



CITY OF FORT LAUDERDALE

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UPTOWN URBAN VILLAGE

ILLUSTRATIONS OF DESIGN STANDARDS SEPTEMBER 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

Planning and Zoning Board Members

Catherine Maus, Chair
Mary Fertig, Vice Chair
John Barranco
Brad Cohen
Jacquelyn Scott
Jay Shechtman
Alan Tinter
Micheal Weymouth

City of Fort Lauderdale Administration and Departments

Chris Lagerbloom, City Manager
D’Wayne Spence, Assistant City Attorney
Shari Wallen, Assistant City Attorney
Greg Fajardo, Director, Department of Sustainable Development
Christopher Cooper, Deputy Director, Department of Sustainable Development
Ella Parker, Urban Design and Planning Manager
Jim Hetzel, Urban Design Principal Planner
Ben Rogers, Interim Director, Transportation and Mobility
Karen Warfel, Program Manager
Benjamin Restrepo, Project Engineer II

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

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CHAPTER

01

INTRODUCTION

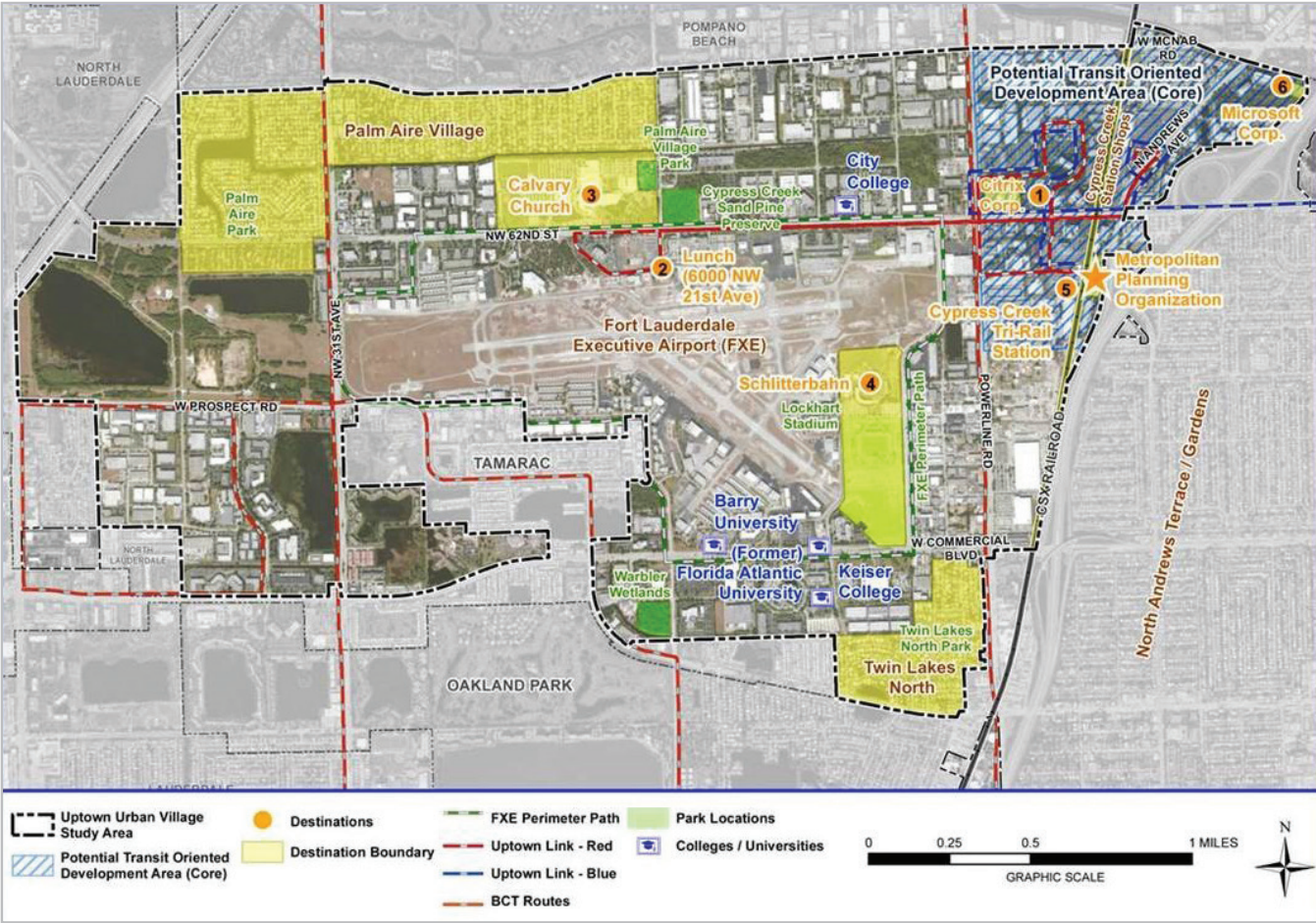


The intent of this project was to establish a master plan and regulatory framework that supports the development of a thriving, transit-supportive, mixed-use neighborhood that contains a compatible mix of residential, commercial services, and employment within proximity to each other and to the Cypress Creek Tri-Rail station and an internal multi-modal network.

The 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

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Map 1.3: Cypress Creek Mobility Hub

1.2 CYPRESS CREEK MOBILITY HUB MASTER PLAN

The Broward County 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

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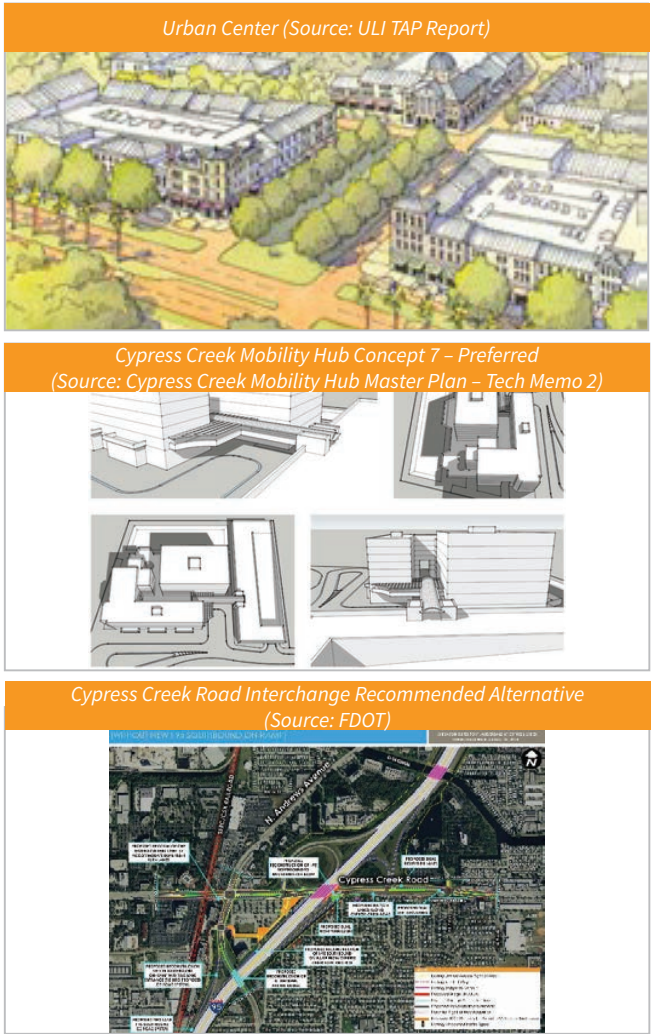


Figure 1.1: Planning Initiatives/ Studies Key Takeaways

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 substantial 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 creates a 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

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1.5 DEFINITIONS

ARCADE - A walkway covered by and abutting a building and supported by columns or piers.

AWNING - A roof or cover that projects from a wall of a building over a window or door and is made of canvas, aluminum, or similar material and 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 - Private places for residents and common areas for neighbors in multi-unit developments, 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 - 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 façade 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 - The 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 - A building or set of buildings used 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 area, 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 be 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.

STREETSCAPE - The natural and built fabric of the street, 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

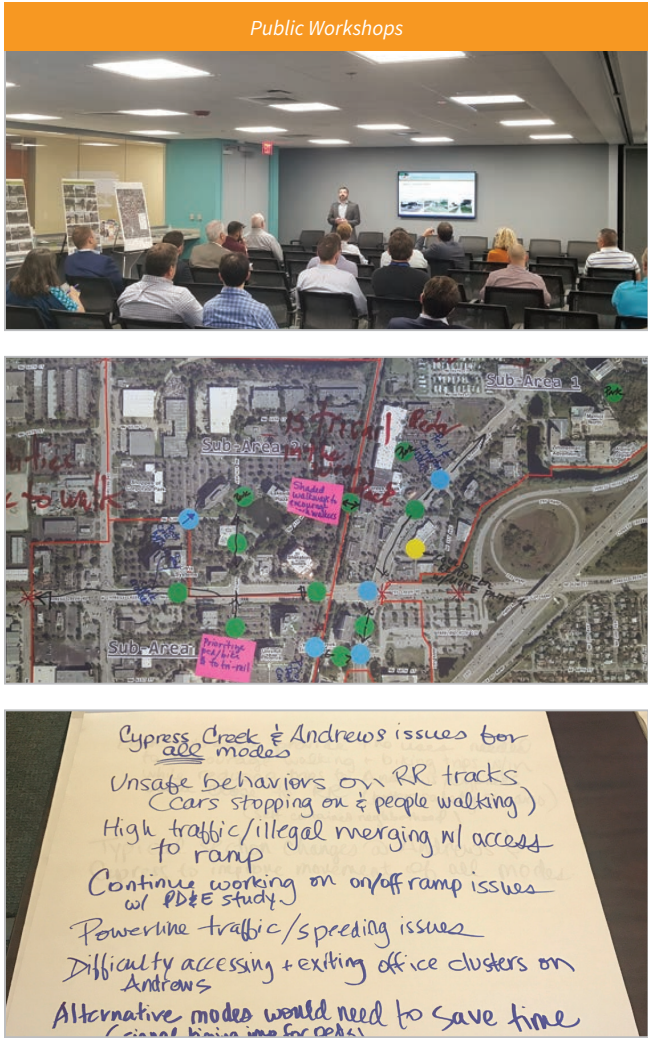


Figure 2.1: Public Involvement

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).

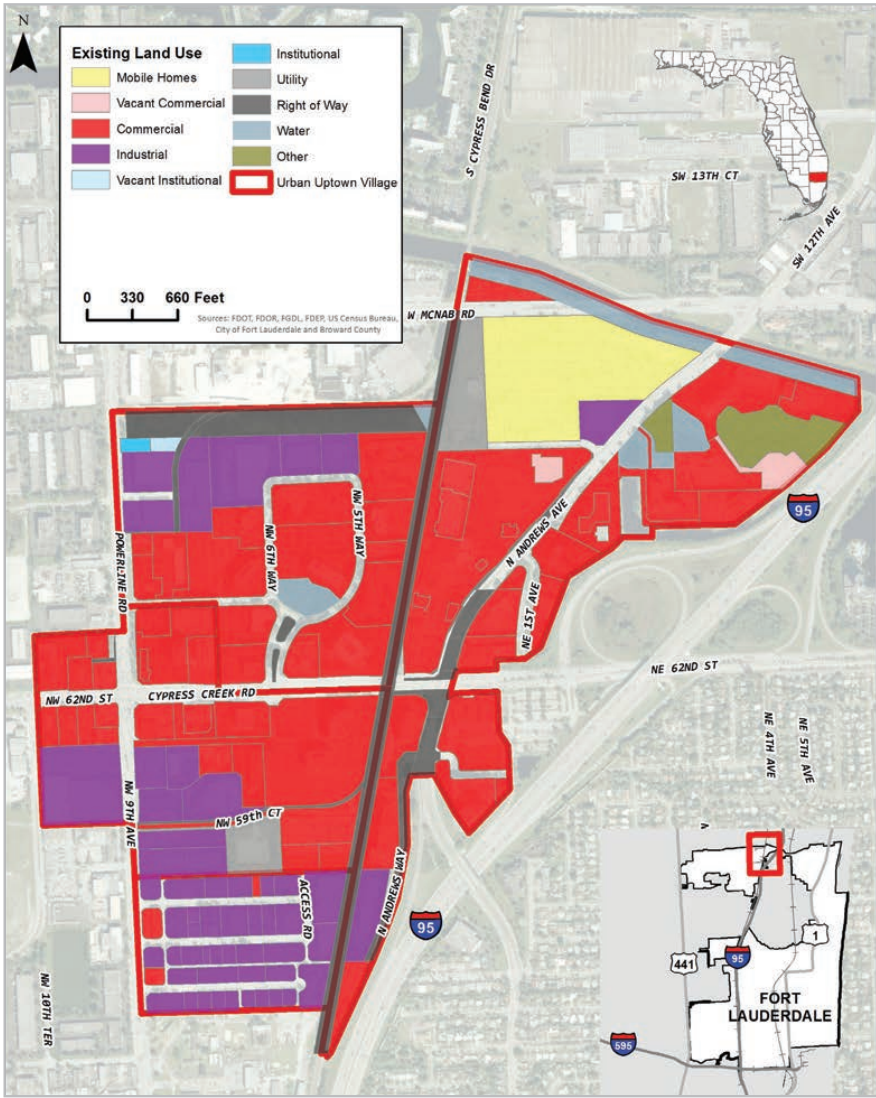
Existing land uses within the Uptown Urban Village include a diverse mix of office, retail commercial and industrial uses, and a mobile home park at the north end between N. Andrews Avenue and W. McNab Road. With the exception of the mobile home park, there are no other residential uses within the study 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



2.3 PLANNING THEMES



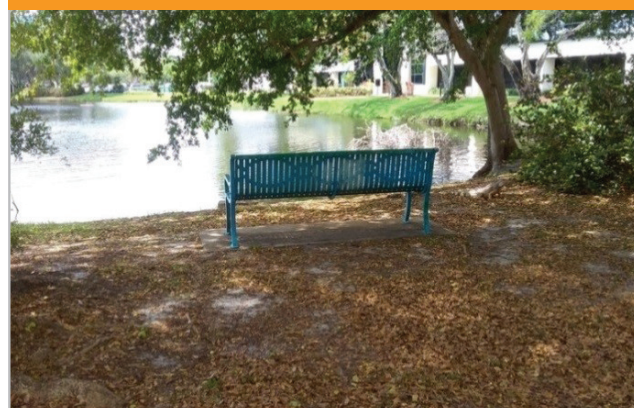
2.3 PLANNING THEMES

THEME 2: PUBLIC OPEN SPACE

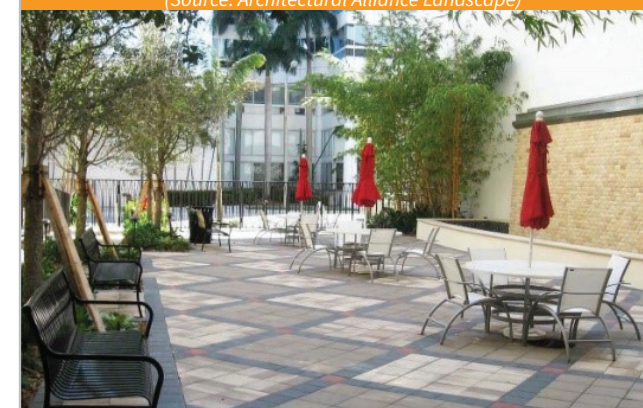
Create public pocket parks, linear parks, and gathering places to sustain future population growth within the Uptown Urban Village. Locate these public spaces within proximity to mixed-use, residential, and office developments connected by a pedestrian, bicycle, and bus network within and outside the 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.

