zoning districts proposed for the Uptown Urban Village project area. There are two approaches regarding the implementation rezoning; (1) City initiated rezoning, or (2) Property owner initiated rezoning.

CITY INITIATED REZONING

If the City desires to rezone properties in the project area, it is recommended that such rezoning occurs at the same time for each district and the City's official zoning map be updated accordingly. This effort would require legal description and surveys for each of the five new zoning districts. Additional public outreach should be conducted prior to rezoning to ensure all property owners and interested parties are aware of zoning changes. It should be noted, City initiated rezoning for large project areas require City Commission directive and may require additional resources.

PROPERTY OWNER INITIATED REZONING

If a property owner desires to rezone their property in preparation to development their property, the property owner must rezone their property to the appropriate zoning district identified herein this document. Property owners that seek to repurpose existing building(s) and do not trigger nonconforming requirements in the City's ULDR meaning do not reach fifty percent (50%) conformity limitations, can maintain the existing zoning on the property.

6.4 DEVELOPMENT REVIEW

The development review process for rezoning, plat, vacation of easements, and vacation right-of-way requests shall be consistent with the City's existing application and approval procedures in the Unified Land Development Code, Section 47-24.

The City should provide site plan approval by the Development Review Committee (DRC) for applications that meet the intent and standards outlined in the Uptown Urban Village Zoning Districts. In addition, the City should provide flexibility for development applications that seek deviations to the standards but require higher approval level such as the Planning and Zoning Board. The specific site plan approval structure shall be determined at time of City Commission adoption of the Uptown Urban Village Master Plan and Zoning Code.

6.5 MOBILITY CONCEPT

Based on the Mobility Concept as shown in Map 4.7, the City should continue to coordinate with FDOT and Broward County to improve the travel lanes, pedestrian crossings, and streetscape of the Primary Streets. The City should develop a phasing plan to initiate the development of the Secondary Streets and Bicycle/Pedestrian multi-use trails at the near-term phase, particularly connecting to the Cypress Creek Tri-Rail Station, which would entice mixed-use developments to the Uptown Urban Village. The Tertiary Streets will be implemented as a result of new development coming online, which will determine the timeline.

6.6 CONNECTIVITY PLAN

The City should undertake a Connectivity Plan that examines the multi-modal connectivity of Uptown nodes in a larger, macro scale that extends beyond the Uptown Urban Village core. The Connectivity Plan should examine the connection of the core to Fort Lauderdale Lockhart to Fort Lauderdale Executive Airport (FXE) to Tri-Rail and to other parts of the City. The purpose and intent of the Connectivity Plan should be to identify means of existing and proposed modes of transportation for residents, visitors, and business owners in the Uptown Urban Village and City.

6.7 POTENTIAL RELOCATION OF TRI-RAIL

Generally, relocating the Tri-Rail station to the north provides potential opportunity for a Public Private Partnership (P3) when the commercial and surface parking areas are redeveloped. Construction costs, parking, and other development components can be shared between Tri-Rail and private development. In addition, there is greater visibility, better access, and closer proximity to more uses and riders north of Cypress Creek Road. The existing station could be re-purposed as a pedestrian bridge crossing and the parking lot could be marketed for a larger user, manufacturer, or commercial recreation.

6.8 TRANSPORTATION MANAGEMENT ASSOCIATION

Transportation Management Association (TMAs) are non-profit, member-controlled organizations that provide transportation services for a certain area. They are generally public-private partnerships, consisting primarily of area businesses with local government support. Consideration should be given to creating a TMA to increase transportation options, provide financial savings to businesses and employees, reduce traffic congestion and parking problems, and reduce pollution emissions. A TMA can provide parking management programs that result in more efficient use of parking resources given the extensiveness of surface parking in the area and the likelihood of surface parking areas being redeveloped first. Consideration of shared parking, as permitted by the City's ULDR can assist in implementing a TMA.

6.9 PARKING MANAGEMENT DISTRICT

The objective of a Parking Management District (PMD) is to provide convenient parking, while bringing in revenue for the district. One method would be to operate and price meters at times and days but given the large amounts of surface spaces that go unused, it would be difficult to charge people for parking. It would be difficult for a parking management district to be implemented in the near-term but future consideration should be evaluated as the area redevelops.

