

CERTIFICATION

I certify this to be a true and correct copy of the record of the City of Fort Lauderdale, Florida.

WITNESSETH my hand and official seal of the City of Fort Lauderdale, Florida, this the 5 day of March, 2007
Larry E. Fuller Assistant City Clerk

ORDINANCE NO. C-04-44

AN ORDINANCE CHANGING THE UNIFIED LAND DEVELOPMENT REGULATIONS OF THE CITY OF FORT LAUDERDALE, FLORIDA, SO AS TO REZONE FROM "B-2" AND "RMM-25" TO PLANNED UNIT DEVELOPMENT ("PUD"), LOTS 1 THROUGH 10, TOGETHER WITH LOTS 39 THROUGH 48, BLOCK 286, "PROGRESSO", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, LOCATED SOUTH OF NORTHWEST 8TH STREET, BETWEEN ANDREWS AVENUE AND NORTHWEST 1ST AVENUE, IN FORT LAUDERDALE, BROWARD COUNTY, FLORIDA; APPROVING A DEVELOPMENT PLAN; ESTABLISHING THE DEVELOPMENT STANDARDS FOR THE PROPERTY INCLUDING BUT NOT LIMITED TO USES, DENSITY, LOT SIZE, HEIGHT, YARD, SETBACK, PARKING, OPEN SPACE AND LANDSCAPING; AND AMENDING THE OFFICIAL ZONING MAP AND SCHEDULE "A" ATTACHED THERETO TO INCLUDE SUCH REZONED LANDS.

WHEREAS, in accordance with Section 47-37 of the Unified Land Development Regulations ("ULDR"), rezoning to a PUD zoning district requires the approval of a development plan which meets the criteria provided in Section 47-37; and

WHEREAS, a development plan has been submitted as part of the rezoning application to develop a residential development on the property to be rezoned as described in this ordinance; and

WHEREAS, the Planning and Zoning Board at its meeting of July 21, 2004 (PZ Case No. 1-ZPUD-04) did recommend to the City Commission that the rezoning application be approved and that the lands herein described should be rezoned from B-2 and RMM-25 to PUD based on the development plan as reviewed and approved as described herein and that the Official Zoning Map and Schedule "A" attached thereto should be amended to include such lands; and

WHEREAS, the City Clerk notified the public of a public hearing to be held on Wednesday, September 8, 2004 and Tuesday, September 21, 2004, at 6:00 o'clock P.M., in the City Commission Room, City Hall, Fort Lauderdale, Florida, for the purpose of hearing any objections which might be made to such rezoning; and

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WHEREAS, such public hearing was duly held at the time and place designated after notice of same was given by publication as required by law, and the City Commission determined that there were no persuasive objections to so amending the zoning regulations;

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

SECTION 1. That the Unified Land Development Regulations ("ULDR") of the City of Fort Lauderdale together with the Official Zoning Map of the City of Fort Lauderdale and revised Schedule "A", describing the lands lying within each Zoning District, as approved on June 18, 1997, and described in Section 47-1.6 of the ULDR, be amended by rezoning in the respects mentioned, the following lands, situate in the City of Fort Lauderdale, Broward County, Florida, to wit:

REZONE FROM B-2 AND RMM-25 TO PUD:

LOTS 1 THROUGH 10 LESS THE EAST 15 FEET THEREOF, TOGETHER WITH LOTS 39 THROUGH 48, BLOCK 286, "PROGRESSO", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 18, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, SUCH LAND BEING LOCATED IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA.

Location: 737 North Andrews Avenue,

subject to the Approved Development Plan, as hereinafter defined, which is approved as part of this rezoning and subject to the regulations and conditions of Section 3 of this Ordinance.

SECTION 2. For the purpose of this Ordinance the following words, terms and phrases shall have the meanings ascribed to them, except where the context clearly indicates a different meaning.

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Approved Development Plan. The Approved Development Plan consists of the following:

- (a) The Site Development Plan for Progresso Lofts, North Andrews Avenue, Ft. Lauderdale, Florida dated 03-08-04, executed by the department director evidencing that the Site Development Plan is the most recently revised to meet the conditions as provided herein as approved by the City's Development Review Committee, such Site Development Plan consisting of 18 pages ("Site Plan"), a copy of which is attached hereto as Exhibit "A" and the narrative entitled "Progresso Lofts 1-ZPUD-04 Application for a PUD October 2004", attached hereto as Exhibit "B";
- (b) This ordinance and the conditions established by this ordinance as approved by the City Commission;
- (c) Any conditions of development of the Property approved by the City Commission and as contained in this Ordinance.

Department and Director shall have the same meanings as provided in Section 47-35 of the ULDR.

Developer shall mean Progresso Lofts, LLC, a Florida Limited Liability Company, its successors or assigns.

Property shall mean the land described in this Ordinance.

Project shall mean the plan of development depicted on and described by the Approved Development Plan.

SECTION 3. The Planned Unit Development District ("PUD") as applicable to the Property is a zoning district with regulations regarding the development of the Property within the PUD District described as follows:

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A. Uses.

1. Residential and office/retail as shown and described on the Approved Development Plan.
2. Amenities as depicted and described on the Approved Development Plan.

No other uses, principal or accessory, shall be permitted except as approved as an amendment to this ordinance and the Approved Development Plan.

- B. Buildings and Structures. Only those buildings and structures depicted or described on the Approved Development Plan shall be permitted and are only permitted if constructed in accordance with the Approved Development Plan.

- C. Development Regulations. The lot size, density, height, yards, setbacks, bulk, shadow, mass, landscaping, parking, open space, design, bufferyards and all other development requirements for the PUD District described herein are and shall be as described in and depicted on the approved Development Plan.

- D. The Developer, its contractors and subcontractors and all laborers working on the Property shall adhere to the construction practices attached hereto as Exhibit "C". The name and telephone number of the person designated to be contacted during construction of the project shall be posted at the entrance to the Property and shall be provided to the owners of property adjacent to the Property.

- E. The PUD District created by this ordinance shall not be subject to variance or special exception as provided by

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the ULDR and may only be modified as provided in Section 47-37 of the ULDR.

F. This Ordinance shall be recorded in the Public Records of Broward County, Florida at Applicant's expense.

SECTION 4. The Approved Development Plan is hereby approved and made a part of this Ordinance as if fully set out herein.

SECTION 5. All provisions of Section 47-37 of the ULDR shall apply to this PUD District, including but not limited to, regulations regarding amendments of the PUD District and Expiration and Extension of the Site Plan.

SECTION 6. If there is a conflict between any of the documents comprising the Approved Development Plan, the more restrictive interpretation by the City's Zoning Administrator shall govern the development of the Property.

SECTION 7. That the appropriate City officials of the City of Fort Lauderdale shall indicate such zoning upon a copy of the Official Zoning Map, and shall indicate an amendment of Schedule "A" accordingly, upon the records with proper reference to this Ordinance and date of passage.

SECTION 8. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 9. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

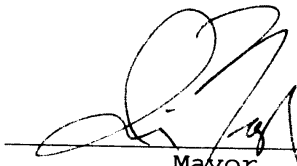
C-04-44

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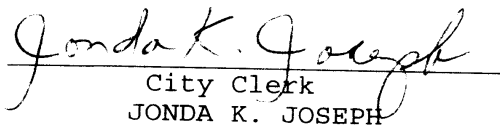
SECTION 10. That this Ordinance shall be in full force and effect on the date it is recorded in the Public Records of Broward County, Florida.

PASSED FIRST READING this the 13th day of September, 2004.
PASSED SECOND READING this the 21st day of September, 2004.



Mayor
JIM NAUGLE

ATTEST:



City Clerk
JONDA K. JOSEPH

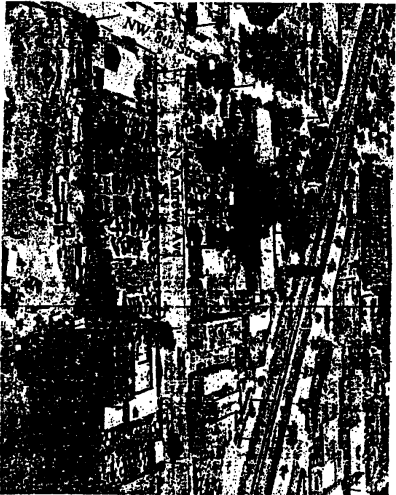
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Ordinance No. C-04-44

Larger copies of the Exhibits to Ordinance No. C-04-44 adopted on September 21, 2004 are on file and may be viewed at the City of Fort Lauderdale. Please see the City Clerk for location of development plans.

