



**REQUEST:** Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) Section 47-24, Development Permits and Procedures, Providing Approval Process for Development Permits in the Uptown Urban Village Zoning Districts; Amend Article XIII – Additional Zoning Districts, Establishing Section 47-37B "Uptown Urban Village Zoning Districts", List of Districts, Intent and Purpose of Each District, Applicability and General Regulations, List of Permitted and Conditional Uses, Table of Dimensional Requirements, Special Regulations; and Amend Section 47-28, Flexibility Rules, Applicability; Conditions specific to the Uptown Urban Village Project Area.

<b>Case Number</b>	T19011
<b>Applicant</b>	City of Fort Lauderdale
<b>ULDR Sections</b>	Section 47-24; Article XIII - Section 47-37B; Section 47-28
<b>Notification Requirements</b>	10-day legal ad
<b>Action Required</b>	Recommend approval, approval with conditions, or denial to City Commission
<b>Authored By</b>	Jim Hetzel, Principal Planner

**BACKGROUND:**

The Uptown Urban Village Project ("Uptown") is a 2019 City Commission Annual Action Plan (CAAP) initiative with the goal to adopt a master plan that will help create a more livable urban village for the core of the area. Uptown is generally described as the area in and around the Fort Lauderdale Executive Airport with the area's core flanked by the C-14 canal and McNab Road to the north, NW 57<sup>th</sup> Street to the south, Powerline Road to the west, and Interstate 95 (I-95) to the east.

The initial concept for Uptown began with a group of landowners and business owners discussing challenges in recruiting a talented workforce in a suburban built environment, where the majority of employees drive to work. The group began meeting with the District Commissioner and City staff to explore ways to create an urban village to meet the needs of the changing workforce and add mix of uses in the area. These discussions resulted in the business and civic leaders forming the Envision Uptown, Inc. ("Envision").

In 2014, the City, in conjunction with Envision, engaged the Urban Land Institute (ULI) to conduct a Technical Advisory Panel Study to come up with strategies that will help create a more livable urban village for Uptown. The ULI Technical Advisory Panel Program is made of experts who analyze various topics and generate reports to assist local governments in addressing issues such as housing, parking, redevelopment, and future development patterns. The ULI Technical Advisory Panel report for the Uptown area was completed in August 2014 and contained specific recommendations, including the following:

- Engage study area landowners, business and civic leaders, employees and other interested parties; e.g. Envision Uptown and other stakeholders, in preparing a shared community planning vision;
- Examine opportunities to enhance existing public and private assets (e.g. extensive corporate presence, access to transit and Fort Lauderdale Executive Airport);
- Identify improvements to bicycle and pedestrian infrastructure to improve connectivity within Uptown;
- Provide opportunities for parks and open spaces that can be utilized by employees and residents alike;
- Evaluate the Uptown brand for potential modifications, including any possible trends, in an effort to create a unique district in the region with a strong sense of place;

- Evaluate existing development conditions and identify needed changes to the development standards to support the community planning vision, brand, and a live, work, learn, and play environment;
- Provide predictability for future growth and development; and
- Identify future plans that address changing the land use designations for Uptown, focus on corridor transit connections and multi-modal facilities, and adopt new land regulations to achieve desired goals.

On October 6, 2015, the City Commission adopted Resolution 15-215 accepting the ULI Technical Advisory Panel Report for Uptown and in 2016, the City Commission recognized the Uptown effort as a Commission Annual Action Plan (CAAP) initiative with associated budget funds secured for the project. Subsequently, staff began the planning process and acquired the consultant team of Tindale Oliver to help generate a master plan with form based land regulations for the core of the Uptown area. A map of the area is provided within the draft Uptown Master Plan (UMP) document, provided as Exhibit 5.

The overall project intent is to establish a planning framework to guide future growth in the area by amending the City's Unified Land Development Regulations (ULDR) with the adoption of form-based design standards. The new standards will help to guide the form of buildings and design of streets, ensuring the future built environment promotes a mix of uses, improves connectivity and mobility in the area, places a higher emphasis on the pedestrian experience and results in a transit-supportive development pattern.

The proposed amendments will establish new zoning districts for Uptown in order to implement the vision and goals of the Uptown Master Plan (UMP). The UMP includes a framework of steps to implement the plan, including the regulatory structure and process for development review and approval, identifies incentives for redevelopment, outlines the public investment program, and includes implementation techniques. The UMP also identifies the need for future plans to address transit connectivity, land use changes, and long-term planning concepts. The UMP is designed to support the ULDR text amendments by providing illustrations for the design requirements described in the ULDR. As such, the UMP is referenced in the specific code language and will be adopted by ordinance as a guiding document.