IMPLEMENTATION

6.10 SPECIAL ASSESSMENT DISTRICT

Special assessment districts (SADs), like tax increment financing (TIF), are a type of public financing tool that captures increases in appreciated property values resulting from public investments in infrastructure, transit, and transportation. In the State of Florida, a SAD refers to a specifically defined geographical area of property owners who have requested some public improvement and agreed to pay for that improvement through pro rata charges levied against owners within the district, as outlined under the 2006 Florida Statutes (Title XIII, Chapter 189, Special Districts). Special districts are units of special-purpose government as opposed to units of general-purpose government. Consideration should be given to creating such district for area wide improvements that generate an overall benefit to the project area. The overall implementation process will usually take approximately one year, which includes public hearings, mailed notices to impacted properties, certification of the assessment roll, and issuance of debt.

Public/private sources for funding could include private stakeholders, private developers, working with local municipalities to enter into development agreements that would benefit both the public and private sector. There is always the potential for local stakeholders, such as Envision Uptown, to be interested in investing in high profile projects with public agencies that are beneficial projects for the community and spur future economic development. Private development can be combined with public investment efforts in the form of joint development opportunities. Joint development is a form of a public-private partnership (P3) associated specifically with transit oriented development that occurs on transit or transportation property. Development opportunities can be directly at the station itself, adjacent land

parcels, and, where applicable, air rights. Developing directly at the station or within adjacent parcels is most common for potential P3 funding options, which funding could be used for the capital costs associated with any improvements, and may also be arranged to help fund any operating costs.

6.11 PLANNING INITIATIVES/STUDIES

The City should closely coordinate with the appropriate agencies to initiate appropriate recommendations from the ULI TAP Report, Cypress Creek Mobility Hub Master Plan, and the I-95 Interchange PD&E Study, as summarized in the Introduction, to act as catalyst projects to spur momentum for future projects.

6.12 FUTURE MULTI-AGENCY COORDINATION

Coordinate and improve efforts with all levels of government and public agencies in the future and growth of the Uptown Urban Village through increased awareness of the plans, interests and concerns of all parties. These organizations may include Broward County, Broward County Metropolitan Planning Organization, Broward County Transit, Broward County Public Schools, Florida Department of Transportation, South Florida Regional Transportation Authority, South Florida Water Management District, Fort Lauderdale Executive Airport, Envision Uptown, adjacent municipalities, etc. Such shared concerns and joint solutions on matters, such as, but not limited to the following:

- Population and market demand to assess future dwelling unit allocations
- Purchase, sale, negotiation, and land assembly
- Transportation corridor redevelopment and infrastructure
- Enhancement of transit and multimodal systems
- Recreational facilities
- Future school sites and siting criteria
- Stormwater, potable water, sanitary sewer, utility and telecommunication

APPENDIX

A

PUBLIC PARTICIPATION AND STAKEHOLDER INVOLVEMENT

APPENDIX A

PUBLIC PARTICIPATION AND STAKEHOLDER INVOLVEMENT

Public meetings and stakeholder interviews were conducted with property owners, other government agencies, and interested parties to gather input, set the project vision, and discuss planning and development strategies for the future. Varying opinions, perceptions, and objectives were analyzed and are ultimately the groups that will implement any recommended improvements. These stakeholders identified opportunities and constraints that will be considered when developing recommended improvements. The public and private organizations and agencies that were represented in the interviews include:

- SFRTA
- Broward MPO
- City of Fort Lauderdale
- City of Oakland Park
- Broward County Planning
- Broward County Traffic Engineering
- Broward County Transit
- FDOT
- Citrix
- Envision Uptown representatives
- Banyan Street Capital
- Career Source Broward

A detailed schedule of meeting dates and representatives are shown in the following Table. The input and discussions from these groups were categorized into topic areas such as the SFRTA-owned parcel, the FDOT-owned parcel, adjacent study area planning contextual issues, traffic related comments, transit related comments, and market related comments.