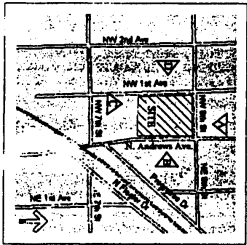
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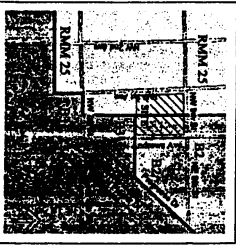
VIEW FROM WEST



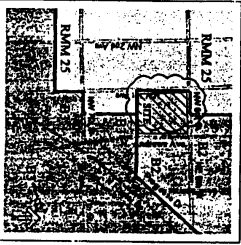
VIEW FROM SOUTH



KEY MAP



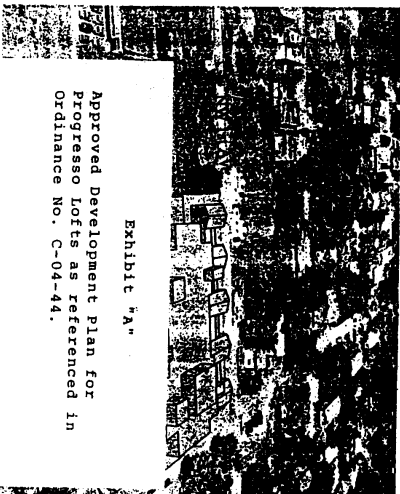
EXISTING ZONING MAP



PROPOSED ZONING MAP



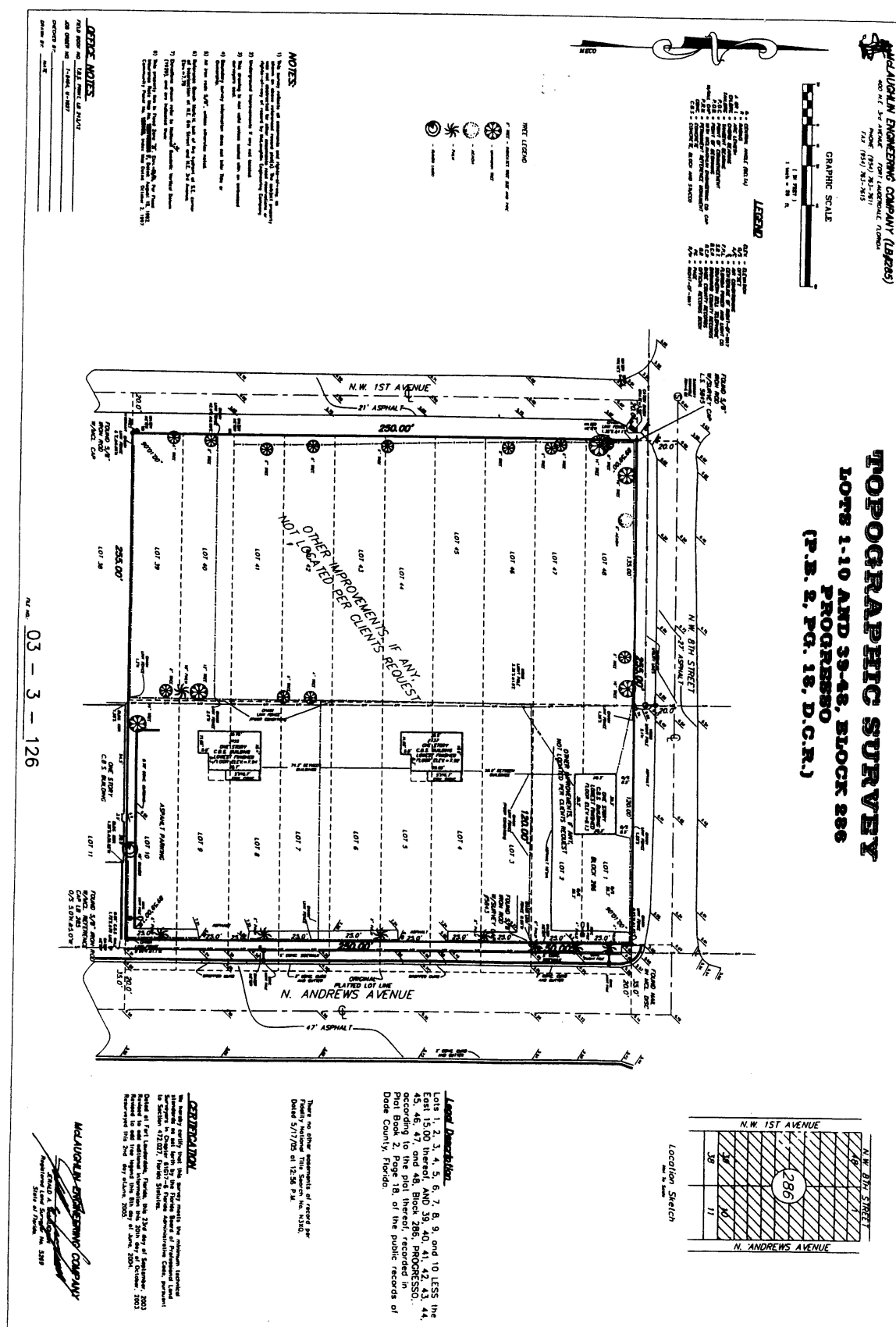
VIEW FROM NORTH

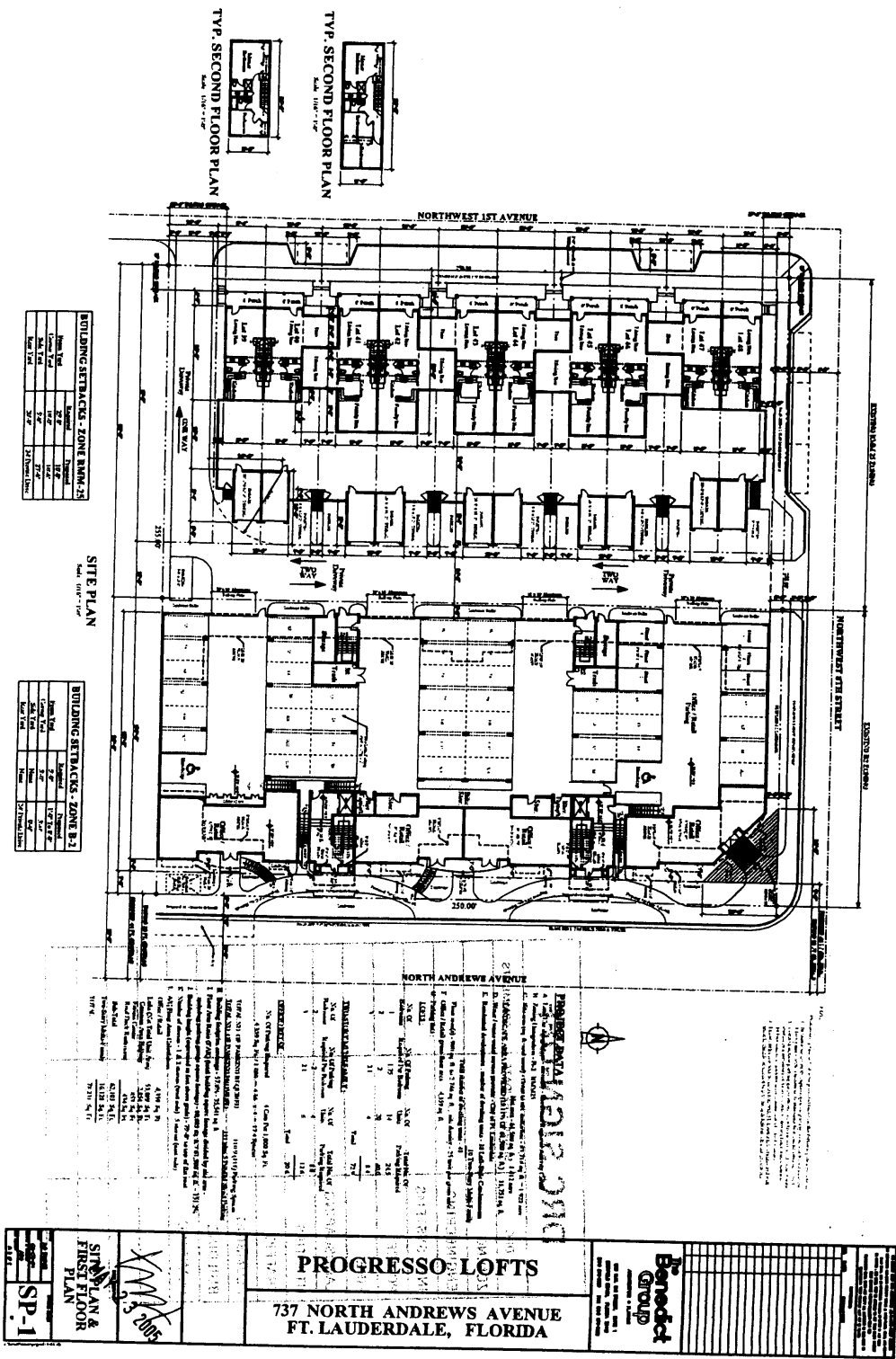