Existing Seating Areas, Uptown Urban Village



Vest Pocket Park, Fort Lauderdale, FL
(Source: Architectural Alliance Landscape)



Pierhouse at Channelside, Tampa, FL (Source: Dix.Hite + Partners, Inc.)



Lafayette Urban Garden, Detroit, MI (Source: After 5 Detroit)



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).

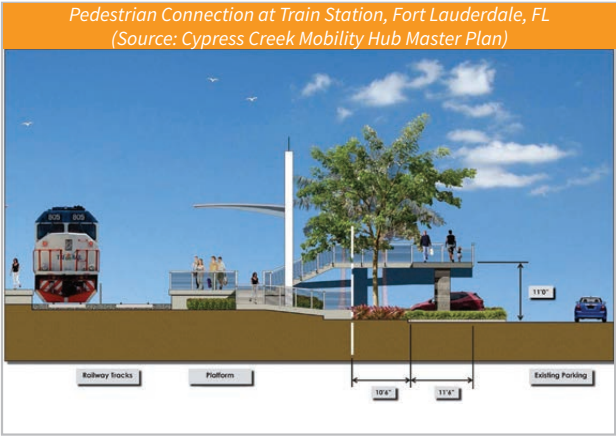
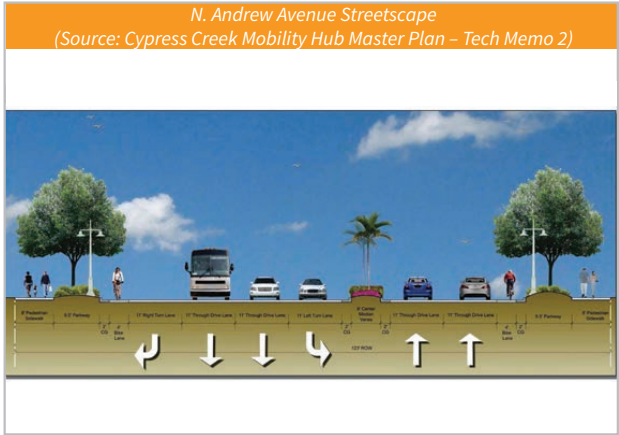


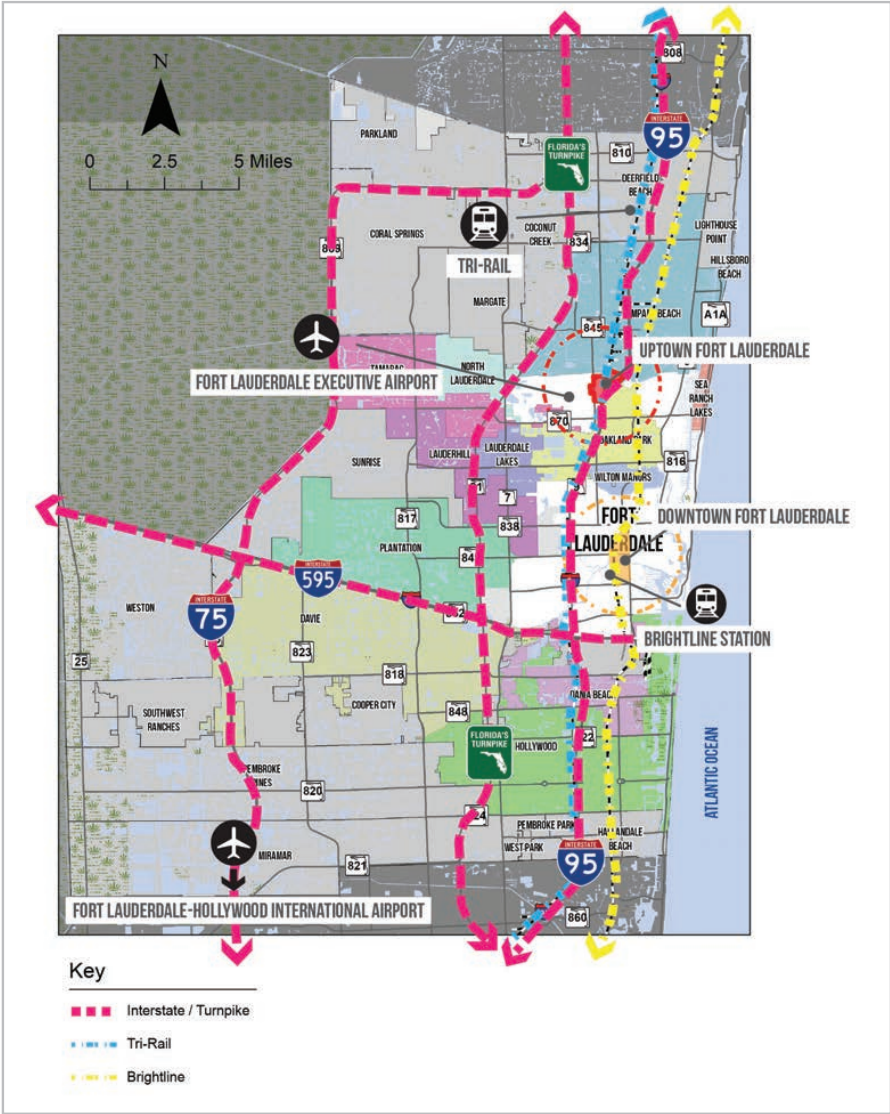
Figure 2.4: Examples of Multi-Modal Mobility

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 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.

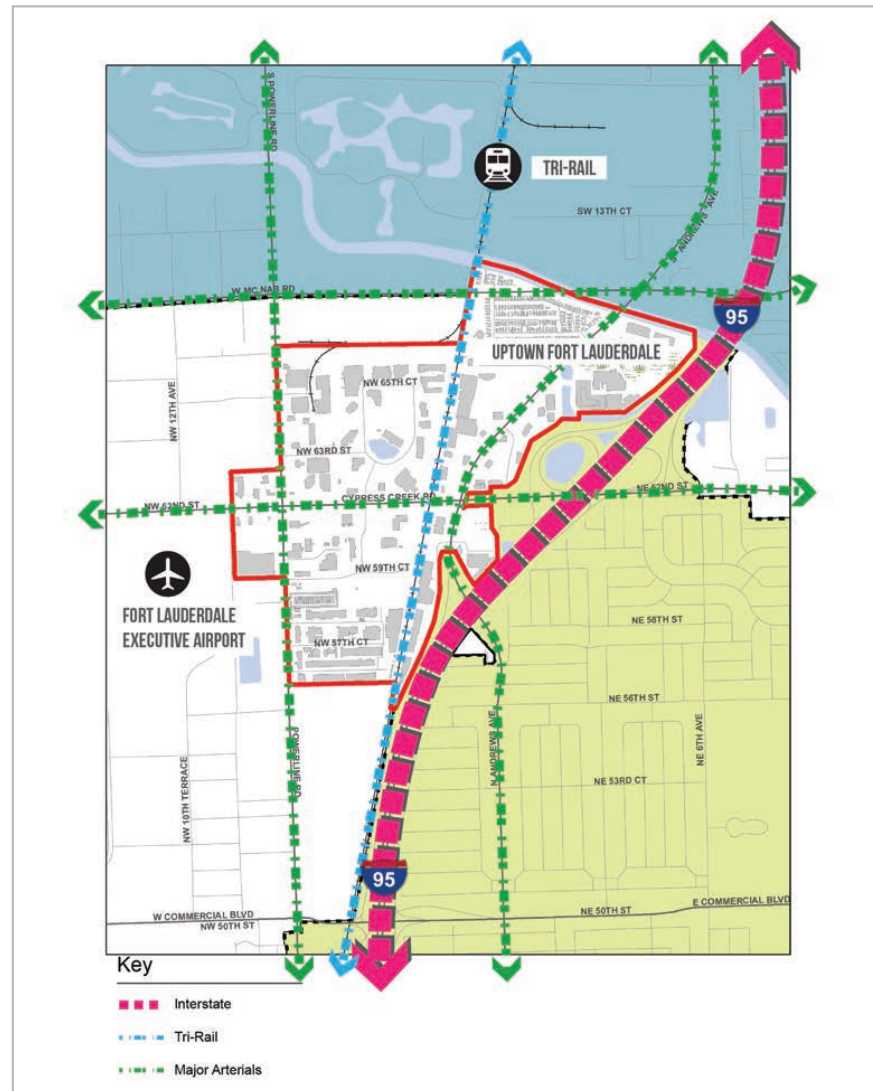
The Uptown Urban Village is the primary business center within the northern portion of the city and is the primary business center on that side of the city. With its unique mix of users, the Uptown Urban Village complements more than competes with the downtown core (Map 3.3).

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 that reposition the Uptown Urban Village to be more attractive for private investment.

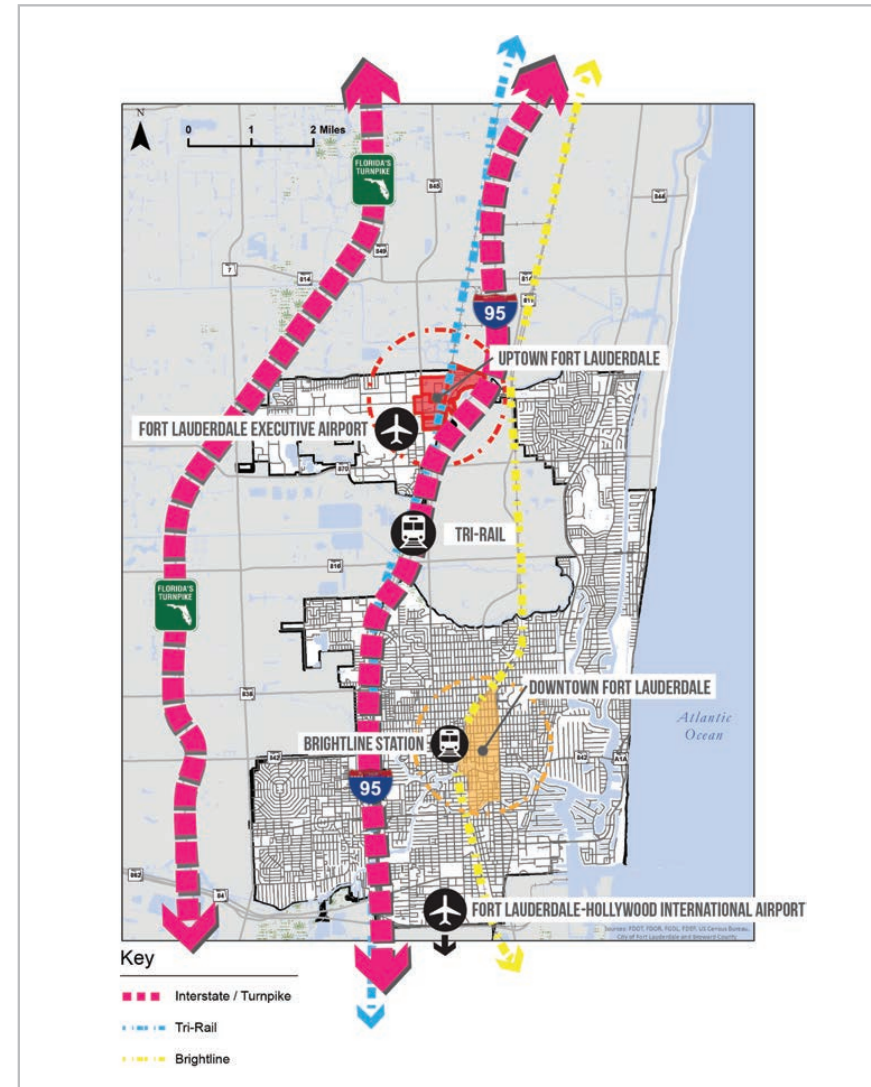
3.3 MARKET SECTORS

An economic and market study was conducted during the Cypress Creek Mobility Hub Master Plan in 2015, and the study area included the Uptown Urban Village (Map 3.4). The study summarized residential and retail uses 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 were 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 target 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

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 they pertain to transit-oriented development. The Uptown Urban Village has a unique opportunity to realize its own revitalization. Demographics data were derived from the 2018 ESRI Community Analyst and are summarized below and in Table 3.2.