Summary of Public Participation and Meetings			
Date	Meeting Type	Number of Attendees	Attendees Group
September 16, 2016	Kick-off Meeting	8	Envision Uptown Representatives, Interested Parties
September 27, 2016	Project Visioning Session	10	Envision Uptown Representatives
December 7, 2016	Public Workshop 1	44	Envision Uptown Representatives, Interested Parties, General Public
May 25, 2017	Status Meeting	4	Envision Uptown Representatives
June 14, 2017	Status Meeting	9	Envision Uptown Representatives
March 8, 2018	Public Workshop 2	32	Envision Uptown Representatives, Interested Parties, General Public
June 19, 2018	Stakeholder Meeting	4	Stakeholders
February 8, 2019	Status Meeting	8	Envision Uptown Representatives
May 2, 2019	Public Workshop 3	26	Envision Uptown Representatives, Interested Parties, General Public

APPENDIX

B

UPTOWN URBAN VILLAGE AUTHORIZED USES

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
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 Repair Shop, Minor Repair, see Section 47-18.4				P	P	
Automotive Sales, Rental, new or used vehicles, see Section 47-18.3				P	P	Currently allowed and used this way. Not sure of relationship to accessory use
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		
Car Wash, Outdoor Hand Wash				C	P	
Fuel Storage, sales other than Automotive Service Station, see Section 47-18.13						
Mobile Homes, sales, service and repair						
Motorcycle/Moped Sale, wholesale sales permitted				P	P	
Petroleum Storage, Refining and Transfer, see Section 47-18.13						
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 (wholesale sales permitted in SRAC-Saw)				P		
Truck Sales, rental, new or used, see section 47-18.34						

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Boats, Watercraft and Marinas						
Marine Parts and Supplies Store				P	P	New exclusion from NW
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		Treated comparably to auto sales
Commercial Recreation						
Amphitheater		P	P			
Billiard Parlor	P	P	P	P		
Bingo Hall	P			P		
Bowling Alley	P			P		
Indoor Firearms Range, see Section 47-18.18	C			C		
Indoor Motion Picture Theater	P	P	P	P		
Performing Arts Theater, less than 300 seats (unlimited seating permitted in SRAC-SAW zoning district)	P	P	P	P		

P = Permitted Use C = Conditional Use

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Food and Beverage Sales and Service						
Bakery Store	P	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		
Convenience Store, Multi-Purpose	P			P		
Delicatessen	P	P	P	P		Standalone use not likely to occur for most of these uses in NW or SE
Food and Beverage, Drive-Thru and Carryout (no Drive-Thru permitted in the UUV-NW and UUV-SE zoning districts)	P	P	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	P	
Plumbing Equipment				P	P	
Pump and Well				P	P	
Restaurant and Hotel Equipment				P	P	
Sign				P	P	
Swimming Pool and Pool Accessories				P	P	

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Light Manufacturing						
Acid Manufacturing						
Apparel, Textile, Canvas and related uses			P	P	P	
Asphalt Manufacturing						
Automotive, Trucks and Mobile Homes					P	
Cement and Lime Manufacturing						
Computers and Peripherals			P	P	P	
Contractor's yards			P	P	P	
Electronic Appliances, Devices, Fixtures, Components			P	P	P	
Fertilizing Plants or Fertilizer Mixing						
Industrial Machinery and Equipment					P	
Manufacture of Animal Feed from refuse, mash or grain						
Manufacturing of Explosives						
Manufacturing Products from Stone, Clay, Concrete, or Glass						
Manufacturing of Rubber, Leather Products						
Meat Packing, Plants, Stock or Slaughter Yards						
Medical Instruments, Supplies			P	P	P	
Private Recycling Facility					C	
Processing and assembly of previously prepared materials			P	P	P	
Research and Laboratory Testing Facility (Medical, Educational, Scientific)			P	P	P	
Wholesale Distribution Center			P	P	P	
Lodging						
Bed and Breakfast Dwelling, see Section 47-18.6	P					B&B structure not likely in SE or NW
Hotel, see Section 47-18.16	P	P	P	P		
Mixed-Use Development						
Mixed-Use Development, see Section 47-18.2	P	P	P			

P = Permitted Use C = Conditional Use

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Public Purpose Facilities						
Active and Passive Park, see Section 47-18.44	P	P	P	P	P	
Addiction Treatment Center, see Section 47-18.31						
Bus Terminal, Railroad Station, Transportation Terminal	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	
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	C		
Social Service Residential Facility – Level 1, see Section 47-18.32	C	C	C	C		
Social Service Residential Facility – Level 2, see Section 47-18.32	C	C	C	C		

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Residential Uses						
Single-Family Dwelling, Standard						
Cluster Dwellings, see Section 47-18.9						
Coach Homes, see Section 47-18.10	P	P	P			
Community Residence, 3 Residents Maximum, see Section 47-18.47						
Community Residence, 4-10 Residents and 1,000 ft. separation, see Section 47-18.47	P	P	P			
Community Residence, less than 1,000 ft. separation, see Section 47-18.47	C	C	C			
Community Residence, more than 10 Residents, see Section 47-18.47	C	C	C			
Multi-family Dwelling	P	P	P			
Rowhouse, see Section 47-18.28	P	P	P			
Townhouse, see Section 47-18.33	P	P	P			
Two-Family/Duplex Dwellings						
Zero Lot Line Dwelling, see Section 47-18.38						