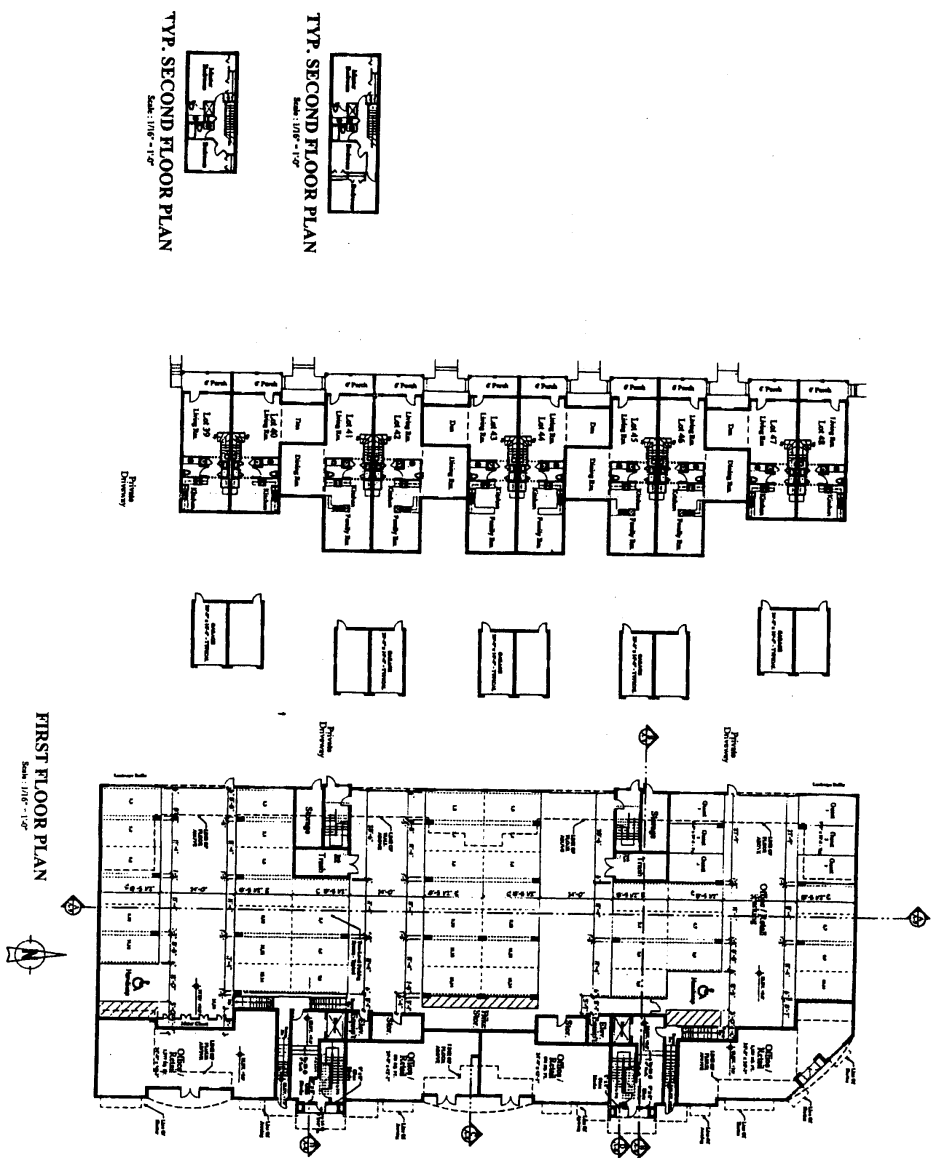
Approved Development Plan for
Progresso Lofts as referenced in
Ordinance No. C-04-44.

Department Director

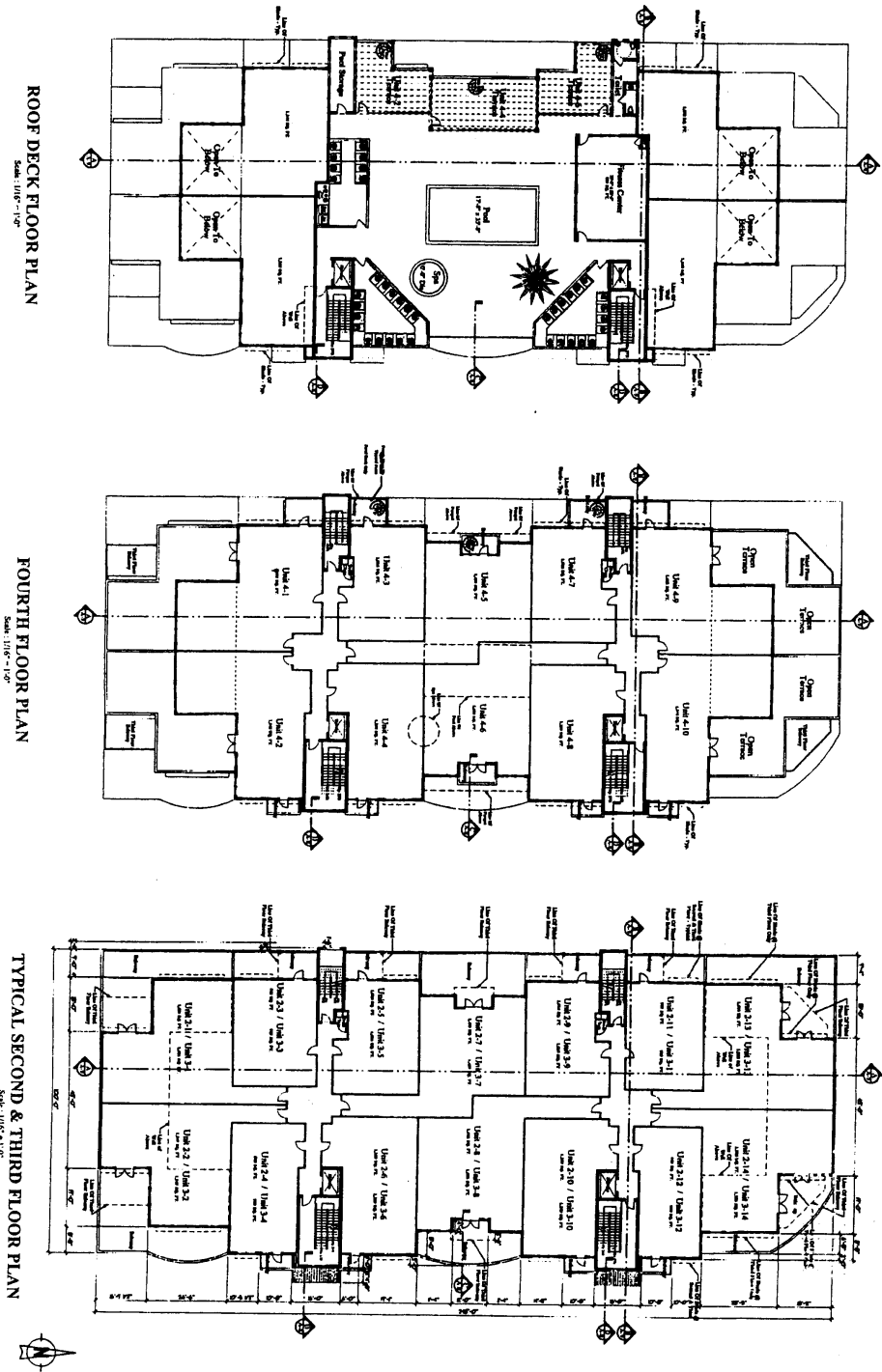
PROGRESSO LOFTS		Benedict Group	
NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA		Group	
Exhibit "A"		Map 2-3 2005	
Approved Development Plan for Progresso Lofts as referenced in Ordinance No. C-04-44.		Department Director	
AE-1		AE-1	