#### **ULDR AMENDMENTS:**

Below is a detailed summary of each proposed ULDR amendment section, including intent and a description of section content. The ULDR amendments include Section 47-24, Development Permits and Procedures; Article XIII, Additional Zoning Districts establishing Section 47-37B; and Section 47-28, Flexibility Rules, which are attached as **Exhibit 1**, **Exhibit 2**, and **Exhibit 3**, respectively.

#### ***Section 47-24. – Development Permits and Procedures***

**Intent:** Establish approval process and review criteria for development permits in Uptown.

**Description:** This is an amendment to Table 1, List of Development Permits, identifying the development permit type and approval process including the approving body for development projects in Uptown. As proposed, development applications that meet the Uptown regulations will be subject to Site Plan Level II (Development Review Committee) approval and development applications seeking alternate solutions will be subject to Site Plan Level III (Planning and Zoning Board) approval.

#### ***Article XIII – Additional Zoning Districts, Establishing Section 47-37B***

##### ***Section 47-37B.1. – List of Districts – Uptown, Section 47-37B.2. – Intent and Purpose of Each District***

**Intent:** To establish zoning districts by name classification with intent and purpose for each district.

**Description:** These sections identify the specific zoning districts, name of each district, and the intent and purpose of each district. A general description of the district location is also provided.



### **Section 47-37B.3. – Applicability and General Regulations**

Intent: To establish process for approval with certain flexibility for design standards, limitations on density, with a density bonus structure for the provision of affordable housing units.

Description: This section contains the applicability of the zoning, development permit and approval process, definitions, density and flex allocation. The approval process, which references Section 47-24, Table 1, Development Permits and states that development applications that comply with the applicable ULDR sections and the UMP are subject to Site Plan Level II approval. Development applications that request alternate solutions, which are limited to three solutions that deviate from requirements are subject to Site Plan Level III approval. Another important component of this section is the allocation of density and flex thereby setting a density limit, the need for commercial flex acreage, and a bonus density for affordable housing units. Development applications seeking flex units and commercial flex acreage will be reviewed and approved as Site Plan Level II unless subject to higher level review based on requirements contained in the amendment.

### **Section 47-37B.4. – List of Permitted and Conditional Uses**

Intent: To establish permitted and conditional uses by zoning district.

Description: This section contains the permitted and conditional uses proposed for each zoning district. Tindale Oliver and staff conducted an analysis of the existing zoning uses to the proposed with the goal of maintain the existing uses and the alignment of such uses to the intent of each new zoning district. A comparison table is provided as **Exhibit 4**.

### **Section 47-37B.5. – Table of Dimensional Requirements.**

Intent: To establish development site standards and building mass regulations to achieve the master plan vision for an urban village neighborhood.

Description: This section identifies the specific dimensional standards for development parcels including site development regulations such as maximum floor area, density lot size and width, and setbacks, as well as building form regulations such as building height, building length, shoulder height, tower separation, and maximum floorplate.

*Site Development Regulations:* Building setbacks are regulated with minimum and maximum distances when fronting Primary and Secondary Streets. The purpose for establishing a maximum setback is to ensure building frontages are not consumed with asphalt parking lots and are instead designed with building presence along streets. Maximum floor area and density limitations are also provided in the dimensional table.

*Building Form Regulations:* As proposed, the amendment provides for building heights reflective of a typical urban village with a maximum height at 50 feet and 75 feet based on proximity to Fort Lauderdale Executive Airport (FXE). However, there is a provision to allow increased building height up to 150 feet as a Conditional Use and subject to Federal Aviation Administration (FAA) approval. Building floorplates and tower separation are regulated for the purpose of maintain compatible massing and building form as well as providing for light and air in the project area.

**Section 47-37B.6. – Uptown Urban Village Special Regulations.**

Intent: To establish form-based regulations to achieve the master plan vision and provide predictability in site development, public realm enhancements, quality of building design, and creating a unique sense of place through the built form.

Description: This section contains regulations specific to the Uptown area regarding open space, identifying a street hierarchy, building design including drive-thrus, the arrangement of uses, parking and passenger loading areas, parking structure design, streetscape zone elements, special signage, and encouraging sense of place elements.

*Open Space:* As proposed, open space is required for development that contains residential use and is calculated based on total number of units in the development project. There are three-tiered category for determining amount of open space and in no case can the minimum square foot total provided be less than the maximum square foot space of the tiered category that proceeds it.

Plaza/gathering area space are required for development that contains commercial uses and is determined based on two tiers of nonresidential square footage in the development project with a result that provides a range of square footage for each tier. In addition to open space and plaza/gathering area requirements, the amendment proposes provisions for communal space. Communal space is directly tied to the number and percentage of microunits within a development. Like the plaza/gathering area space requirements, communal space is determined on two tiers with established minimums.