P = Permitted Use C = Conditional Use

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
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		
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		

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Retail Sales (Continued)						
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		
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		
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		

P = Permitted Use C = Conditional Use

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
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		
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		

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Services/Office Facilities (Continued)						
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					
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		
Trade/Business School	P	P	P	P		
Travel Agency	P	P	P	P		
Veterinary Clinic, see Section 47-18.35				P		
Watch and Jewelry Repair	P	P	P	P		

P = Permitted Use C = Conditional Use

APPENDIX B

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Storage Facilities						
Automotive Wrecking and Salvage Yards, Junk Yards, see Outdoor Storage of goods and materials Section 47-19.9						
Fuel Storage, sales other than Automotive Service Station, see Section 47-18.13						
Lumber Yards, see Outdoor Storage of goods and materials, Section 47-19.9					P	
Petroleum Storage, Refining and Transfer, see Section 47-18.13						
Self Storage Facility, see Section 47-18.29	C			P	P	
Storage Yard, except as provided herein					P	
Warehouse Facility				P	P	

P = Permitted Use C = Conditional Use

UPTOWN URBAN VILLAGE AUTHORIZED USES

Use Type	Zoning Districts					Comments
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC	
Accessory Uses, Buildings and Structures (See Section 47-19)						
Accessory uses to Hotels, see Section 47-19.8	P	P	P	P		
Automotive Sales, Used Accessory to Sales of New Cars	P			P		
Automotive Service Station, when accessory to Automotive Repair Shop, see Section 47-18.5					P	
Automotive Repair Shop, Major Repair when accessory to automotive sales of new cars, see Section 47-18.4	P					
Catering Services (accessory to restaurant, bakery)	P			P		
Accessory uses to Hotels, see Section 47-19.8	P	P	P	P		
Automotive Sales, Used Accessory to Sales of New Cars	P			P		
Automotive Service Station, when accessory to Automotive Repair Shop, see Section 47-18.5					P	
Automotive Repair Shop, Major Repair when accessory to automotive sales of new cars, see Section 47-18.4	P					
Catering Services (accessory to restaurant, bakery)	P			P		
Accessory uses to Hotels, see Section 47-19.8	P	P	P	P		
Automotive Sales, Used Accessory to Sales of New Cars	P			P		
Parks Maintenance and Administrative Facility	P					
Public Restrooms, when accessory to a park	P	P	P	P		
Utility Facilities incidental to other uses	P	P	P	P		
Video Games Arcade, when accessory to a shopping center	P			P		
Warehouse Facilities	P			P		
Warehouse, only when accessory to Radio, Television and Motion Picture Broadcast and Production Facilities, Light Manufacturing, Research and Development and Wholesale Distribution Facilities, see Section 47-19	P	P	P	P		

P = Permitted Use C = Conditional Use



CITY OF FORT LAUDERDALE



**APPENDIX XIV
ULDR Section 47-37B**

APPENDIX

UNIFIED LAND DEVELOPMENT REGULATIONS
Chapter 47 - UNIFIED LAND DEVELOPMENT REGULATIONS
SECTION 47-37B. UPTOWN URBAN VILLAGE ZONING DISTRICTS

SECTION 47-37B. UPTOWN URBAN VILLAGE ZONING DISTRICTS

Sec. 47-37B.1. List of districts—Uptown.

- A. Uptown Urban Village Northeast (UUV - NE).
- B. Uptown Urban Village Northwest (UUV - NW).
- C. Uptown Urban Village Southeast (UUV - SE).
- D. Uptown Urban Village Southwest (UUV - SW).
- E. Uptown Urban Village Southcentral (UUV - SC).

(Ord. No. C-19-34 , § 3, 11-5-19)

Sec. 47-37B.2. Intent and purpose of each district.