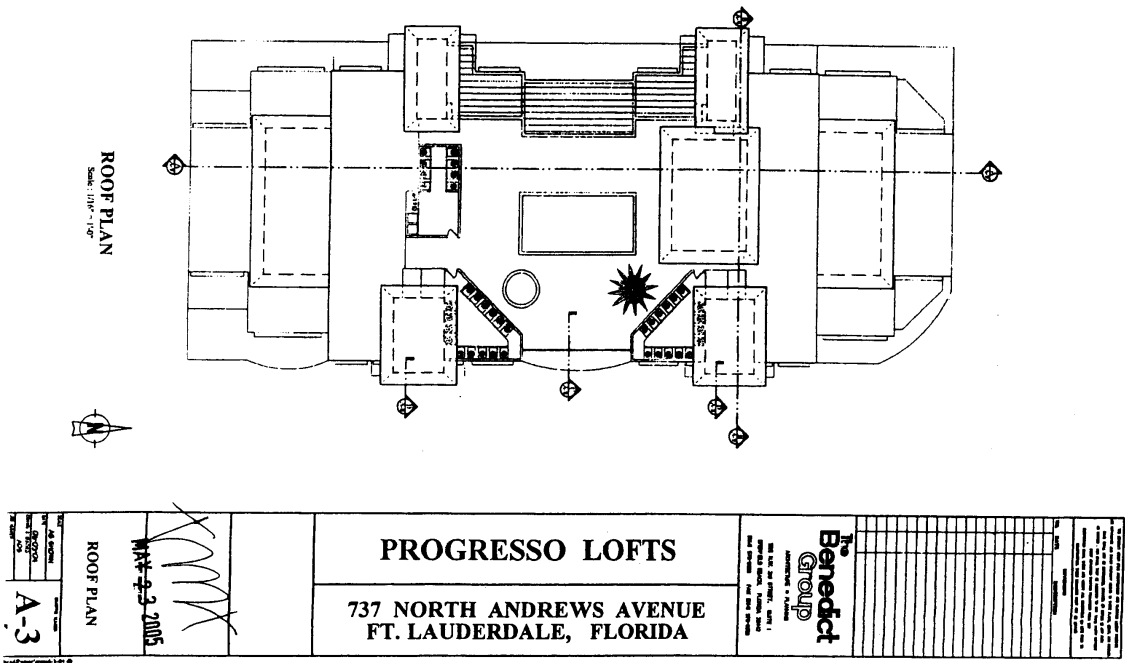


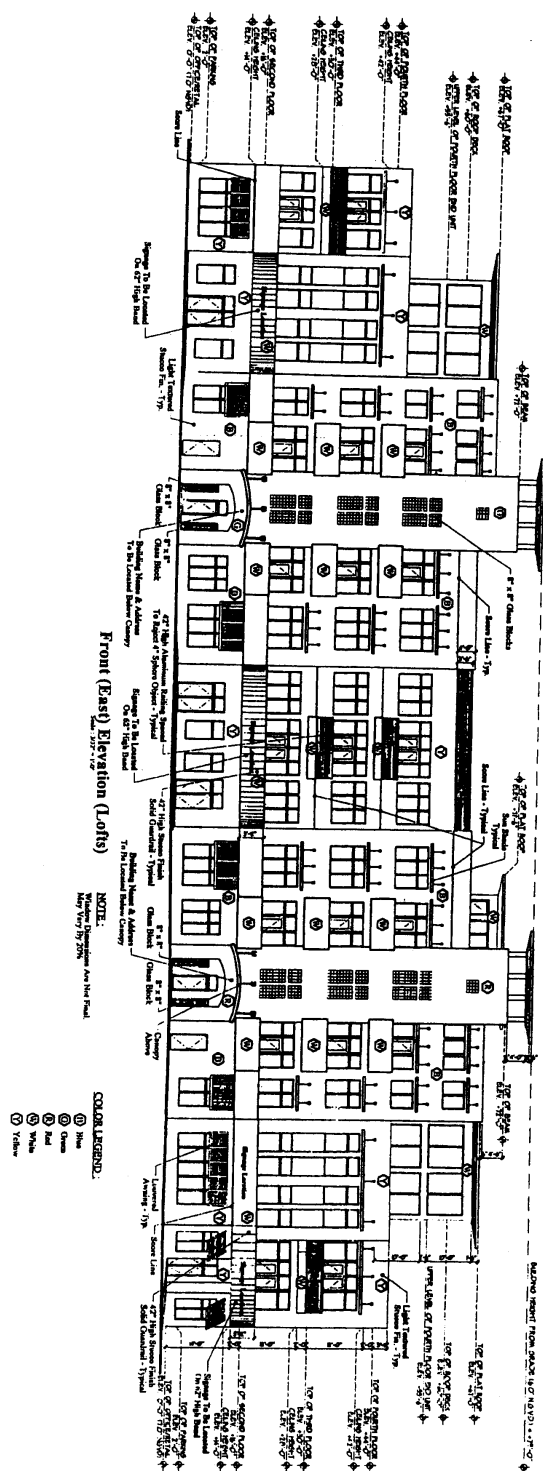


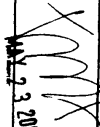

	PROGRESSO LOFTS			<small>FOR THE PROJECT, SEE: 1. ARCHITECTURAL, 2. CIVIL, 3. MECHANICAL, 4. ELECTRICAL, 5. PLUMBING, 6. FIRE PROTECTION, 7. LANDSCAPE ARCHITECTURE, 8. INTERIOR DESIGN, 9. SPECIALTIES, 10. OTHER CONSULTANTS.</small>
	737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA			
MAY 7 3 2005	FIRST FLOOR PLAN	A-1		

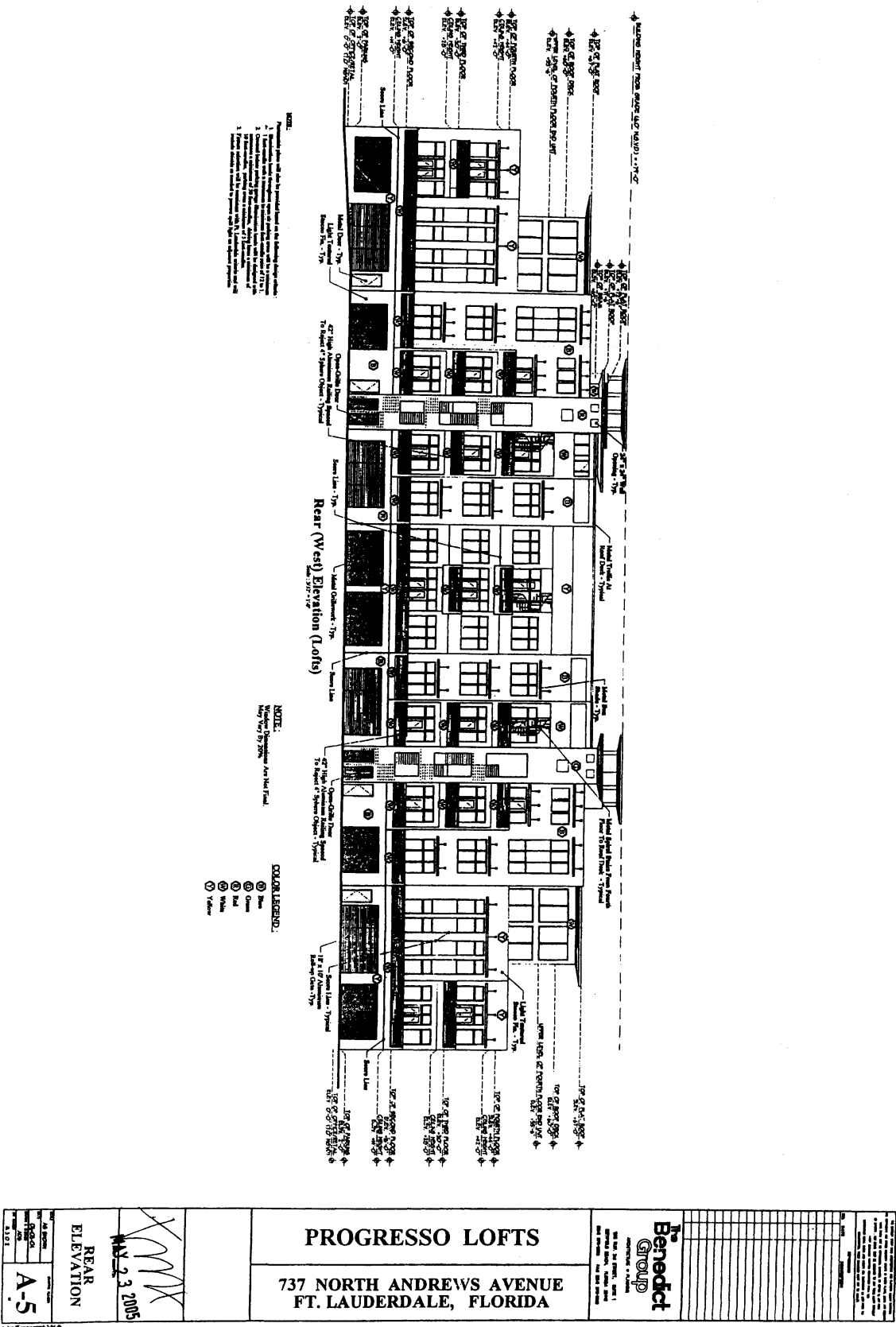


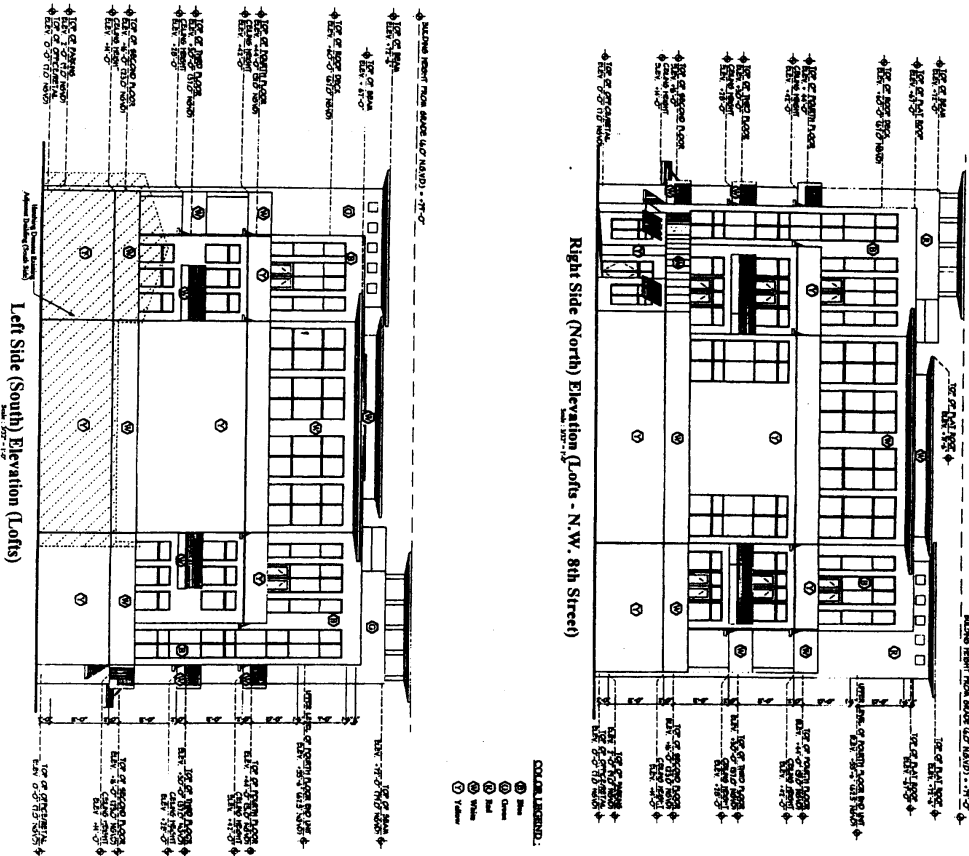
 Benedict Group ARCHITECT • PLANNING 1000 N. W. 10th Ave., Suite 1000 Fort Lauderdale, FL 33304 Phone: (954) 573-8800 Fax: (954) 573-8801 www.benedictgroup.com	PROGRESSO LOFTS	
	737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA	
<div>DATE: 03-23-2005 DRAWN BY: J. J. JONES CHECKED BY: J. J. JONES SCALE: 1/8" = 1'-0"</div> <div>A-2</div>		