*Street hierarchy:* The amendment includes the identification of a street network based on a hierarchy that divides existing and future roadways into the following: Primary, Secondary, and Tertiary Streets. Such identification is necessary for the purposes of evaluating the form-based regulations and streetscape zone elements.

*Building Design:* As proposed, building design regulations focus primarily on the building relation to the street and public realm by identifying the placement of building entrances, ground floor design and quality of material. There is also the inclusion of building articulation and special emphasis on building corners.

*Arrangement of Uses:* The amendment also includes regulations on the arrangement of uses such placement of residential uses for horizontal and vertical mixed-use development. Where horizontal mixed-use development shall be designed so residential units face other residential units and not the back of house activity of a commercial development or operations.

*Parking and Passenger Loading Areas:* Parking and loading requirements refer to the existing regulations in the ULDR Section 47-20 for parking ratios, shared parking, and off-site parking. The amendment proposes to regulate surface parking into areas that do not exceed 200 spaces per area as well as the location of surface parking to behind buildings with a provision to allow a single aisle of parking in certain zoning districts. Passenger loading, such areas for ride sharing drop off and pick up including covered Porte cocheres, are regulated based on safety and movement of vehicles as well as accessibility, placement and overall relation to the street hierarchy and buildings.

*Parking Structure Design:* As proposed, the amendment includes regulations for parking structures. There is a minimum percentage for active use on the ground level fronting Primary and Secondary Streets and for vehicle access to parking structures from Secondary Streets unless development project only fronts a Primary Street. Screening requirements for upper levels of parking structures include liner units where possible or exceptional architectural screening. There is the requirement that parking structure stairwells be designed with enhanced architectural elements and enhanced tower top for the stairwell.



*Streetscape Zone Elements:* Amendment includes standards for streetscapes improvements based on zones. Zones include the sidewalk clear zone ensuring a minimum, unobstructed sidewalk is provided; the street tree/furniture zone to ensure proper placement of trees and site furniture elements have adequate space; and the frontage zone which allows for space in front of retailers to place or display special event signage without impeding on the other zones.

*Signage:* For permitted signage, the amendment references existing regulations in the ULDR Section 47-22 for sign standards and quantity with the exception of ground signs and projecting signs such as blades signs, which are specifically addressed in the amendment. There is also reference to creativity in sign design and material as illustrated in the UMP.

*Sense of Place Elements:* The amendment includes language for encouraging sense of place elements without any specific regulation on the type, quantity, or elements but does provide design intent with such elements reflecting an artistic, social, and functional component of the project or Uptown Area as well as considering building illumination as a sense of place element. Sense of place elements are highly recommended for large, mixed use projects and for key gateway properties.

#### **Section 47-28. – Flexibility Rules**

Intent: To establish approval process for allocation of flex units and commercial flex acreage for Uptown.

Description: This is an amendment to the City's flex rules to provide regulations on the allocation of flex units and commercial flex acreage specific to Uptown by aligning the development permit approval process and special regulations with the allocation of flexibility rules. This amendment is necessary due to the fact that flex rules are based on the City's Land Use Plan and the existing underlying land use designations for Uptown area.

#### **UPTOWN MASTER PLAN DOCUMENT:**

The Uptown Master Plan is designed to support the ULDR text amendments by providing illustrations for the design requirements described in the ULDR. In addition, the UMP document functions as a "blueprint" or "roadmap" to achieving the overall master plan vision and is organized in the following manner:

- Introduction
- Vision
- Context
- Master Plan Framework
- Design Standards – Form Based Code
- Implementation
- Appendices

The UMP document is attached as **Exhibit 5**.

#### ***Introduction***

The Introduction Chapter provides the historical background on the project and previous planning efforts conducted by other agencies including the Cypress Creek Mobility Hub Master Plan and the I-95 Interchange PD&E Study. In addition, the Introduction summarizes key takeaways from previous studies which provided the base recommendations that led to the Uptown Master Plan project.

### **The Vision**

As with any master plan effort, a community vision for the future was established to help guide the overall goals and regulations for the project area. Planning themes and principles are located in this Chapter and focus on land use and urban design, public open space, and multi-modal mobility.

### **Context**

The context of the project area is described in this Chapter which includes an overview on regional transportation, economic sectors, and demographic conditions. The market data contained in this chapter was gathered from previous planning efforts referenced in the Introduction Chapter.