- A. *Uptown Urban Village Northeast (UUV - NE)* is a district that is intended to promote the redevelopment of the Andrews Road Corridor between W. McNab Road (C-14 Canal) and W. Cypress Creek Road with a variety of residential, retail, hospitality, and mixed-use development opportunities where people can live, work and play. The district assumes more intensive development to accommodate a variety of retail, restaurant and entertainment uses with a compatible mix of residential and office. This district is generally bounded by W. Cypress Creek Road on the south, W. McNab Road (C-14 Canal) on the north, the railroad right-of-way on the west, and Interstate Highway 95 (I-95) on the east.
- B. *Uptown Urban Village Northwest (UUV - NW)* is a district that is intended to promote the transition from a suburban office park character to an urban-intensity, transit-oriented, mixed-use neighborhood. This district includes a compatible mix of office, mixed-use, institutional, residential, and hospitality development opportunities where people can live and work. This district is bounded by Cypress Creek Road on the south, Powerline Road to the west and the existing railroad right-of-way on the north and east sides.
- C. *Uptown Urban Village Southeast (UUV - SE)* is a district that is intended support urban-intensity, transit-oriented, mid-rise environment where people work and commercial services are provided. The district includes institutional, hospitality, commercial services, and office buildings that capitalize on their proximity to the Cypress Creek Tri-Rail station. Residential uses are permitted in this district, east of Andrews Avenue. This district is bounded by Interstate Highway 95 (I-95) on the east, the southern boundaries of the properties abutting the south side of NW 59th Court on the south, Powerline Road on the west, and W. Cypress Creek Road on the north.
- D. *Uptown Urban Village Southwest (UUV - SW)* is a district that is intended to provide a mix of commercial and light industrial uses providing local and regional services. Redevelopment will establish buildings lining Powerline Road, with parking and operational areas located to the sides and rear. This district is generally bounded by the western projection of NW 63rd Street on the north, NW 58th Court on the south, Powerline Road on the east, and NW 10th Terrace on the west.
- E. *Uptown Urban Village Southcentral (UUV - SC)* is a district intended to provide a mix of light industrial and commercial services. Redevelopment along Powerline Road will be oriented to the corridor with parking areas to the rear. This district is generally bounded by the railroad right-of-way on the east, south side of NW 57th Street on the south, Powerline Road on the west, and north side of NW 57th Place on the north.

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 Conditional Uses, and shall be read in conjunction with the adopted design standards referenced herein Section 47-37B.3.A.1.
1. Uptown Urban Village Illustrations of Design Standards. 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 in accordance with Section 47-24, Table 1. Development Permits, and as provided below.
1. An application for a development permit shall be reviewed for compliance with the applicable criteria as provided in the ULDR and shall demonstrate consistency with adopted design standards for Uptown.
 2. An application for a development permit that seeks alternate design solutions to the regulations provided herein shall be reviewed as 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.
 - b. Development applications must demonstrate that the proposed alternate solution(s) maintain the overall intent of the standard.
 - c. Such alternate solutions cannot include deviations to density, building height, 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. *Floorplate:* The total square footage for any floor of a tower. This does not include balconies that are open on three (3) sides.
 6. *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.

7. *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.
 8. *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.
 9. *Shoulder.* The portion of a building below the horizontal stepback between a tower and a pedestal.
 10. *Stepback.* The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.
 11. *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.
 12. *Tower.* The portion of a building extending upward from the pedestal.
 13. *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.*
1. Density within the Uptown Urban Village Zoning Districts shall require the allocation of residential flex units as outlined in Section 47-28, Flexibility Rules.
 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.
 3. Commercial flex allocation shall be applied as outlined in Section 47-28, Flexibility Rules.
- (Ord. No. C-19-34 , § 3, 11-5-19; Ord. No. C-22-18 , § 8, 9-22-22)

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
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	-
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
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
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		
Residential Uses					

Multi-family Dwelling - as part of Mixed Use Development	P	P	P	-	-
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	-
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	-

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	-
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	-
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)					

(Ord. No. C-19-34 , § 3, 11-5-19; Ord. No. C-21-17 , § 1, 5-18-21)

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)	75 ft.	75 ft.	75 ft.	50 ft.	50 ft.
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)	
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)			N/A	
Front and Corner Stepback (ft.)	30 ft.	30 ft.	30 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 to 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)					

(Ord. No. C-19-34 , § 3, 11-5-19)

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 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	-	1,500 (min)	-
Development with 51% or more of the units at 400	-	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.*

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 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.

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- 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) 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 to emphasize the building corner.
- 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.*
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 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;
 - c. Areas designated for passenger loading and valet service shall be limited to twenty (20) percent of the building frontage.

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

(Ord. No. C-19-34 , § 3, 11-5-19)