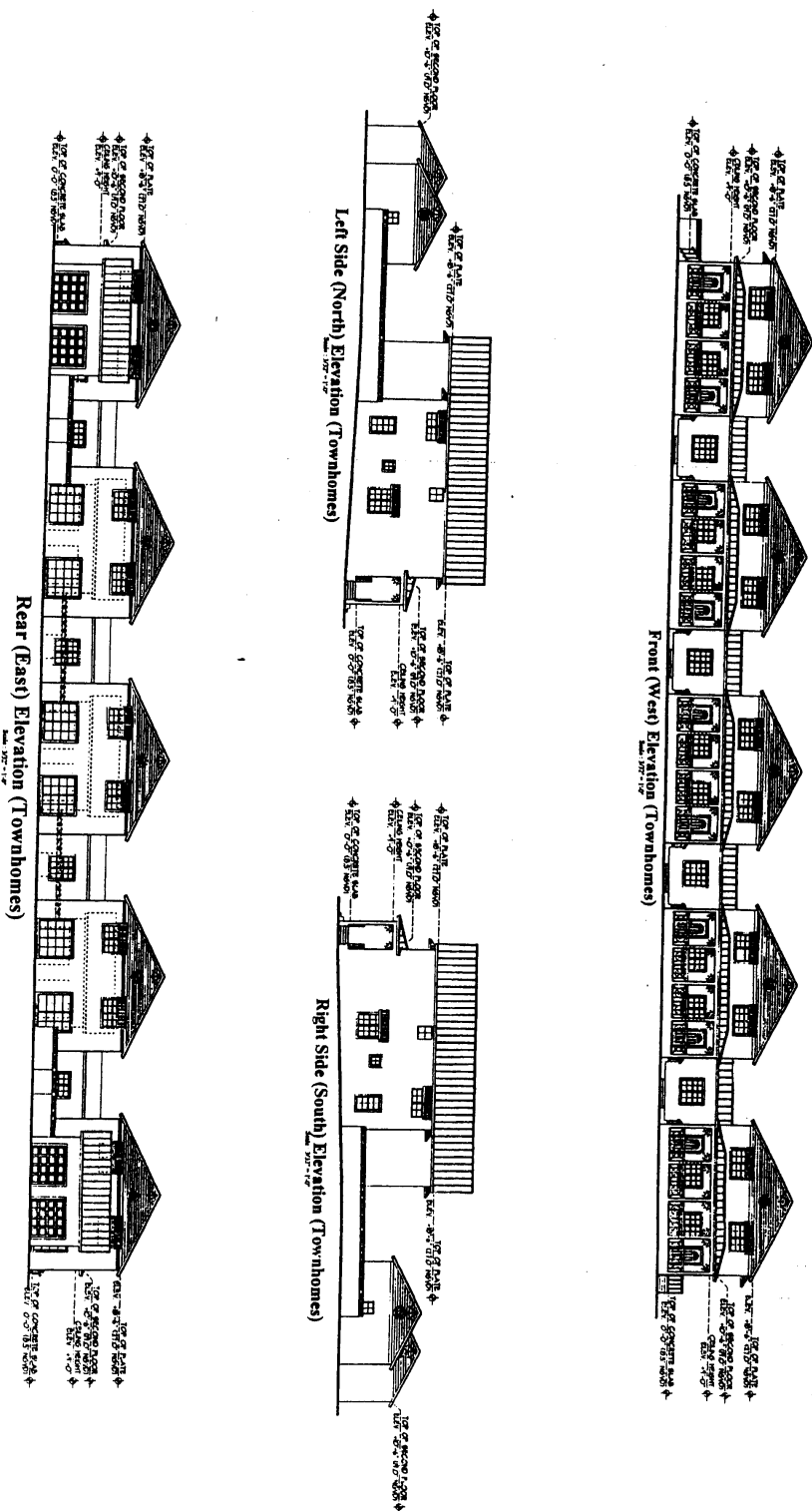



 MAY 2 3 2008	PROGRESSO LOFTS 737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA	 Benedict Group ARCHITECTS & PLANNERS 200 N. W. 10th St., Suite 1 Fort Lauderdale, FL 33304 Tel: 954.575.1111 Fax: 954.575.1112	DATE: _____	
			PROJECT: _____	
			SHEET: _____	
FRONT ELEVATION		A-4		

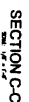
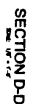
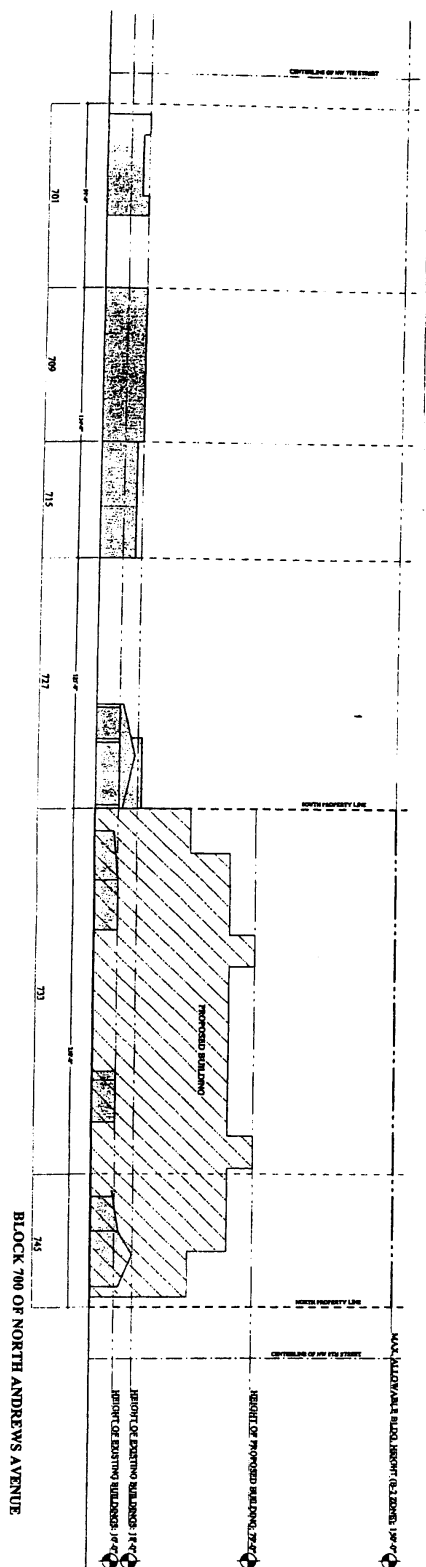




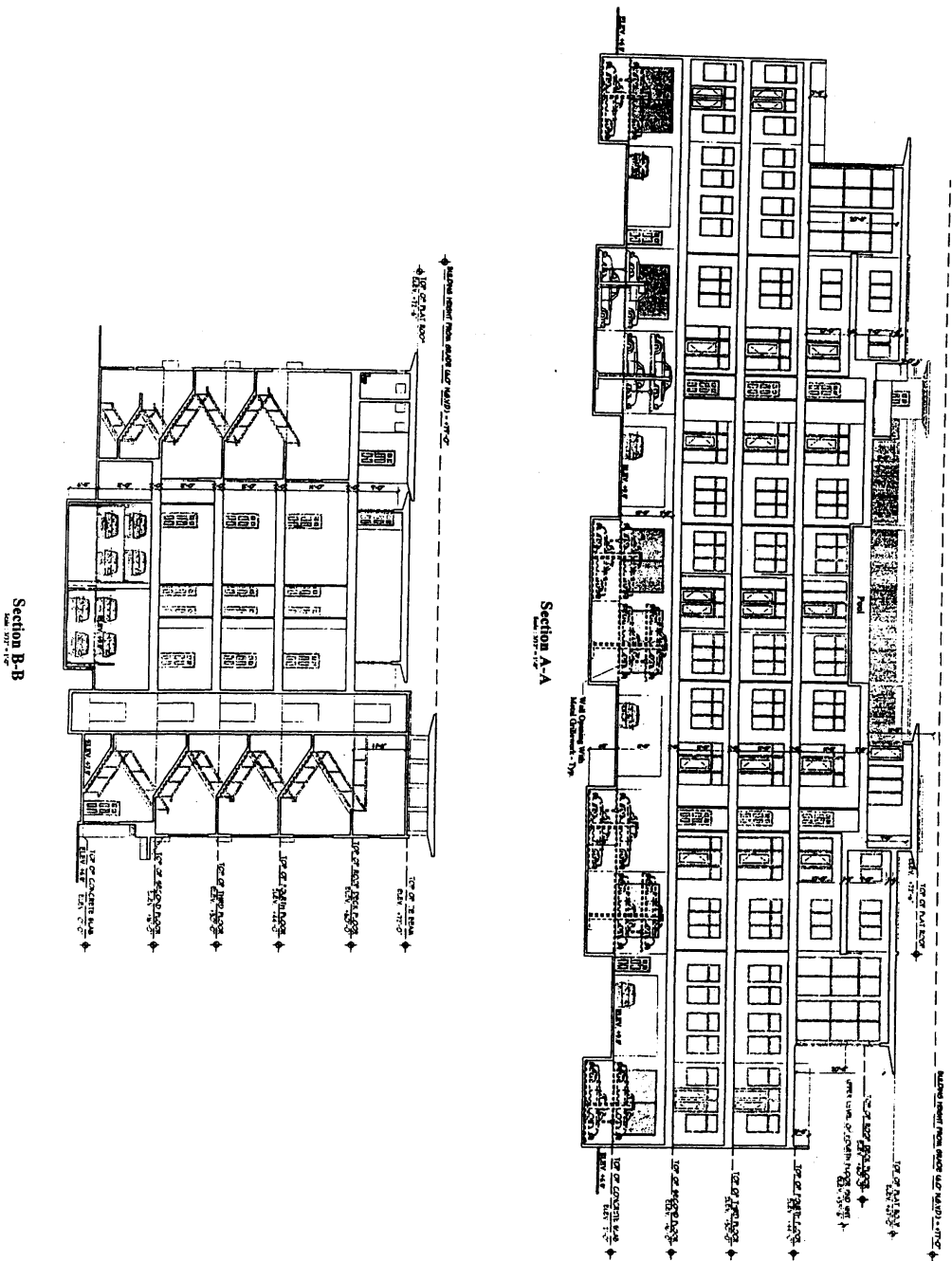
PROGRESSO LOFTS		Benedict Group ARCHITECTS & PLANNERS 1000 N.W. 10th St., Suite 1 Fort Lauderdale, FL 33304 Tel: 954.561.1234 Fax: 954.561.1235
737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA		
RIGHT & LEFT SIDE ELEVATION		
A-6		