- The population increased by over 2 percent between 2000 and 2018, from 43,300 persons to 44,273 persons. There was a slight population decline in 2010, likely due to the recession.
- Between 2000 and 2010, the household growth trend increased slightly, from 19,200 to 19,296 households. There was a decline in households during 2010, likely due to the recession.
- The household tenure expresses a decline of ownership and renters between 2010 and 2018; 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 Next 5+ Year Period. (Source: Cypress Hub Mobility Hub Master Plan Economic & Market Analysis, March 2015)

- Household size remains similar between 2010 and 2018; currently, 2.25 persons live together in one house, meaning more couples than large families are occupying the households.
- Median age was 43.4 in 2018, which is mainly because there is a lower percentage of population of persons under age 19. This median age is comparable to the city (44) and higher than the county (41).
- Median household income is \$46,102, which is lower than the median household income of Broward County of \$55,397; the median household income of Fort Lauderdale is higher, at \$51,648.
- Although 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 (64,194) of the persons employed in the study area lived outside of it. Only 2,404 people (3.6%) 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

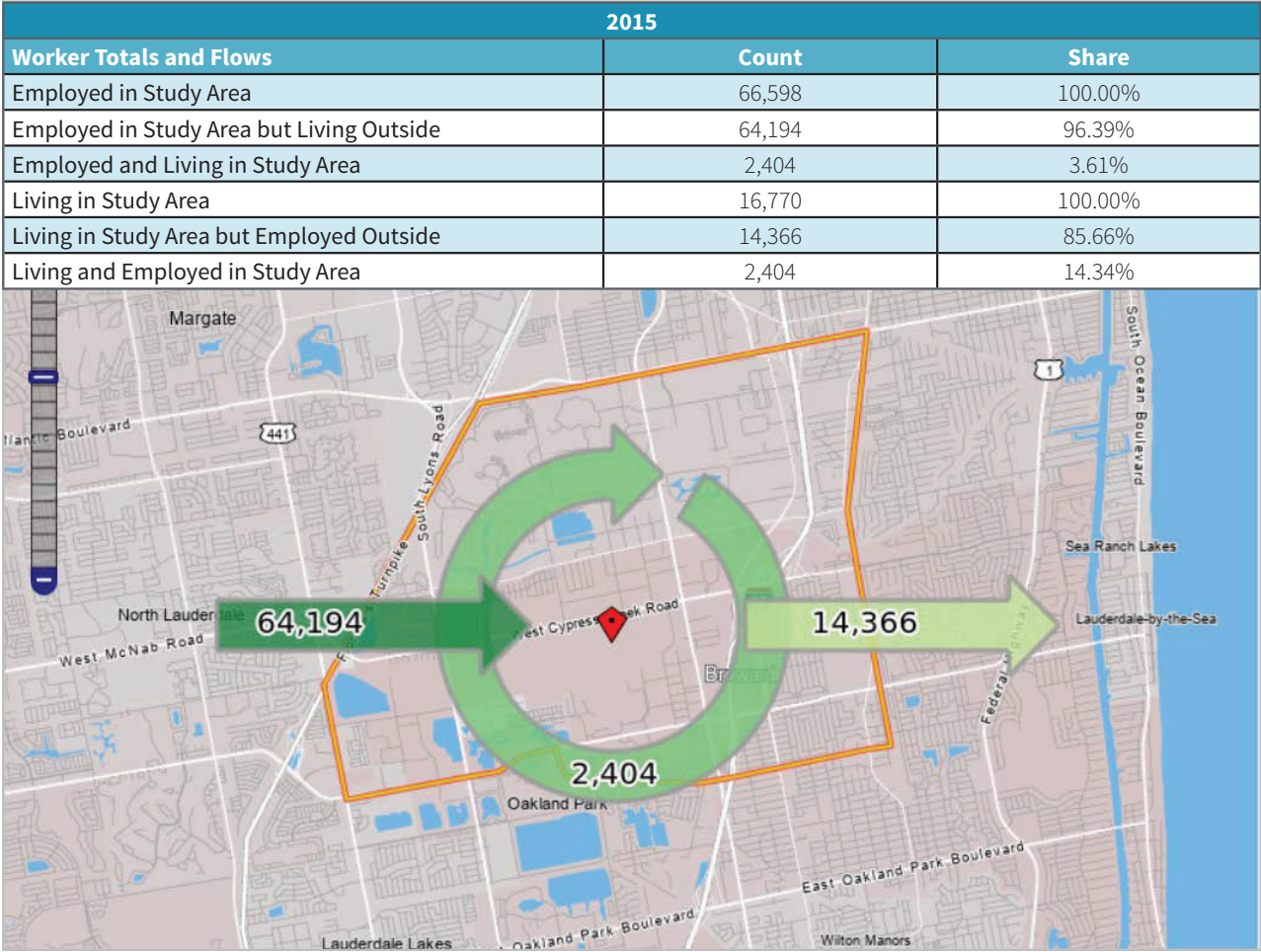


Figure 3.1: Inflow/Outflow of Private Job Employees, Cypress Creek Mobility Hub Study Area, 2015. Source: US Census OnTheMap

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 as well as issues and opportunities, followed by planning principles and master plan considerations, and 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 an 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)

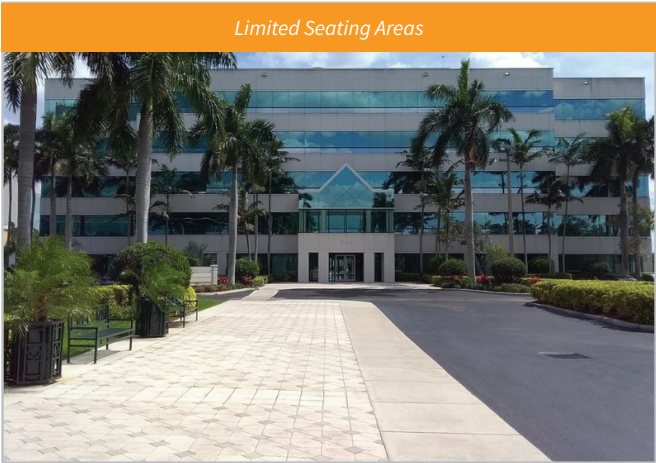
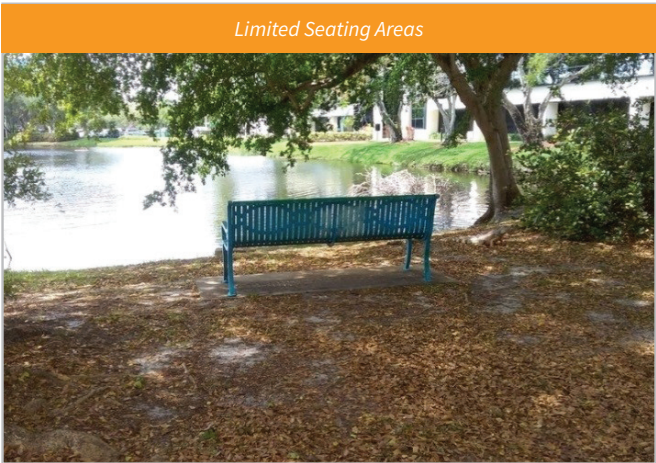


Figure 4.3: Theme 2 - Existing Issues

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 to 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 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 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 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

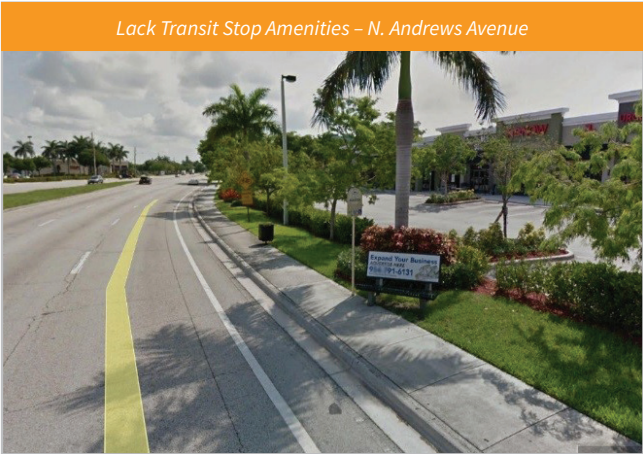


Figure 4.5: Theme 3 - Existing Issues

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 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.



Figure 4.7: Examples of Land Use & Urban Design Principles

MASTER PLAN FRAMEWORK

4.4 PLANNING PRINCIPLES

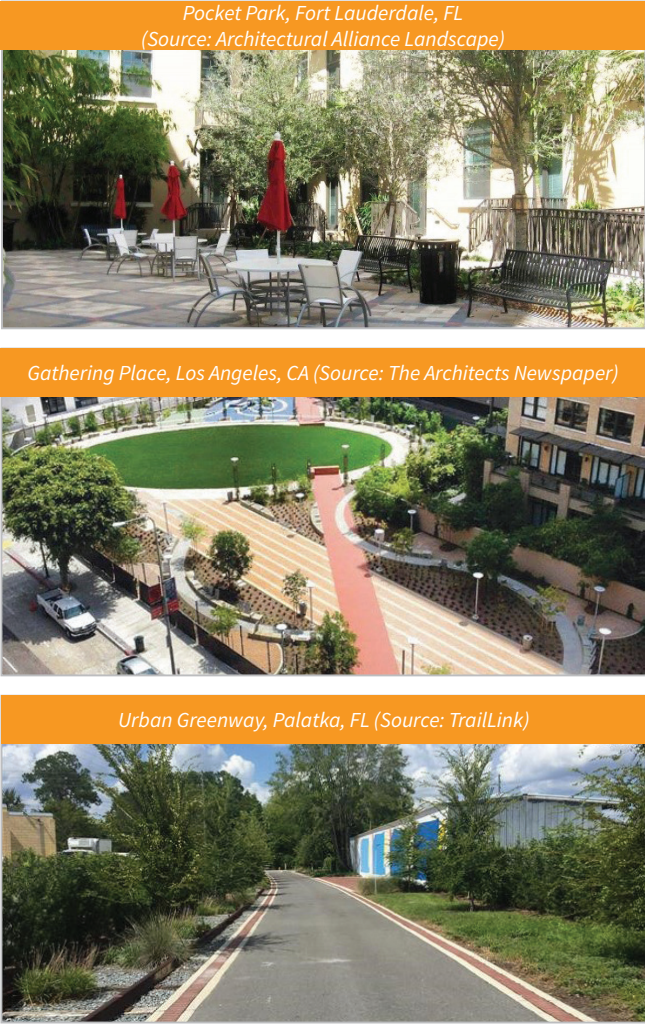


Figure 4.8: Examples of Public Open Space Principle

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 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

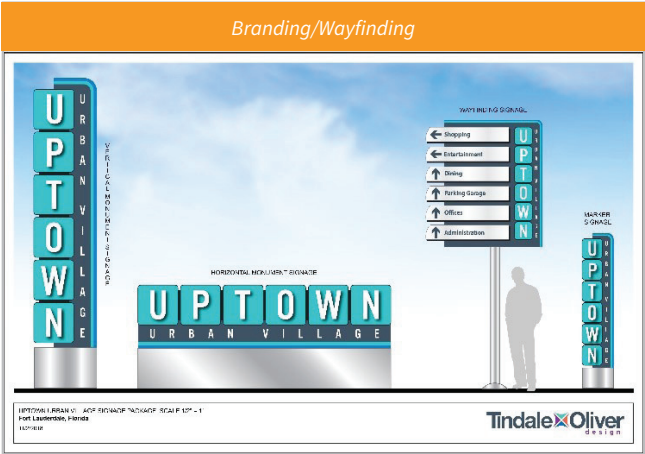
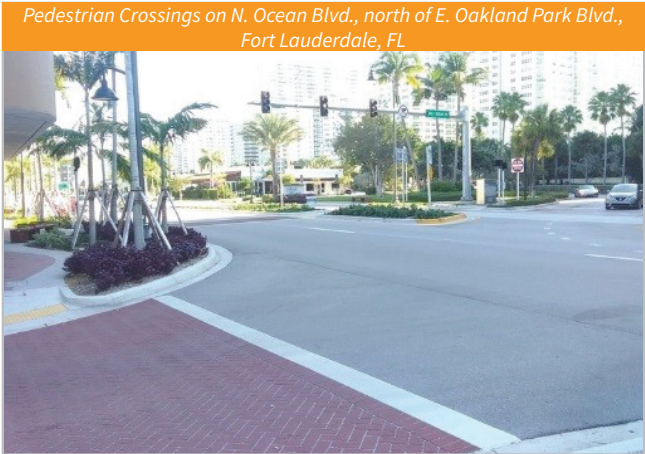
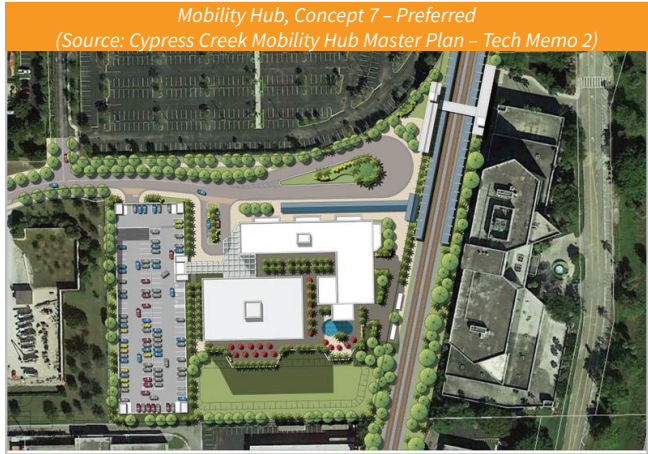


Figure 4.9: Examples of Multi-Modal Mobility Principles

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.	
Adopt mixed-use zoning regulations to ensure appropriate type and scale of development along corridors.	Consolidate parking within garages while offering on-street parking.
Encourage flexible commercial and office spaces that mix uses, can be shared, and are a variety of sizes.	Evaluate existing surface parking for development opportunities related to new desired development types (see Principle 1).
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