### **Master Plan Framework**

This Chapter established the framework for implementing area wide improvements, based on the master plan principles and specific recommendations for both public and private investment as well as the action goals for implementing development regulations. An analysis of issues and opportunities, the identification of specific character areas, area wide connectivity, parks and civic space, area branding, and a conceptual master plan are contained in this Chapter.

### **Design Standards – Form Based Code**

The specific standards contained in this Chapter have been incorporated in the proposed ULDR amendments as previously described herein. This Chapter is intended to be used in conjunction with the ULDR amendment as an illustrative tool reflecting examples of the proposed development regulations in the form of images and graphics.

### **Implementation**

The Implementation Chapter provides the strategic implementation steps necessary to bring the master plan to fruition. The steps include the completion of the land use amendment process initiated by the City, the applicability of the proposed zoning, development review, advancing mobility planning given the multi-agency control of the roadways, a larger connectivity plan that links the Uptown core to FXE and Lockhart Stadium, the potential long term relocation of TriRail Cypress Creek Station, and potential implementation of transportation and parking management for the area.

### **Appendices**

The Appendices include a summary on public participation and proposed use table for the Uptown Zoning Districts.

### **PUBLIC OUTREACH:**

The City, in conjunction with Tindale Oliver, conducted various public participation and outreach efforts, including public open house meetings, public notices, newspaper advertisement, and project information on the City's website. To date, the City has conducted a total of nine meetings with stakeholders and has held three public open house meetings. Table 1 provides a summary of the public participation that has occurred. In addition, pursuant to the ULDR, Section 47-24.8, a newspaper advertisement was published ten days prior to the Planning and Zoning Board meeting thereby providing general public notice of the proposed amendments.

**Table 1: Summary of Public Participation and Meetings**

<b>Date</b>	<b>Meeting Type</b>	<b>Number of Attendees</b>	<b>Attendees Group</b>
September 16, 2016	Project Start Meeting	8	Envision Representatives
September 27, 2016	Kick-off Meeting	10	Envision Representatives, Interested Parties
December 7, 2016	Public Open House: First Meeting	44	Envision Representatives, Interested Parties, General Public
May 25, 2017	Status Meeting	4	Envision Representatives
June 14, 2017	Status Meeting	9	Envision Representatives



March 8, 2018	Public Open House: Second Meeting	32	Envision Representatives, Interested Parties, General Public
June 19, 2018	Stakeholder Meeting	4	Stakeholders
February 8, 2019	Status Meeting	8	Envision Representatives
May 2, 2019	Public Open House: Third Meeting	26	Envision Representatives, Interested Parties, General Public

#### **COMPREHENSIVE PLAN CONSISTENCY:**

The proposed amendments are consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Objective 1.21: Encourage mixed-use developments to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping, and recreational activities; Policy 1.21.3: Support additional mixed-use development in stagnant commercial corridors, Regional Activity Centers, Community Redevelopment Areas and other appropriate areas; and Objective 1.43: Encourage the establishment of Transit Oriented Development in areas serviced by regional transit stations. The proposed amendments for Uptown include general design principles that promote a livable, multi-modal built environment with direct access to regional transit services, which align with the policies stated above.

The City's Future Land Use Map indicates that the proposed project area is mostly made up of Employment Center and Industrial Land Use designations with small pockets of Commercial and Office Park Land Use. In order to permit residential and commercial uses in the Employment Center and Industrial Land Use designations, the City must allocate flex units and commercial flex acreage, as described in the proposed amendments summary in this report. The Uptown project area is located within City's Unified Flex Zone Map. Table 2 provides a summary of residential flex unit and commercial flex acreage allocation to date and remaining availability.

**Table 2 – Flex Summary**

	<b>Residential Flex Units</b>	<b>Commercial Flex Acreage</b>
<b>Total Permitted</b>	5,218	519.60
<b>Assigned to Date</b>	1,330	.66
<b>Pending</b>	1,034	0
<b>Remaining</b>	2,854	518.95

*\*Broward County Planning Council may release increments of 5,000 flex units per City's total flex unit count.*

#### **PLANNING & ZONING BOARD REVIEW OPTIONS:**

The Planning and Zoning Board, in its capacity as the Local Planning Agency, shall determine whether the proposed amendments are consistent with the City of Fort Lauderdale's Comprehensive Plan and whether the Planning and Zoning Board recommends approval, approval with conditions, or denial of the proposed amendment to the City Commission.

#### **EXHIBITS:**

1. Proposed Amendments to ULDR Section 47-24, Development Permits and Procedures
2. Proposed Amendments to ULDR Section 47-37B, Additional Zoning Districts,
3. Proposed Amendments to ULDR Section 47-28, Flexibility Rules
4. Use Comparison Table
5. Draft Uptown Master Plan (UMP) Document