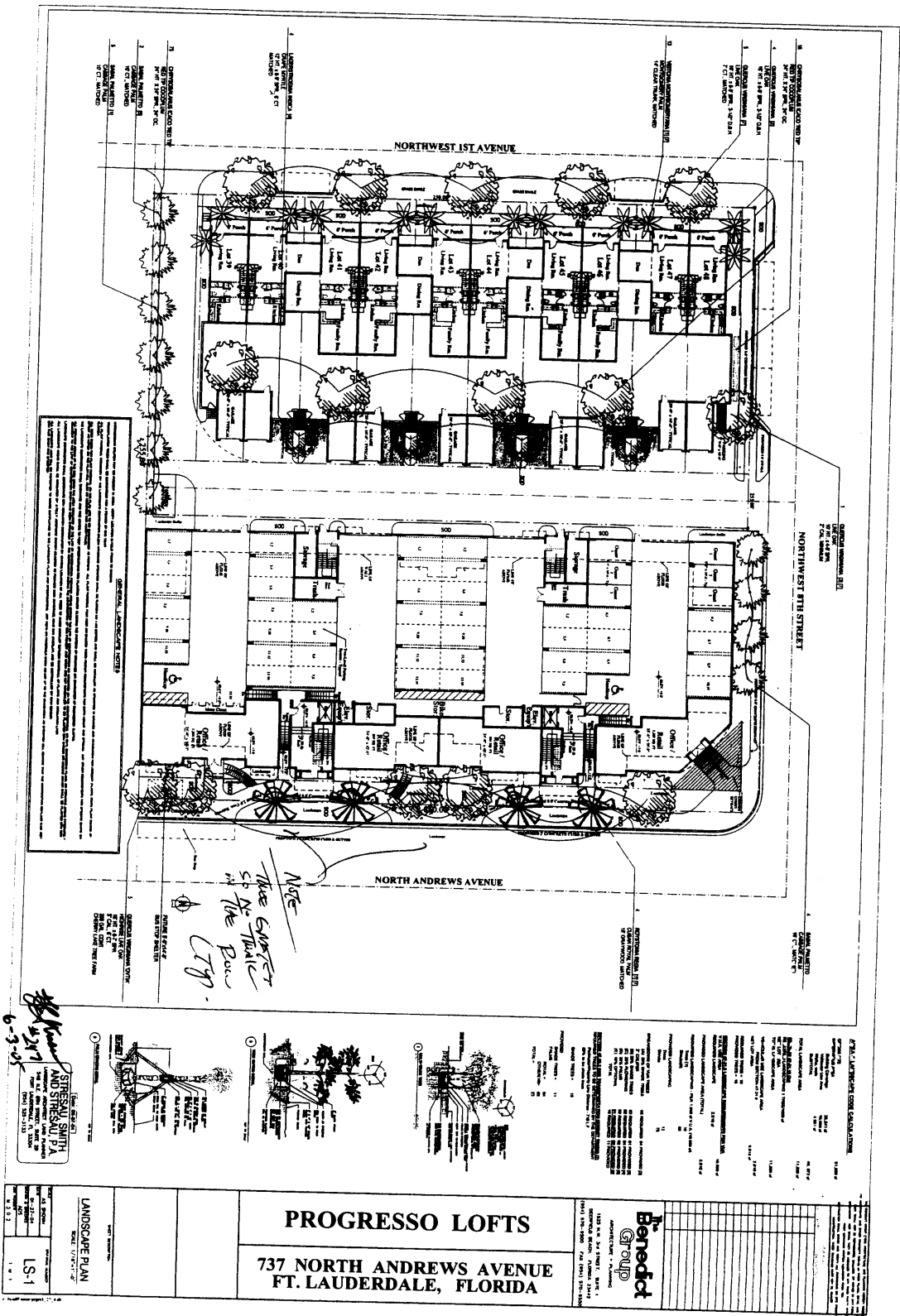
 Benedict Group Architectural & Interior Design 1000 N. W. 10th Ave., Suite 100 Fort Lauderdale, FL 33304 Phone: (954) 561-1111 Fax: (954) 561-1112 www.benedictgroup.com		PROGRESSO LOFTS 737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA	
TOWNHOME		MAY 23 2005	
ELEVATIONS		A-7	