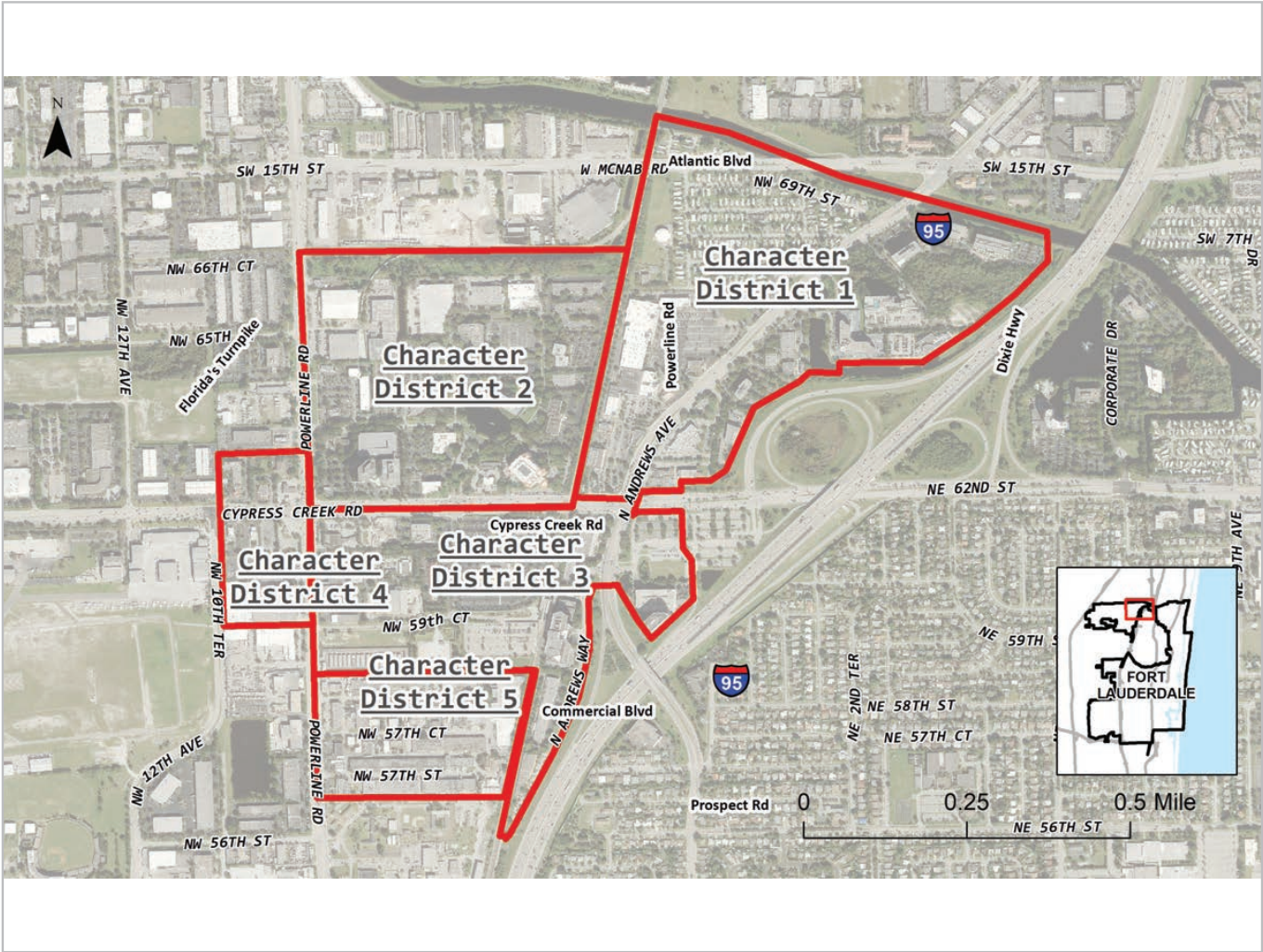
4.5 MASTER PLAN CONSIDERATIONS

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

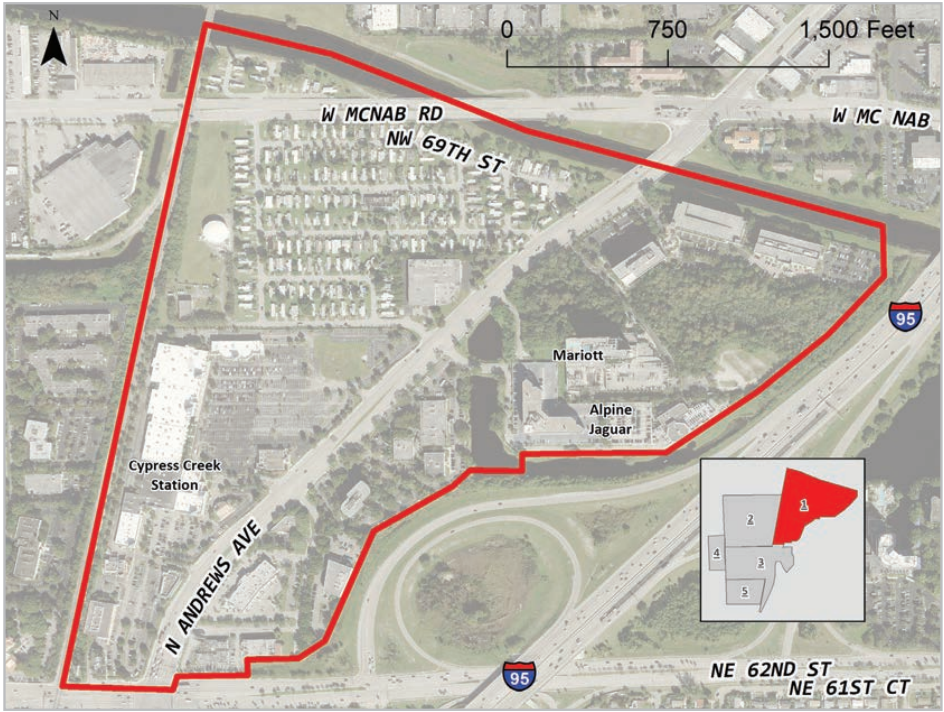
The framework for the Master Plan establishes Character Districts, promotes the transition to a multi-modal community, creates public parks and civic spaces, and incorporates branding/wayfinding into the public realm. A conceptual Master Plan shows public and private development potential for the Uptown 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

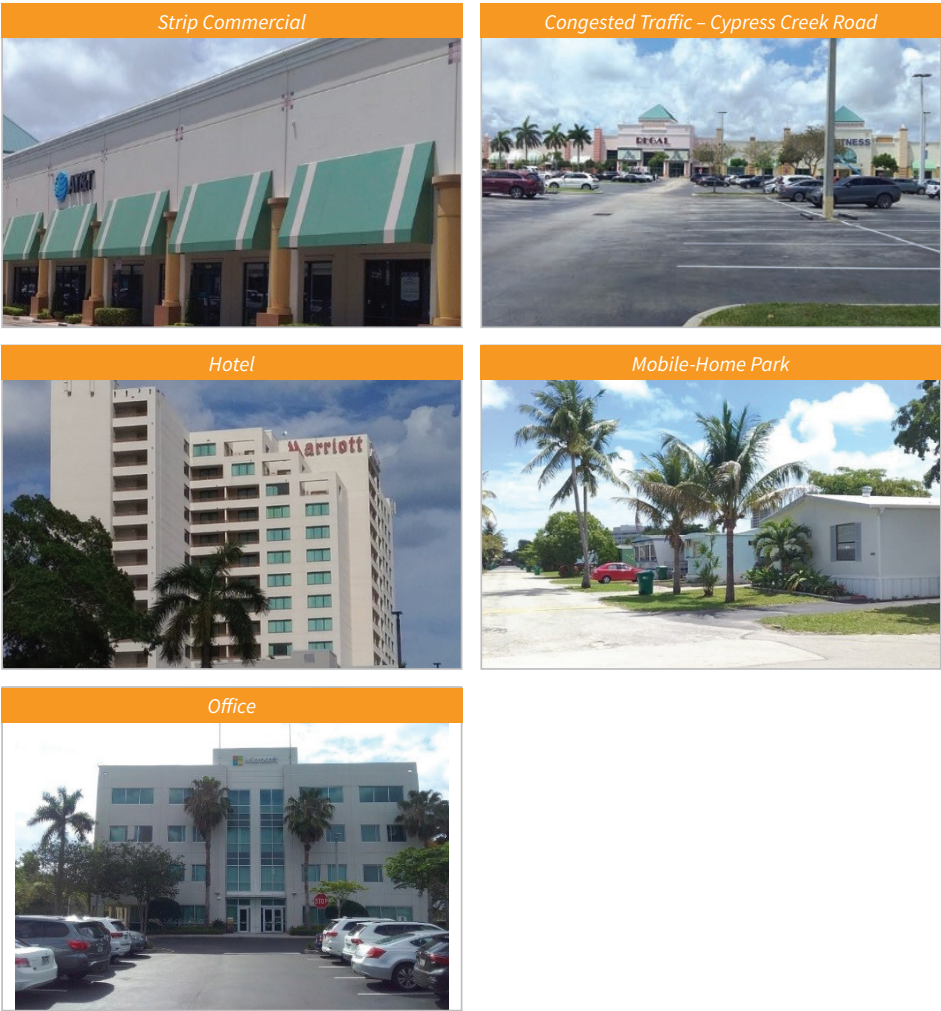


Figure 4.10: Character District 1 – Existing Uses

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).



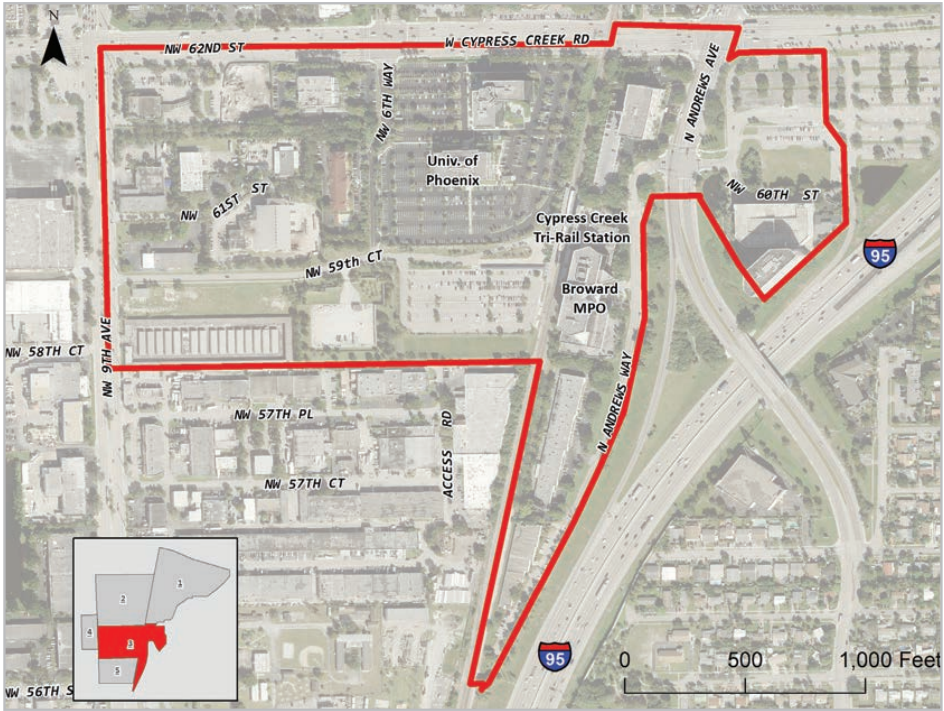
Map 4.3: Character District 2



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

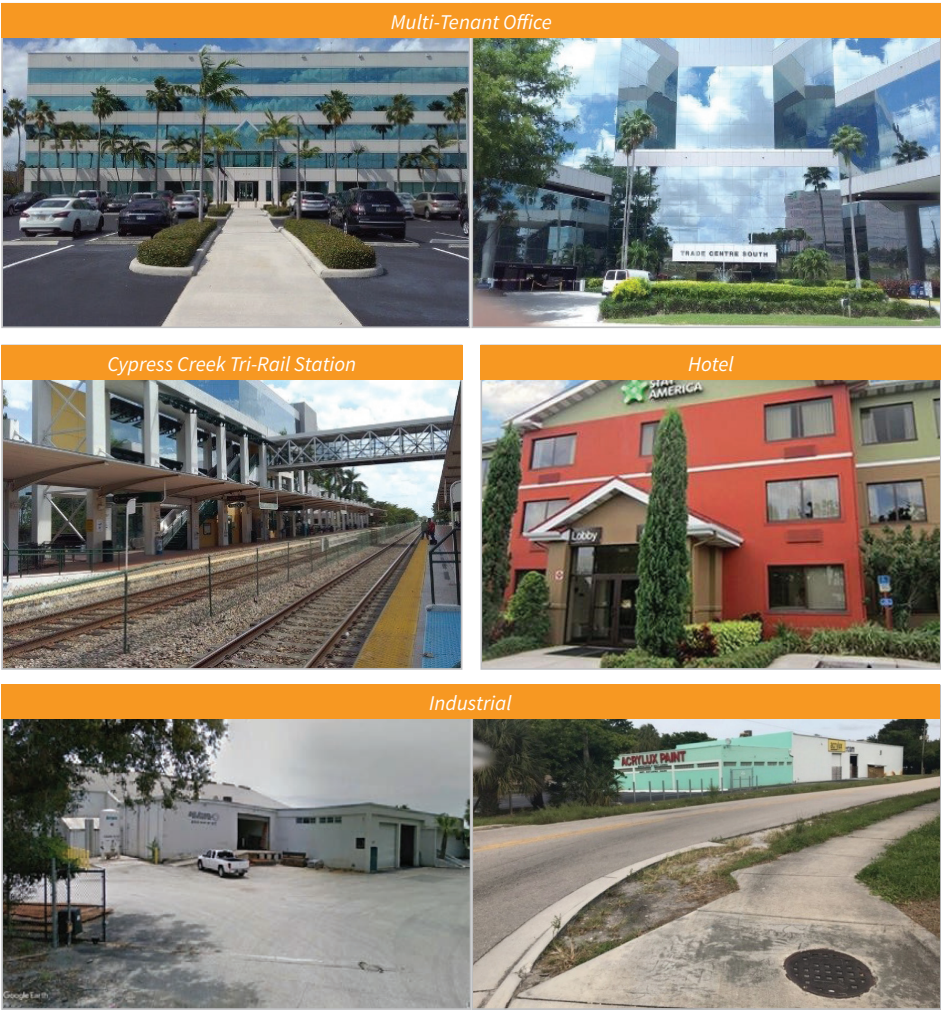


Figure 4.12: Character District 3 – Existing Uses

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, W Cypress Creek Road, and NW 10th Terrace (Map 4.5 and Figure 4.13).



Map 4.5: Character District 4

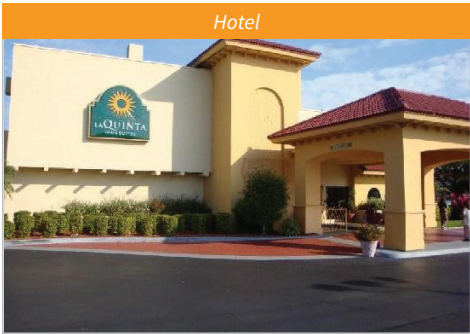
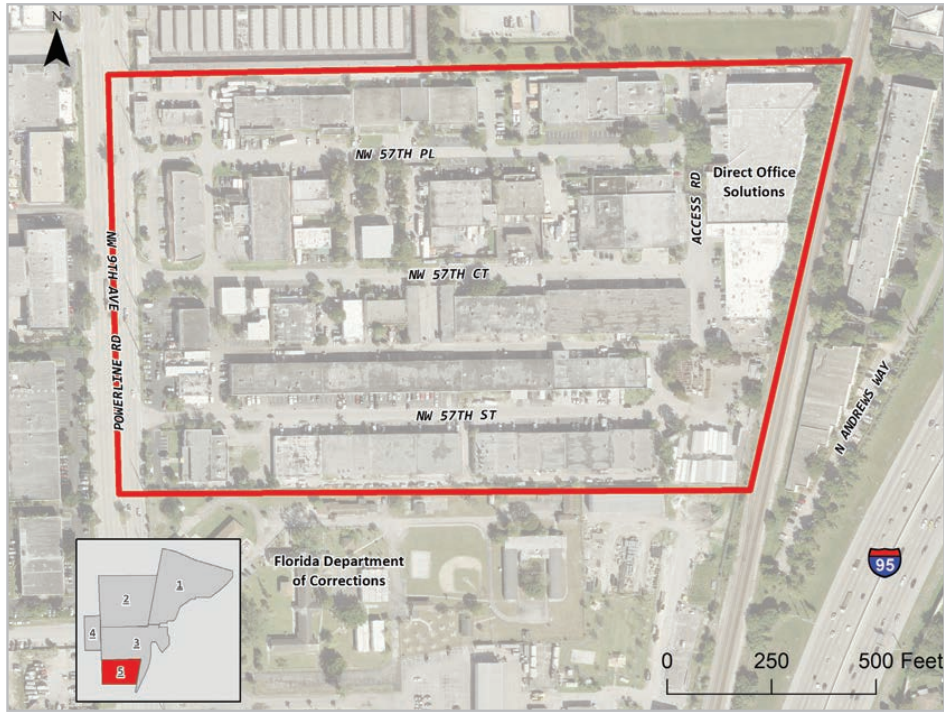


Figure 4.13: Character District 4 – Existing Uses

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).



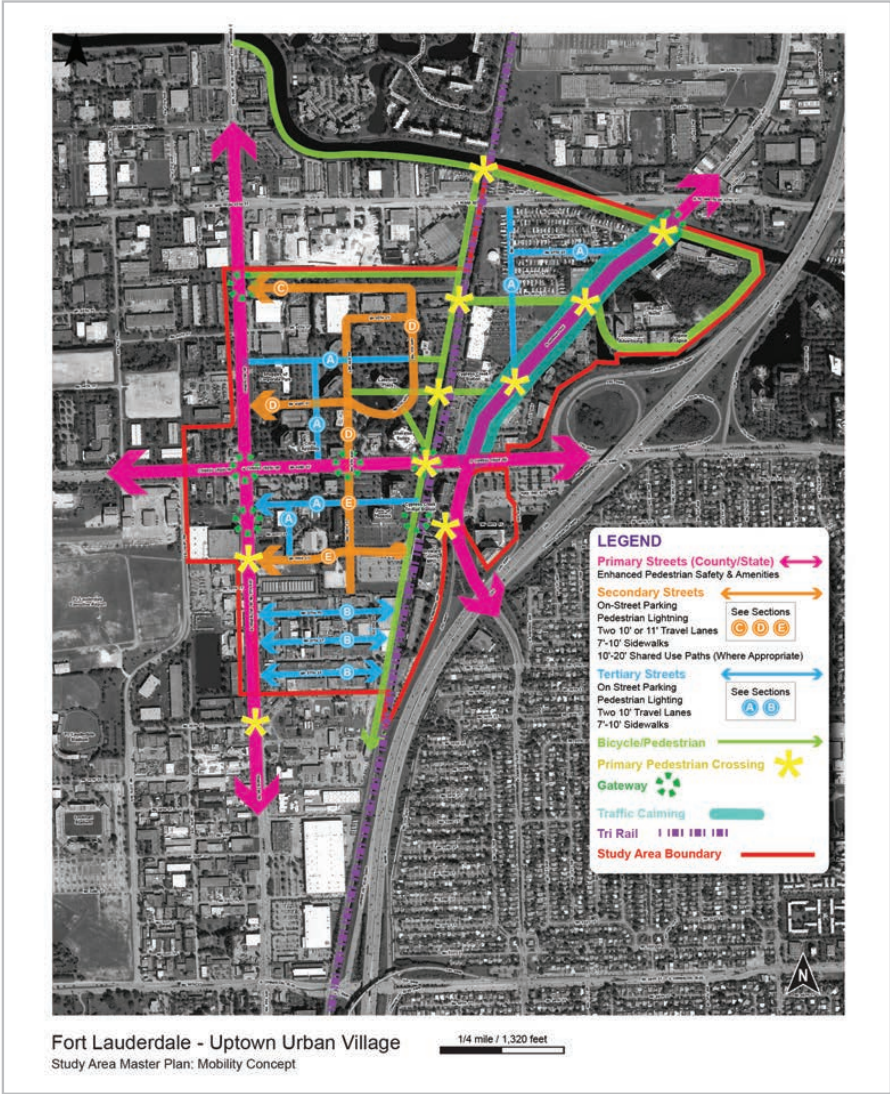
Map 4.6: Character District 5



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).

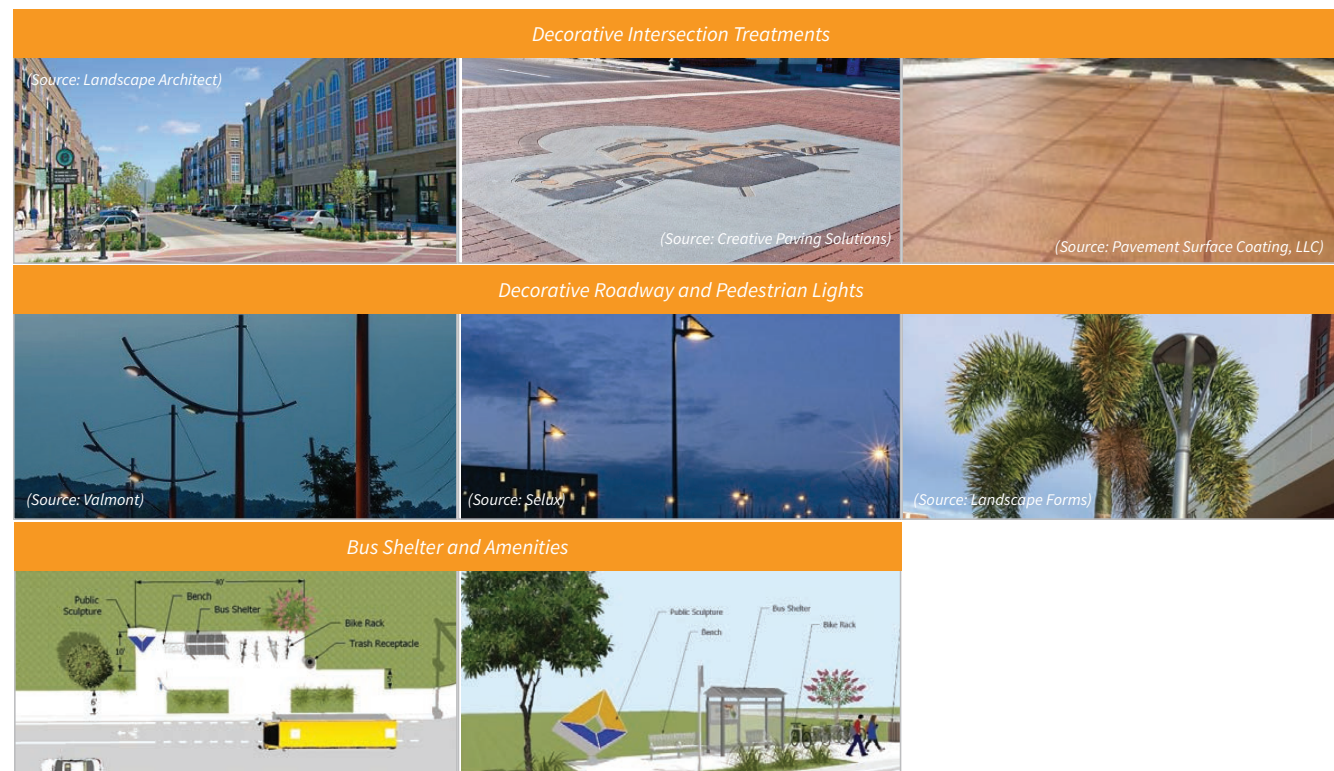


Figure 4.15: Examples of Pedestrian Safety and Amenities for Primary Streets



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).