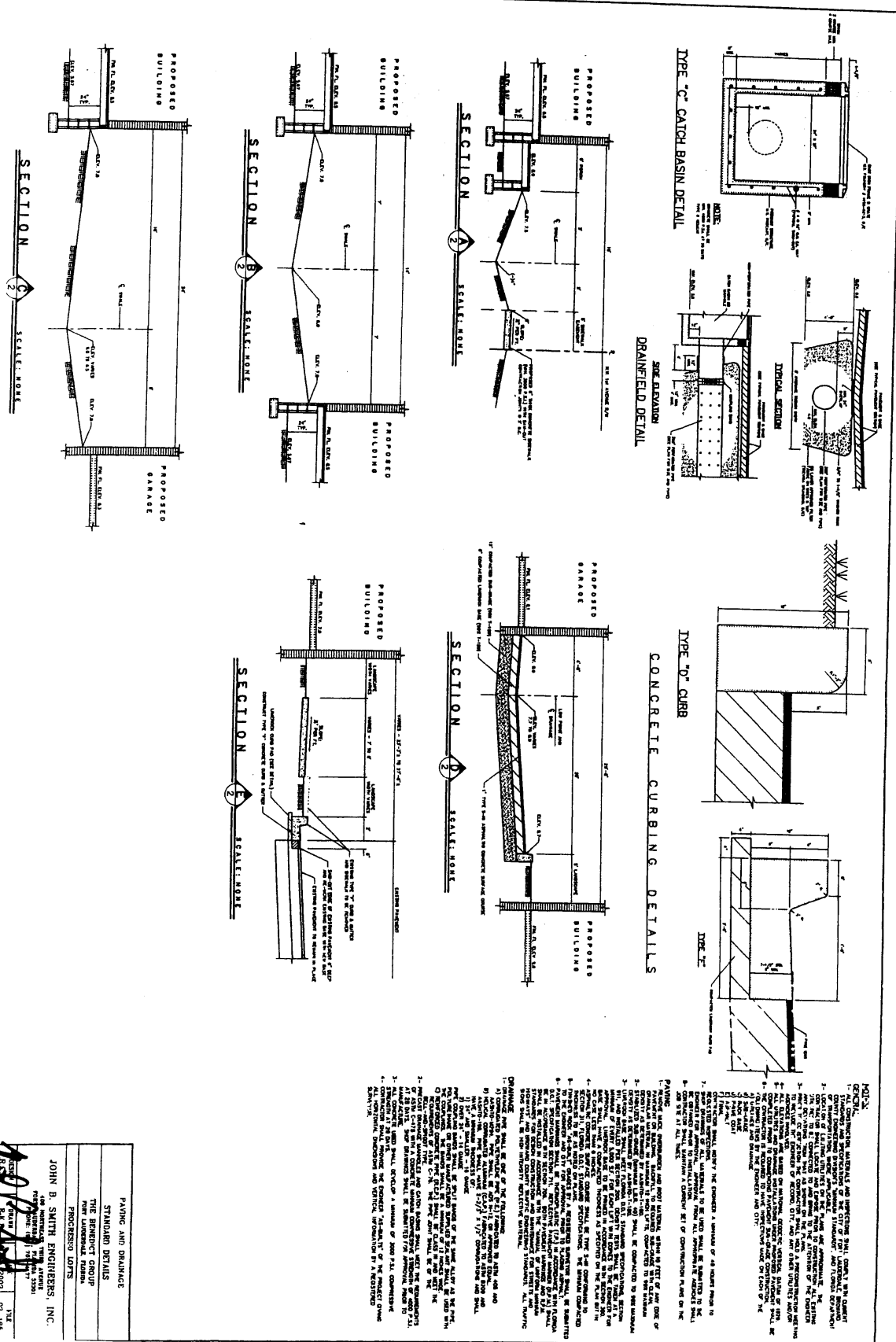


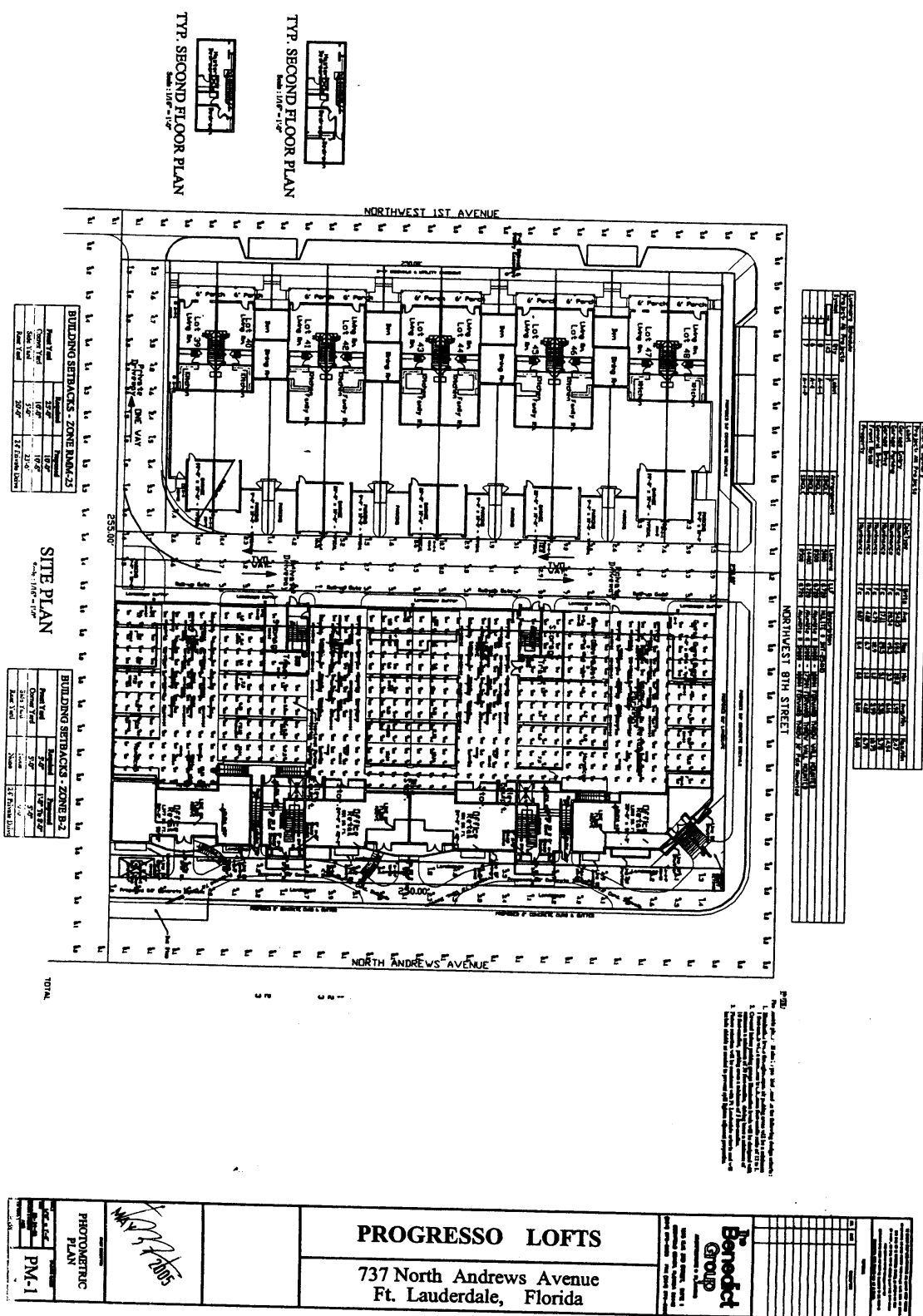
<p>DATE: 11/11/2005</p> <p>TIME: 11:00 AM</p> <p>BY: A-8</p>		<p>737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA</p>		<p>Progresso Lofts</p> <p>737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA</p>		<p>Benedict Group</p> <p>11/11/2005 11:00 AM</p> <p>DATE: 11/11/2005</p> <p>TIME: 11:00 AM</p> <p>BY: A-8</p>	
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PROGRESSO LOFTS	
737 NORTH ANDREWS AVENUE FT. LAUDERDALE, FLORIDA	
Benedict Group	
ARCHITECT	
1000 N. W. 10th Ave., Suite 1000 Fort Lauderdale, FL 33304 Phone: (954) 575-1000 Fax: (954) 575-1001	
DATE: 01/10/00	
BY: [Signature]	
CHECKED BY: [Signature]	
APPROVED BY: [Signature]	
BUILDING SECTIONS	
A-9	







FTL DRG
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PROGRESSO LOFTS
1-ZPUD-04
Application for a PUD

Exhibit "B"

Progresso Lofts 1-ZPUD-04 Application
for a PUD October 2004.



Department Director

October 2004

PROGRESSO LOFTS
Application for a PUD under Section 47-37.5
of the City of Fort Lauderdale ULDR

Section 43-37.5 A

1. PUD Narrative -

a. Description - Progresso Lofts, LLC, a Florida Limited Liability Company and has acquired 1.45 net acres fronting on North Andrews Avenue in Fort Lauderdale to develop a 78,000 square foot mixed used development. The first phase, a 53,700 square foot, loft-style condominium building on Andrews Avenue, will have 38 residential units and approximately 4,300 square feet of ground floor retail. Situated along western side of the PUD, the second phase will be a two-story, multifamily building, which will share a common alley with the loft-style building. Facing NW 1st Avenue, the 10-unit, attached, one and two-story building will provide a handsome transition into the residential neighborhood of Old Progresso Village that is being revitalized by Maison Saint-Antoine, another affiliate of Groupe Lepine.

	PHASE 1 Progresso Lofts	PHASE 2 Two-story multifamily	TOTAL
Residential Area	53,699 SF	16,128 SF	69,827 SF
Common Area/Amenity	4,141 SF	-	4,141 SF
Retail Area	4,359 SF	-	4,359 SF
Gross A/C Area	62,103 SF	16,128 SF	78,231 SF
Number of Units	38	10	48
Average Unit Size	1,413 SF	1,612 SF	3,025 SF
Parking	91	20	111
Amenities	Fitness Center, Rooftop Pool, Covered Parking	Private yards, 2-car garages	

b. Unique Design Aspects - Embracing the precepts of New Urbanism, the Progresso Lofts PUD would address setback, circulation and parking issues that can not be satisfied under the current zoning for the property.

Current zoning for the property is RMM 25 on the western portion of the property and B-2 on the eastern part, both are within the Northwest Regional Activity Center, which allows for 25 dwelling units per acre across the entire site. The proposed site density for the .9 acres portion of the site allocated for the one and two-story, attached, multifamily building is 11 dwelling units per acre, 14 less than permitted. This multifamily building will front along NW 1st Avenue, a residential street with one and two-story single and multifamily residences. The attached, multifamily portion of the development will resemble attached townhomes and will have new urban features such as front porches, private backyards and garages that are accessed via an alley to the rear of the buildings. The front porches provide the transition between the public and the private realm. They also have the effect of moving the house closer to the street giving residents the opportunity to enjoy social interaction along the street while at the same time adding eyes on the street and making a safer place. The planned porches are 6 feet wide and are setback 10 feet from the property line.

Rather than punctuate the streetscape with 2-car garages, Progresso Lofts will enhance the pedestrian nature of the neighborhood by creating an alley running north to south through the property. 2-car garages and fences will line the one and two-story, attached multifamily side of the alley and the tuck under parking for the loft building will line the other side of the alley. The loft building parking is at grade; inside lifts will be employed to provide the units with a marketable number of parking spaces per dwelling unit without having to resort to constructing a building-defacing, unengaging 2nd parking level and that would reduce the height of the building by an entire floor. Space economy and the hiding of parking is important element of creating good urban space. Rather than having an open surface parking lot, Progresso Lofts will provide its purchasers with the opportunity to have secure,

covered parking that does not detract from the walkability of a neighborhood that is in the midst of being revitalized.

The loft building, fronting along Andrews Avenue, is designed to bring activity to the street with a mix of ground floor commercial and retail suites and inviting entrances. The building's façade is articulated so that the building resembles multiple, attached narrower buildings rather than one monotonous façade. This illusion is further enhanced by the use of different colors for various planes of the front facade. 50% of the ground floor façade is 5 feet behind the proposed property line that contemplates a 44-foot setback from the centerline of Andrews Avenue. The building steps back even further on 50% of its length above the ground floor. As the building rises, another 35% is even further away, while only the rooftop eyebrows, over sixty feet above grade, intrude on the 5-foot setback. Although the ground floor commercial space tries to engage pedestrians with its storefront windows and entrances, the building above steps back to accommodate street trees, shade trees and balconies and bring more light to the street.

2. Acres to be developed in various use categories

Use Category	Acres to be developed	% net acreage
2-story multifamily	0.26 acres	36.62%
Loft-style condominium	0.56 acres	79.66%
Landscaped open space	0.27 acres	19.11%
Covered Parking	0.39 acres	31.56%

3. Number and type of dwelling units proposed

Type of dwelling unit	Gross Land Area	Dwelling Units Proposed	Dwelling Unit per Net Acre
2-story multifamily	0.890 acres	10	11.2
Loft-style condominium	1.032 acres	38	36.8
Total	1.922 acres	48	25.0

4. **Adequacy Requirements as provided in Section 47 – 25.2**

A. Applicability – Vacant residential lots and a used car lot occupy the existing site. The proposed development will introduce a small amount of retail and commercial area to the site and it will introduce a total of 48 dwelling units. Water and wastewater facilities are being upgraded by the City and will be adequate to service the new mix of uses. The introduction of residential units and more people to area will benefit security in the area by increasing activity and the number of eyes on the street at all hours of the day and night. The design and density of dwelling units within the PUD are examples of

B. Communications Network – The City's Information Systems Division has indicated that no apparent interference will result from this plan.

C. Drainage – the Applicant's civil engineer has taken into account the City's storm water management requirements for the site.

D. Environmentally sensitive lands - There are no environmentally sensitive lands on or adjacent to this redevelopment parcel.

E. Fire Protection – Applicant has met with a representative of the City's Fire Division and has addressed fire and life safety codes and issues in the design and engineering of the buildings to the Division's satisfaction. Through Waterworks 2011, the City is currently upgrading the water delivery system to the property and adequate water volume and pressure will be supplied to the site. An adequate number of fire hydrants with sufficient pressure will service the development.

F. Parks and Open Space – Approximately 42.21% of the site's net acreage is devoted to open space and is landscaped, or hardscaped to accommodate pedestrian and vehicular circulation around and throughout the development.

Approximately 10.54% of the net acreage represents rooftop open space. Each of the two-story multifamily units has a private backyard and landscaped front yards. Landscaped area, excluding sidewalks, represents 31.0%% of the portion of the property devoted to 2-story multifamily.