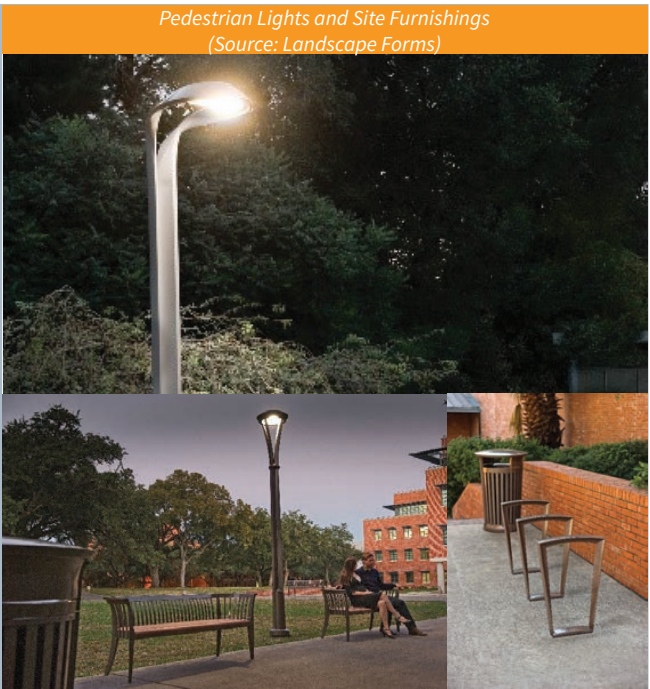


Figure 4.17: Examples of Pedestrian Safety and Amenities for Secondary Streets

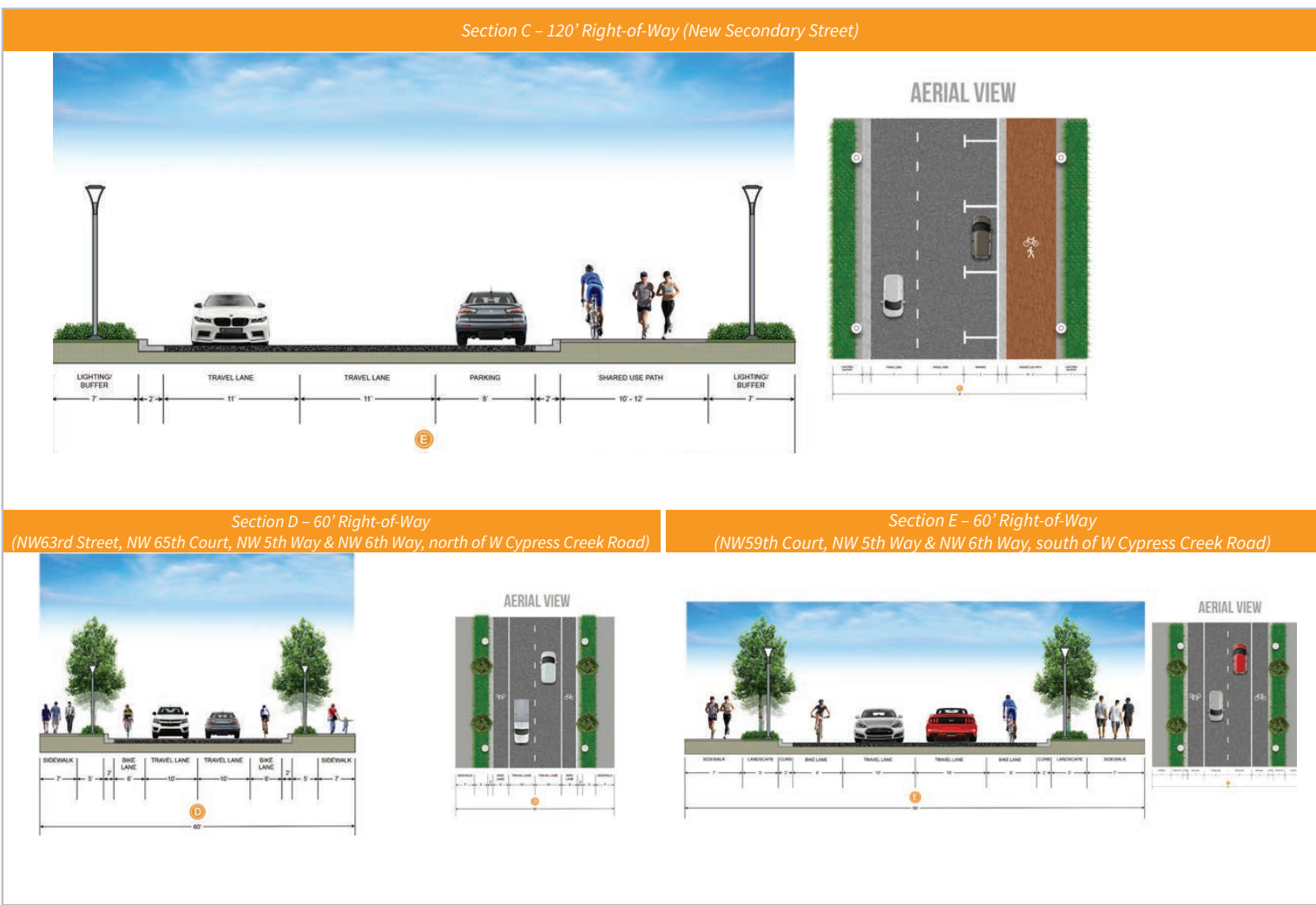


Figure 4.18: Prototypical Secondary Street Sections

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

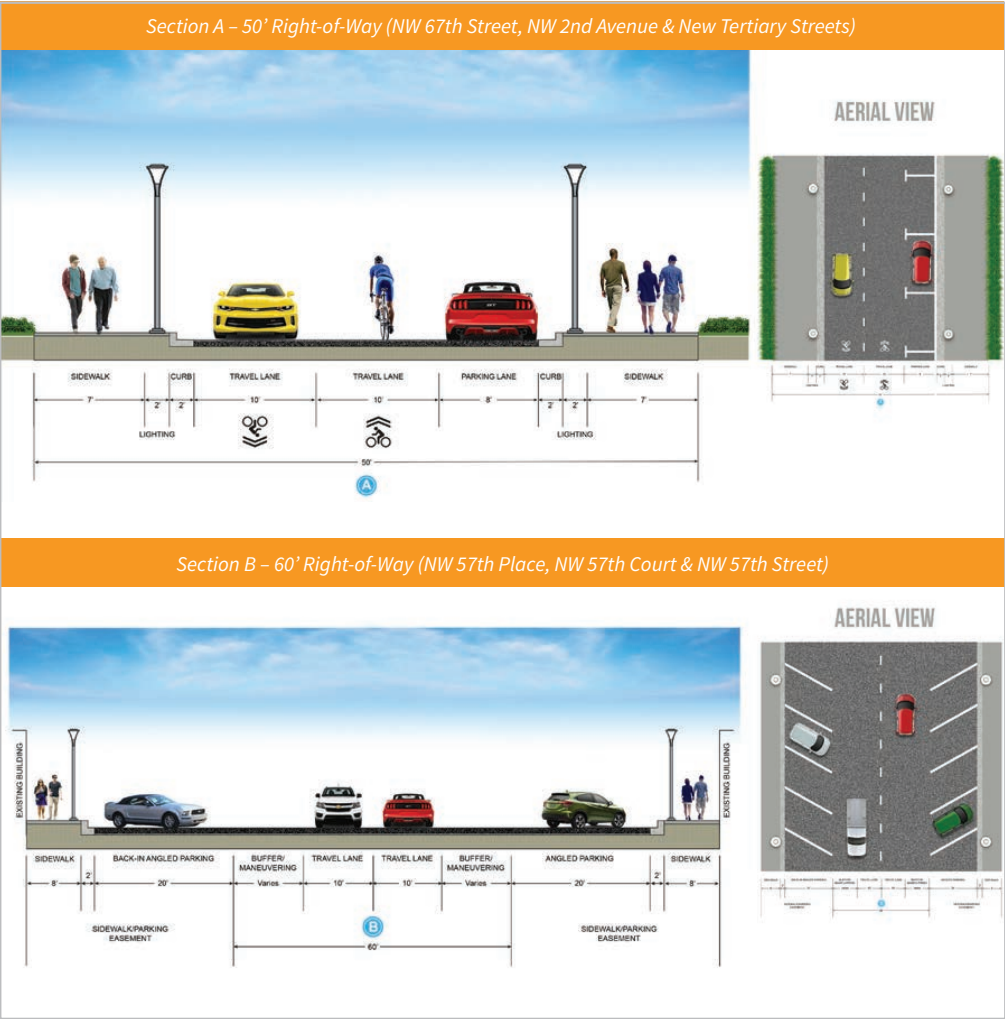


Figure 4.20: Prototypical Tertiary Street Sections

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, and abandoned rights-of-way, and connect 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 and has shaded rest areas, exercise equipment, site furnishings, bicycle racks, and drinking fountains (Figure 4.22 and Map 4.7).

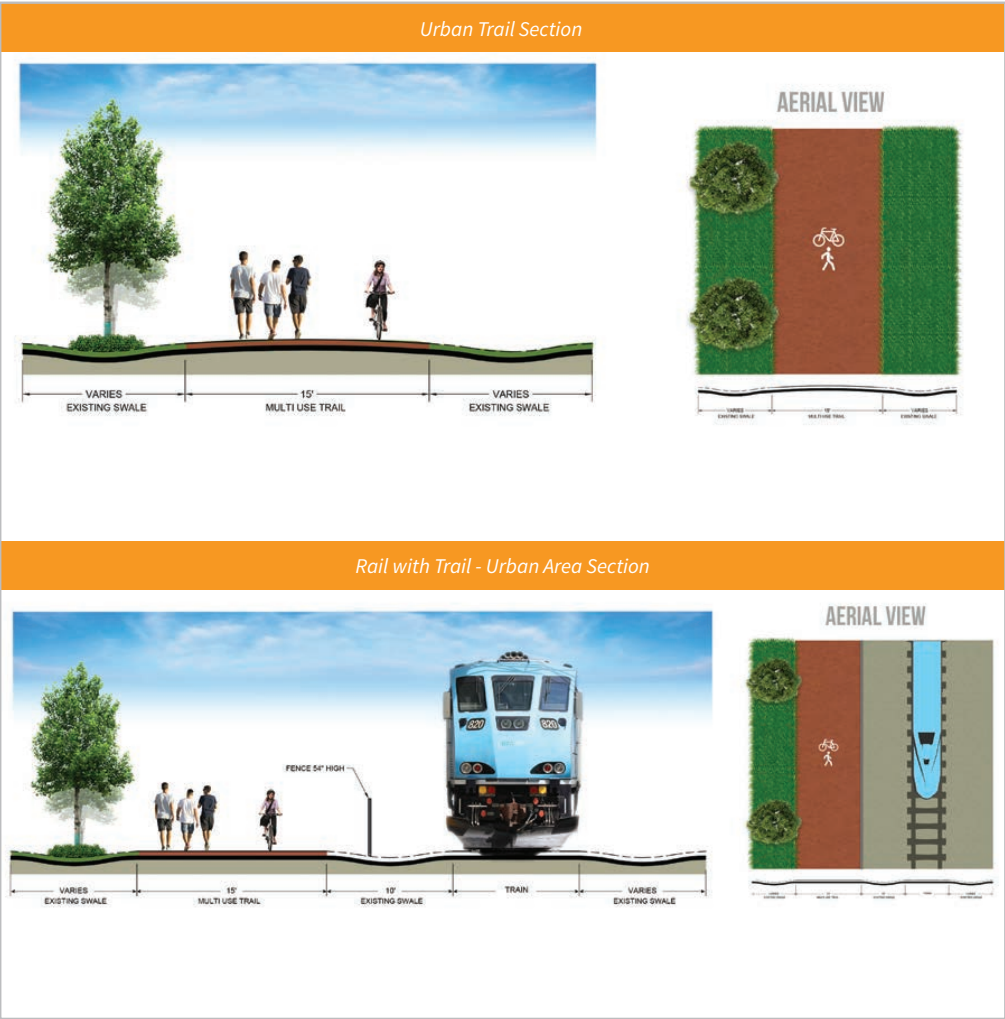


Figure 4.22: Prototypical Bicycle/Pedestrian Greenway Sections

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 varied pavement colors/textures (Figure 4.24).

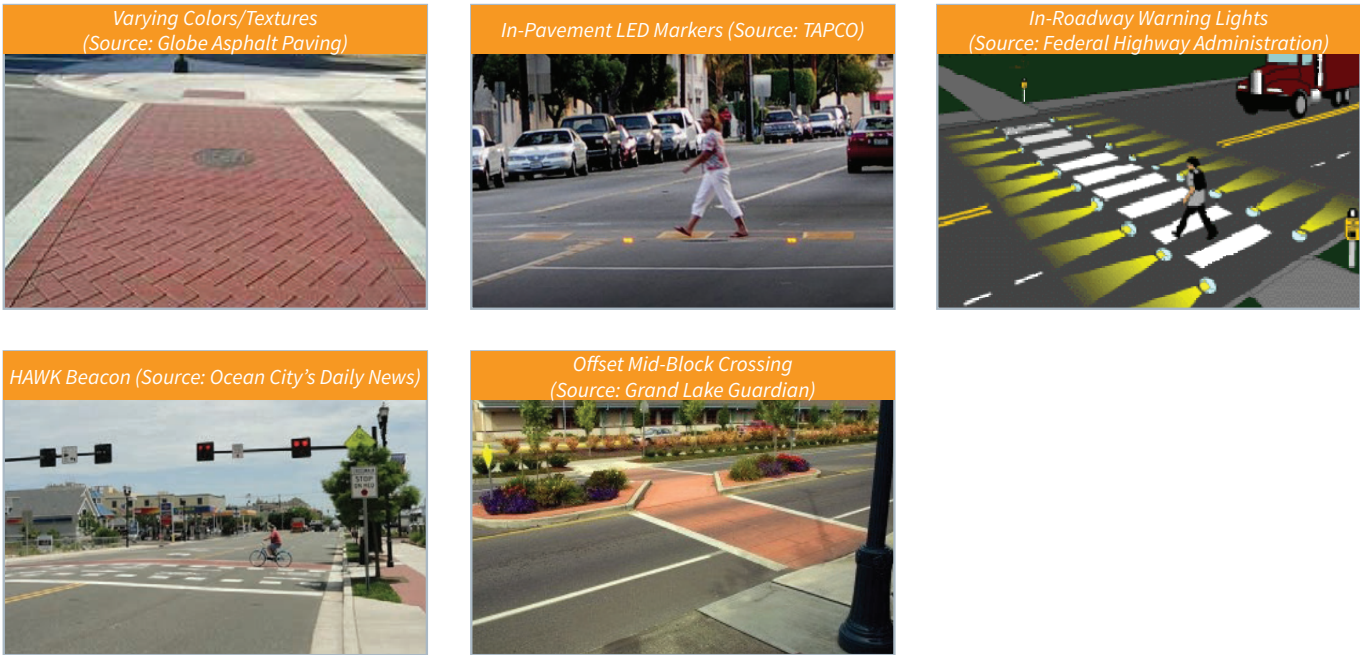


Figure 4.23: Examples of Primary Pedestrian Street Crossings

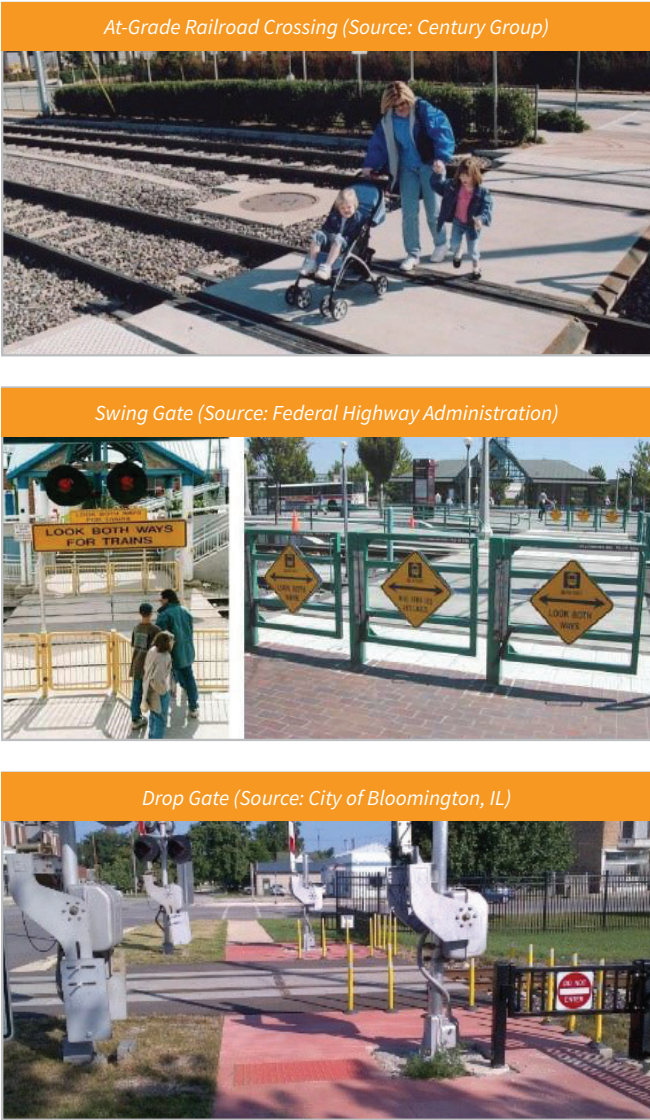


Figure 4.24: Examples of Primary Pedestrian Railroad Crossings

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 office buildings for employees to gather and relax. Providing quality parks and civic spaces in already-developed areas may pose a challenge due to the 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, and 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



Figure 4.26: Examples of Branding and Wayfinding

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 in 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).

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

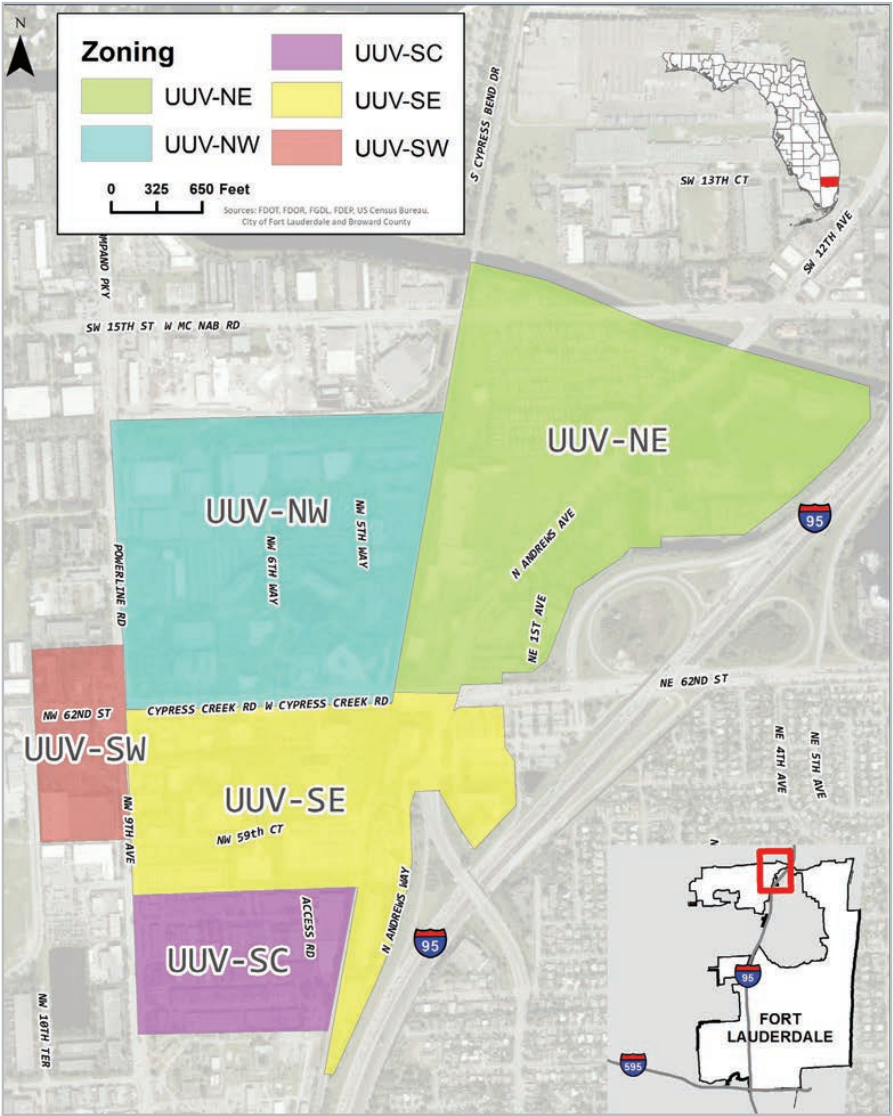
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CHAPTER

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 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 zoning district 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 I-95 on the east.



Map 5.2: UUV-NE Zoning District

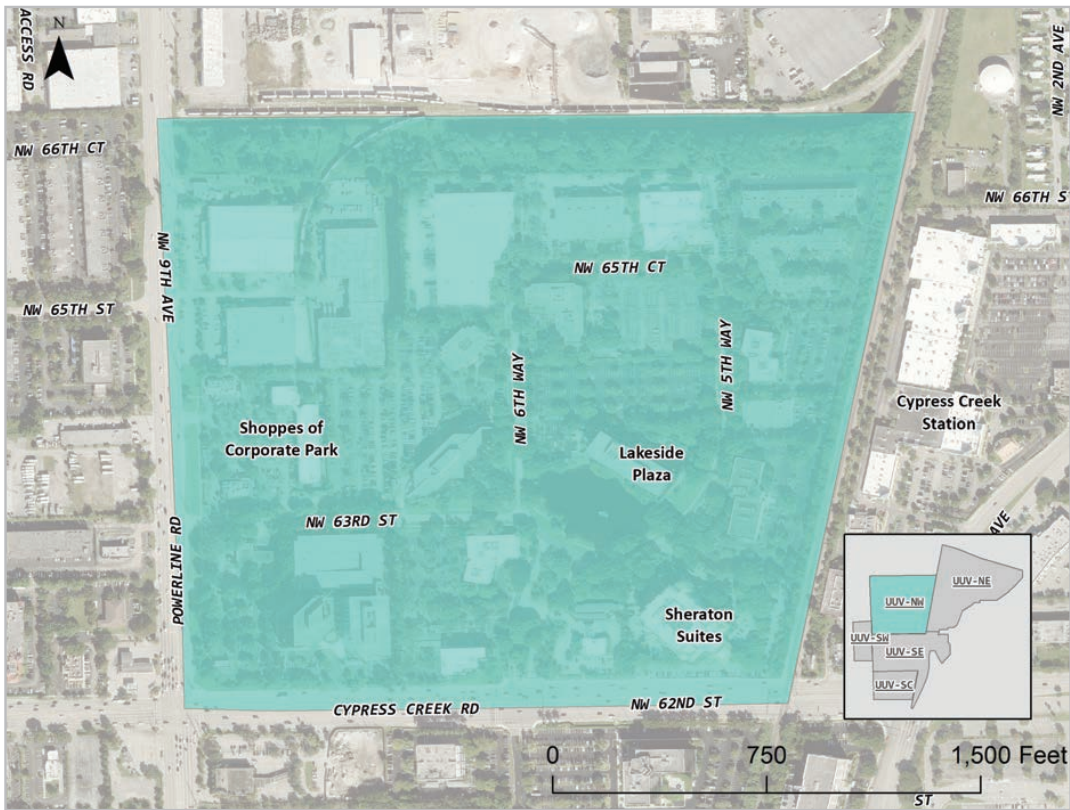


Figure 5.1: Examples of UUV-NE Uses

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.



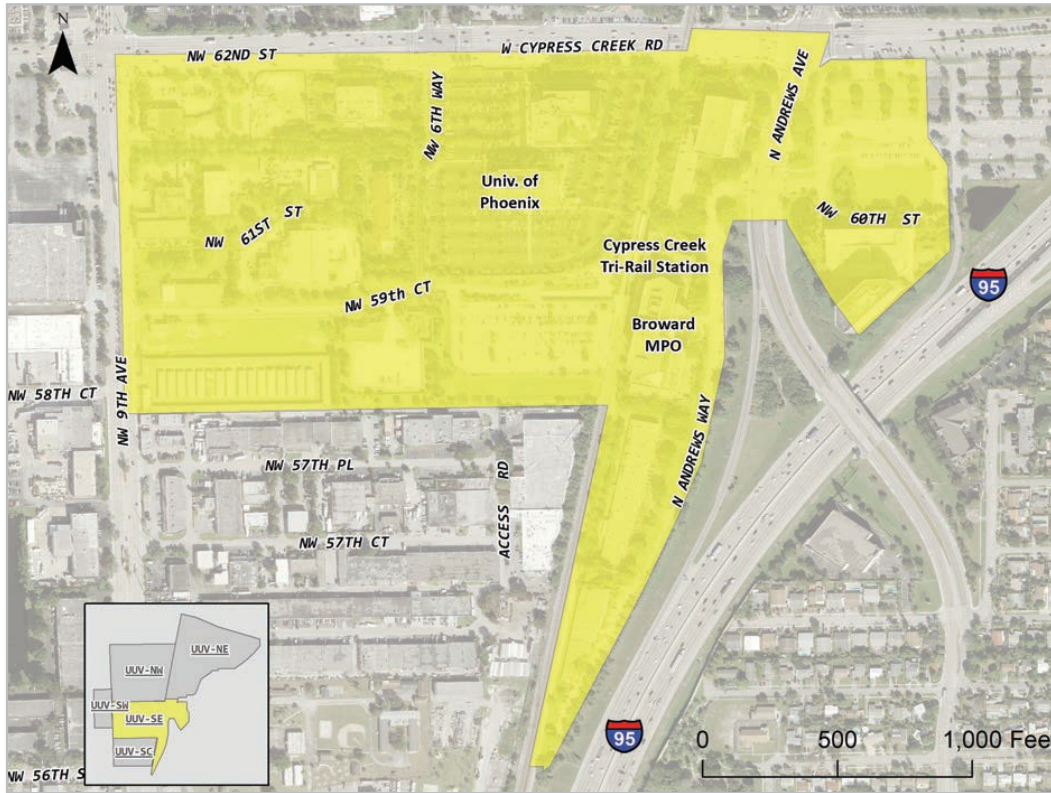
Map 5.3: UUV-NW Zoning District



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 and 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 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.



Map 5.4: UUV-SE Zoning District

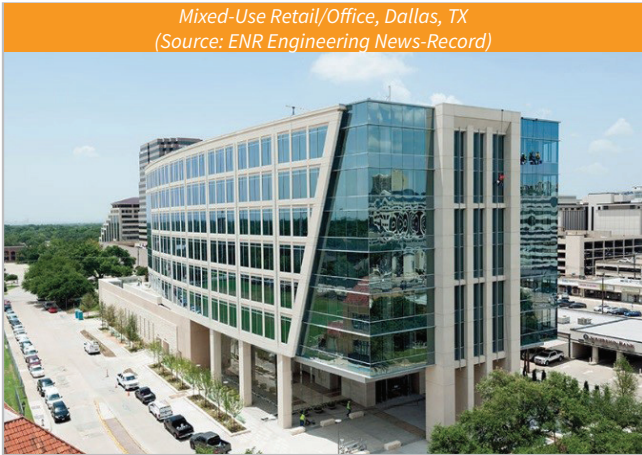
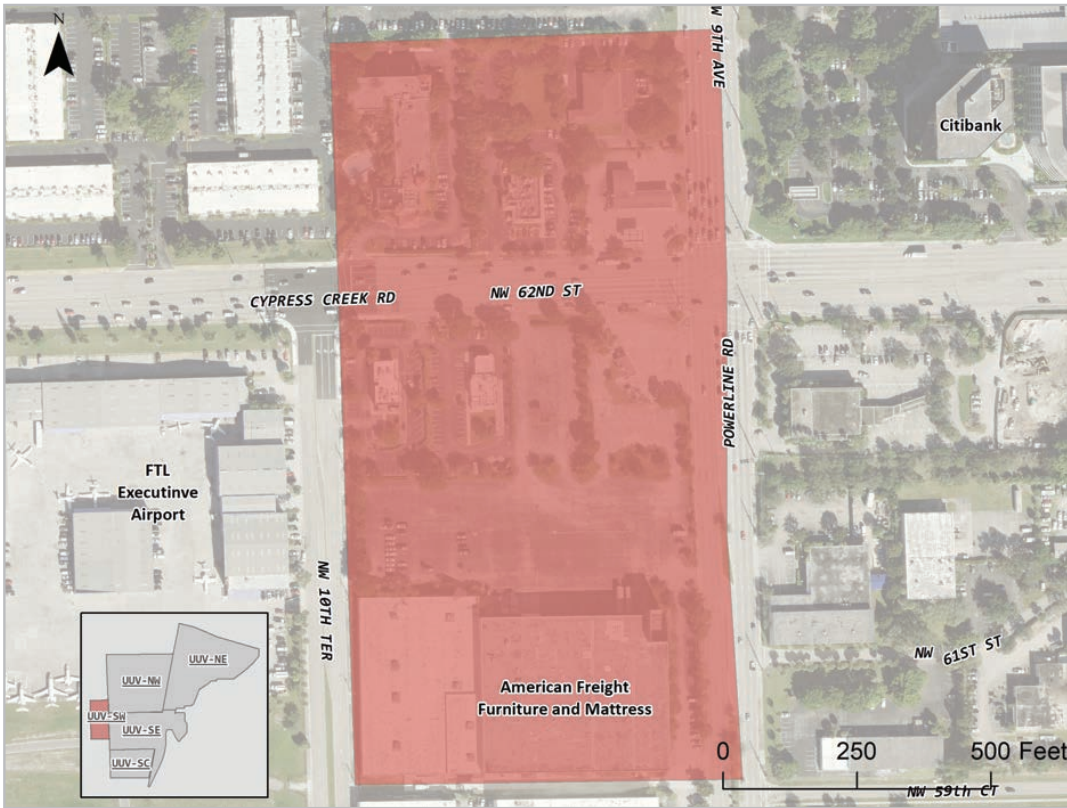


Figure 5.3: Examples of UUV-SE Uses

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.



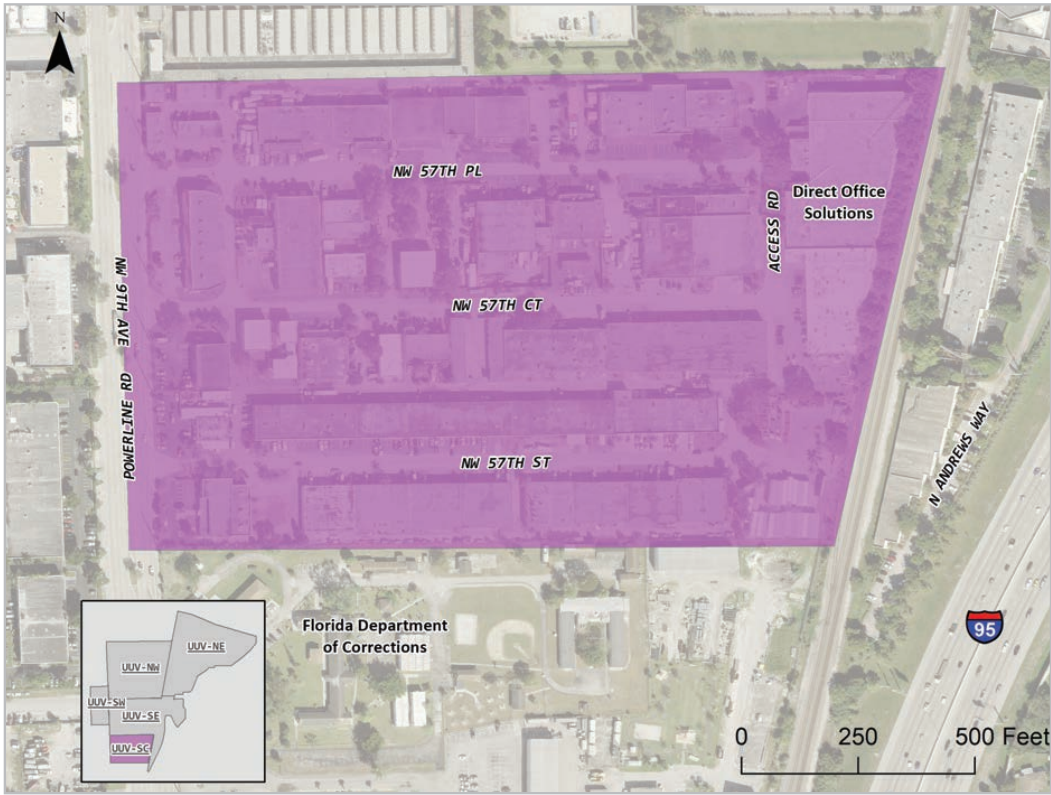
Map 5.5: UUV-SW Zoning District



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, the south side of NW 57th Street on the south, Powerline Road on the west, and the 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, must 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 be permitted only 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
●	●	●		



Note: Residential will be permitted only north of Cypress Creek Road, and east of Andrews Avenue.


Retail Sales
e.g., Retail Shops, Gallery/Dealer,
Pharmacy

NE	NW	SE	SW	SC
●	●	●	●	●




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 be permitted only 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 pass 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 Seatbacks	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

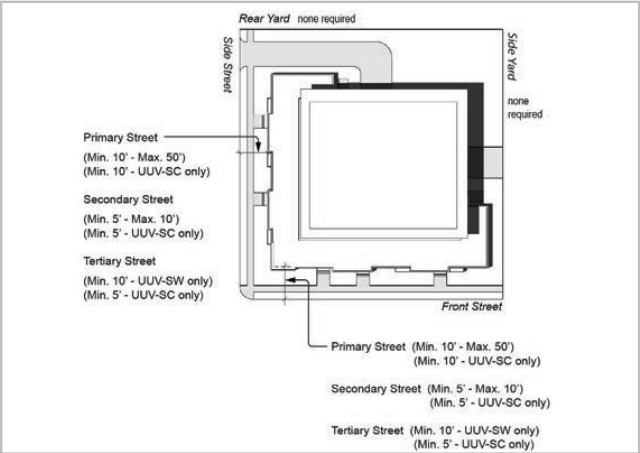


Figure 5.6: Setbacks

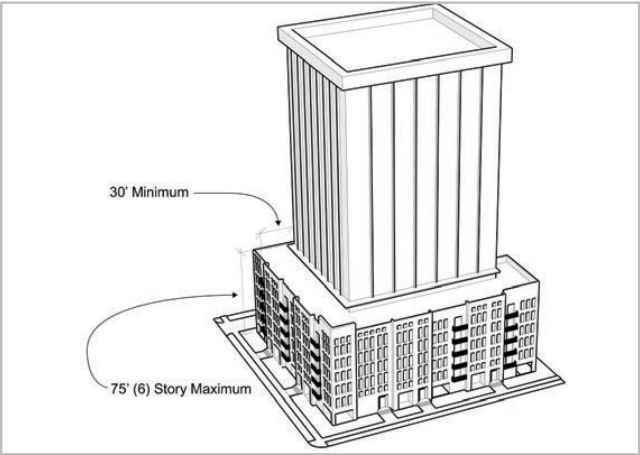


Figure 5.7: Shoulder Height and Stepback

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 façade 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.

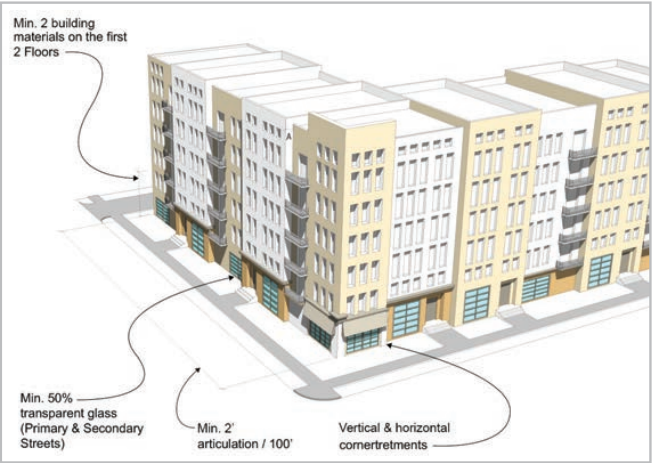


Figure 5.9: Building Facade Requirements

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.

Horizontal Mixed Use, Orlando, FL (Source: Growth Spotter)*Vertical Mixed Use, Williston, ND (Source: The Renaissance Companies)**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*

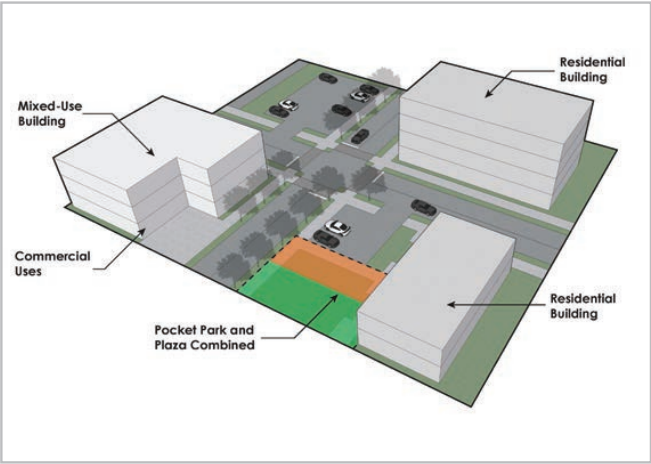
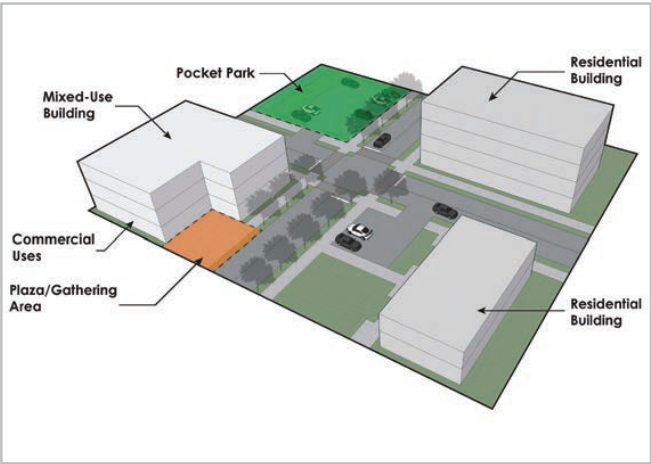


Figure 5.11: Examples of Open Space Locations

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.

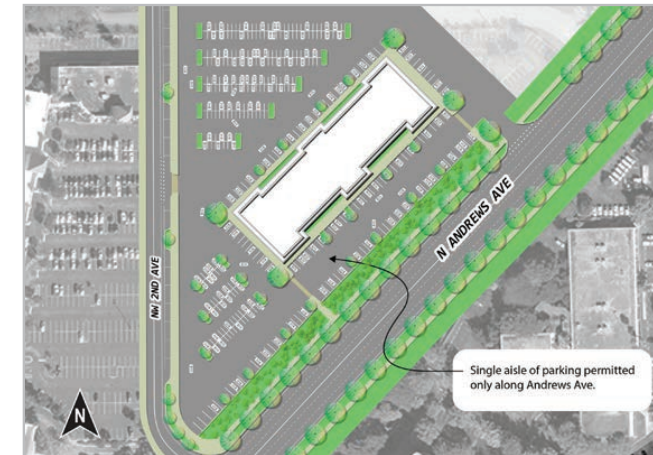


Figure 5.12: Surface Parking Location - UUV-NE

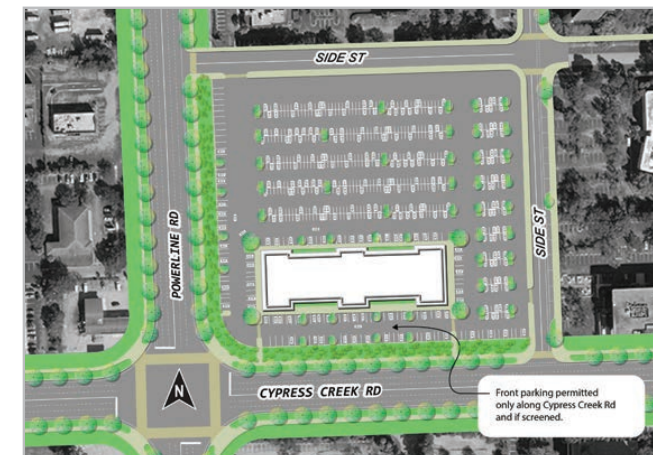


Figure 5.13: Surface Parking Location - UUV-NW and UUV-SE

DESIGN STANDARDS — FORM-BASED CODE

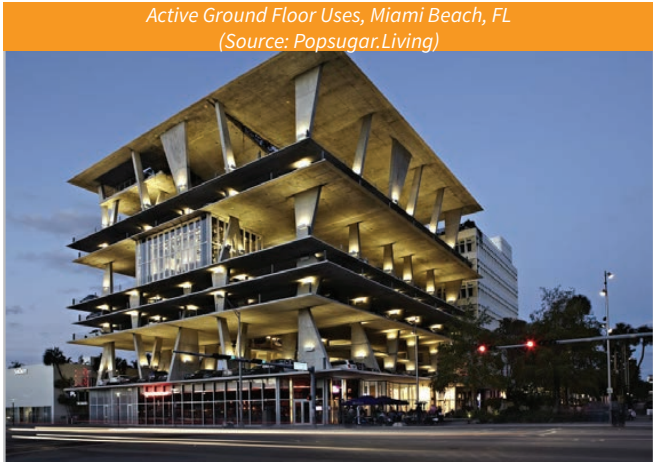


Figure 5.14: Structured Parking with Active Ground Floor



Figure 5.16: Structured Parking Stairwells



Figure 5.15: Structured Parking Screened with Liner Units or Architectural Material

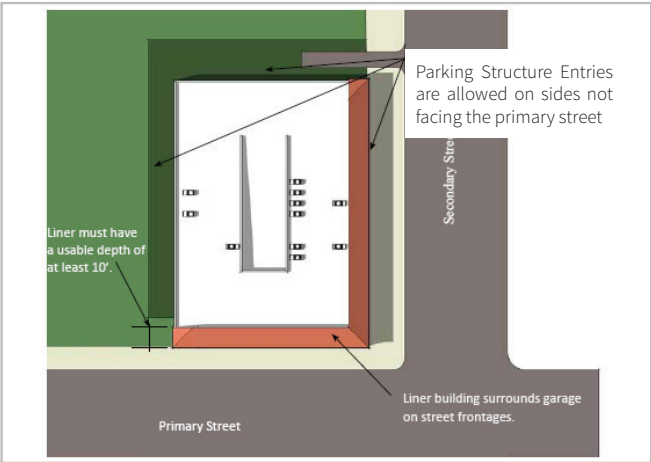


Figure 5.17: Structure Parking Access

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.

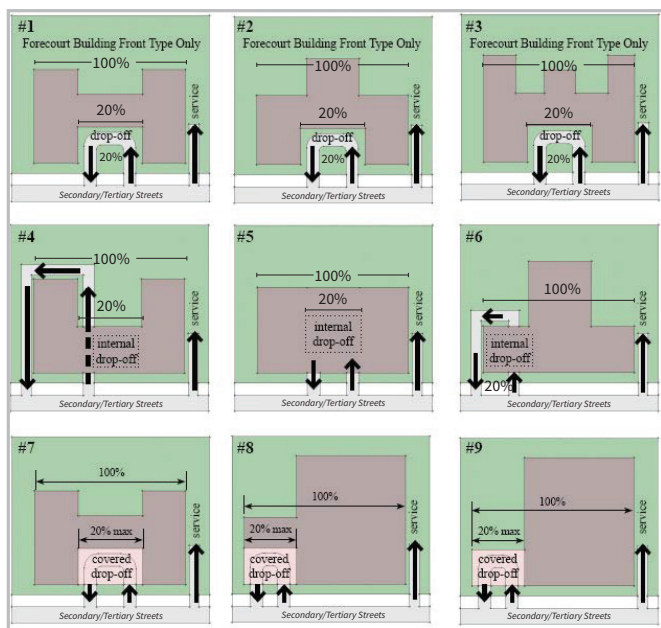


Figure 5.18: Passenger Loading Area Design Alternatives

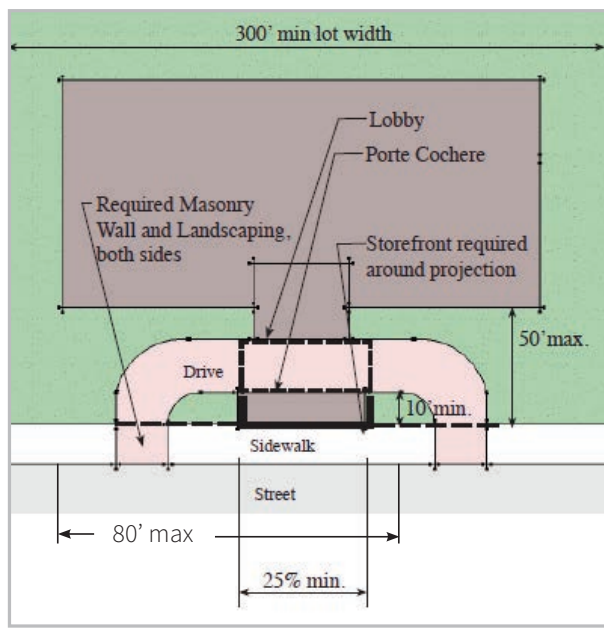


Figure 5.19: Porte Cochere Design

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
- 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

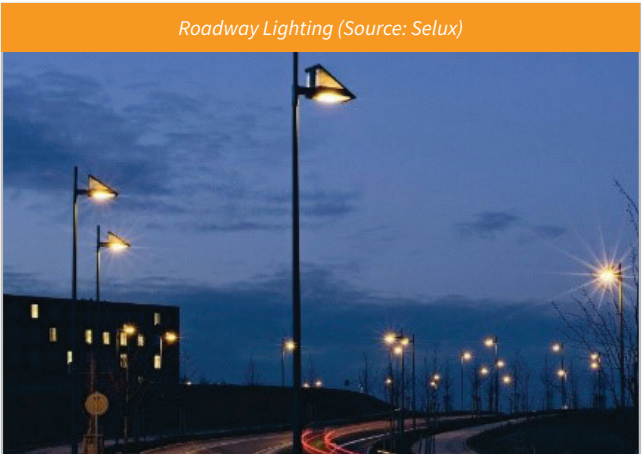


Figure 5.22: Examples of Streetscape Improvements

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. Ongoing 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 designations within the Uptown Urban Village (Map 5.1).

6.3 APPLICABILITY OF ZONING

As described in the Chapter 4, there are five 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 that 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 that all property owners and interested parties are aware of zoning changes. It should be noted, however, that City-initiated rezoning for large project areas require City Commission directive and may require additional resources.

PROPERTY OWNER-INITIATED REZONING

If property owners desire to rezone their property in preparation for development of their property, they must rezone their property to the appropriate zoning district identified in this document. Property owners that seek to repurpose existing building(s) and do not trigger nonconforming requirements in the City’s ULDR (do not reach 50 percent 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 must 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 will 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

TMA's 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 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 and private developers working with local municipalities to enter into development agreements that would benefit both the public and private sectors. 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, for 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

The City should 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, the Broward County Metropolitan Planning Organization, Broward County Transit, Broward County Public Schools, the Florida Department of Transportation, the South Florida Regional Transportation Authority, the South Florida Water Management District, Fort Lauderdale Executive Airport, Envision Uptown, adjacent municipalities, etc. Such shared concerns and joint solutions should be 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 telecommunications

A

APPENDIX

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 analyzed, and these groups are ultimately those 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
- 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	Group
September 16, 2016	Kick-off Meeting	8	Envision Uptown, Interested Parties
September 27, 2016	Project Visioning Session	10	Envision Uptown
December 7, 2016	Public Workshop 1	44	Envision Uptown, Interested Parties, General Public
May 25, 2017	Status Meeting	4	Envision Uptown
June 14, 2017	Status Meeting	9	Envision Uptown
March 8, 2018	Public Workshop 2	32	Envision Uptown, Interested Parties, General Public
June 19, 2018	Stakeholder Meeting	4	Stakeholders
February 8, 2019	Status Meeting	8	Envision Uptown
May 2, 2019	Public Workshop 3	26	Envision Uptown, 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		

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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	

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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			

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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		

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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						

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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		

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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 Store	P	P	P	P		

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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		

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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		

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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	

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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, when 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, when 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		

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CITY OF FORT LAUDERDALE