The City's Parks & Recreation Division has reviewed the plan for the PUD and indicated its satisfaction with the plan by having no comments.

G. Police Protection – Police protection is currently being provided to the area, furthermore, the Applicant believes the design is consistent with the precepts of Crime Prevention Through Environmental Design. Alarms systems, CCTV camera systems, emergency annunciators, and alley lighting will be incorporated into the development to discourage undesirable activity, crime and vandalism and enhance residents' comfort and safety.

H. Potable Water – Waterworks 2011 is currently upgrading the water delivery system. Waterworks 2011 is currently installing new sewer systems and allowing property owners to connect to the system.

I. Sanitary Sewer – The development will be tied to the City Wastewater treatment facility. Waterworks 2011 is currently installing new sewer systems and allowing property owners to hookup to the laterals for the waste water disposal system that are being installed in the right-of-way.

J. Schools – The Applicant agrees to meet City and County concurrency requirements with regard to schools and has engaged a consultant to review the development's impact to North Side Elementary, Sunrise Middle and Fort Lauderdale High School.

K. Solid Waste – Applicant has met with the City's Recycling Coordinator and has designed larger trash and recycling rooms on each residential floor of the

loft-style building. Applicant has appropriately sized the trash rooms on the ground floor to store dumpsters and recycling bins. Adequate room for trash and recycling bins has been provided to the individual units of the attached multifamily building.

The hauling service and frequency of pick up will be determined by the combined homeowner's association upon completion of the development. The association members will be made aware of the costs and benefits of consolidating recycling and trash disposal services throughout the PUD.

L. Stormwater – Applicant has designed and engineered the site to meet stormwater exfiltration requirements.

M. Transportation facilities – Dedication and conveyance of rights-of-way shall be done as needed and in accordance with all applicable governmental plans. Applicant is committed to enhancing the pedestrian environment by introducing attractive, safe, well-landscaped sidewalks and pedestrian facilities to the site. Applicant's landscape architect has addressed County and City requirements for street trees in the landscaping design.

Dave Daniels of Broward County Transit and Paul Carpenter of Downtown MTA were contacted. There is a bus stop in the right of way along Andrews Avenue. Provisions have been made on the site plan and in the landscape design to allow space for a future bus stop and a future bus shelter, if necessary. Design specifications and standards, for a bus shelter, that will make it easy to turn the maintenance of the shelter over to the City are unclear. The area for a future bus shelter would interfere with the location of some of the shade trees planned for the southern portion of the site along Andrews Avenue. Applicant agrees to work with Divisions and Departments concerned with transportation to design solutions that are appropriate for the site and for encouraging the use of public transportation.

N. Wastewater - Anticipated wastewater services and capacity are being addressed with the Waterworks 2011 installation in the neighborhood.

O. Trash management - for all of the components of the development will be addressed under management, leasing and sales contracts with all potential occupants of the commercial space. A commercial trash removal service will be contracted. Furthermore, after meeting with recycling coordinator trash rooms on the residential floors of the loft-style building have been redesigned and enlarged to accommodate recycling bins. There will be a homeowner's association for the entire PUD. The members of the association will determine the type and frequency of trash removal. One option that will be discussed, following the formation of the association, is whether the residents of the attached multifamily building will have their trash and recycling consolidated with that of the loft-style building.

P. Historical and archaeological resources - Appropriate authorities shall be contacted to determine if the site or the existing structures have historic and archaeological significance.

Q. Hurricane evacuation - The site is located west of the Intracoastal Waterway on a significant north-south surface street, and therefore does not require a hurricane evacuation analysis.

5. Proposed phasing of construction of the PUD.

The four-story, 38-unit, 62,103 square foot loft-style building development fronting on Andrews Avenue will be constructed first. Ground breaking is anticipated during 1st quarter 2005; dry in is anticipated in the third quarter of 2005; interior finish work and certificate of occupancy for the individual units is anticipated during the fourth quarter 2005 and first quarter 2006. Groundbreaking for the 2-story, multifamily product fronting NW 1st Avenue will follow the vertical erection of the loft building. It is anticipated that construction of this later phase will commence during the third quarter 2005 with erection and dry in completed toward the end of the fourth quarter and the issuance of certificates of occupancy for the dwelling units occurring during the first quarter of 2006 also.

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6. Map Requirement

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The Progresso Lofts PUD will create a thoughtful transition from busy, wide, commercial thoroughfare of Andrews Avenue to the Old Progresso Village neighborhood to the west of the site. While there is no master plan for this area of the City, the PUD will serve as a unifying element between other areas of the CRA where revitalization efforts have taken root and where well designed, higher density mixed-use and residential developments are under construction.



Looking West across N. Andrews and NW 1st Avenues (at NW 8th Street) into the Progresso Village residential neighborhood. The aerial depicts the high proportion of vacant lots and surface parking in the surrounding area.

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The proposed PUD will set the standard for the infill redevelopment to follow as revitalization efforts spread from the eastern side of Andrews Avenue to the western side and from the central business district north to Sunrise Boulevard.



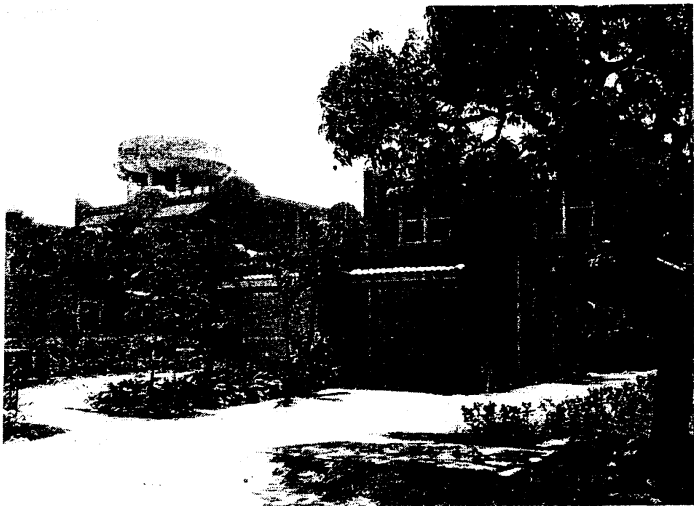
*The proposed PUD location is in the foreground. The aerial shows properties to the east across N. Andrews and NW 1st Avenues (at NW 8th Street)
To the east of Andrews and east of the railroad tracks is the Progresso light industrial neighborhood "in transition."*

Vacant lots, such as this one, exist throughout the neighborhood to the west of the site. This lot is immediately to the south of the proposed PUD along NW 1st Street.



New one and two-story homes are being developed throughout Old Progresso Village, the neighborhood immediately to the west of the proposed development.

Mature landscaping is preserved and enhanced. Sidewalks have been introduced to the neighborhood making the immediate area more pedestrian friendly.





Several used car lots line this section of North Andrews Avenue. Curb cuts, front-loaded parking and little landscaping make this an uninviting stretch for pedestrians. Neither mid nor high-rise buildings exist along this relatively undeveloped section of North Andrews Avenue.

Looking south from the proposed development site, the first mid-rise development is the Avenue Lofts (center left portion of photo). Vehicular traffic flies down Andrews Avenue. Foot traffic is non-existent because of the uninviting streetscape and exposure to direct sunlight scorching summer heat and heavy summer downpours.

There is very little continuity in the streetscape, architecture or landscape. This harsh street condition does not promote linkages to pedestrian-friendly districts that are sprouting up in master-planned and more recently revitalized areas of the City.



It is hoped that the infill developments between Avenue Lofts and the proposed PUD will emulate some of the overall design characteristics of the two developments. With traffic calming measures, more residential development and buildings developed closer to the street, Andrews Avenue could become a great retail and residential street.



The JPI multifamily rental property that is currently under development is roughly three blocks to the east of the proposed development along NE 3rd Avenue. The façade is broken up to resemble several walkup buildings that were built over time, as they would



be in older cities. Color, window treatments and roof pediments add variety to this streetscape. Also note that the building is close to the street and there are no curb cuts, creating an engaging, more human scale, pedestrian environment that continues for comfortable, walkable distance.

Similar to the proposed PUD, both Avenue Lofts, to the south of the proposed PUD and the JPI development, to the east of the proposed PUD are within the CRA and are in keeping with the strategic plan of the CRA.

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Section 47-37.6 - Performance Standards for Permitted Uses.

09.22.05

- A. Please refer to landscape, architectural and engineering plans in establishing development standards for the PUD with regard to the permitted principal and accessory uses, height, bulk, shadow, open space, yards, setbacks, separation between building, floor area ratio, density, design concept and standards, signs, landscaping, parking bufferyards, fences and all other development standards.

Permitted Principal and Accessory Uses – The principal and accessory uses permitted use throughout the PUD would be those permitted under B-2 and RMM 25 zoning. However, the majority of the site will accommodate residential development and attendant parking and circulation. A small portion of the overall development is designed for commercial/retail/office uses. Should the area become a thriving retail and restaurant district and restaurateurs chose to purchase or lease space in the building, they would have to comply with parking, noise, sanitation, waste removal, and emissions standards that would be compatible with the rest of the property and zoning for nearby properties.

Height – The loft-style building is five stories high with a rooftop pool deck and a fitness center. The height of the rooftop along North Andrews Avenue is 67 feet above the street. The building roofline varies from three stories on the north and south ends to four stories across the majority of the mass. The two residential entries and the associated stair towers are capped with the rooftop eyebrows that rise above the roof deck.

The two story, attached multifamily building's façade alternates between one and two stories.

Open Space – Each of the units within the attached multifamily building has a private backyard, narrow front yard setback and a porch. Each of the loft-style units has a balcony. All residents will share the rooftop pool deck, spa and fitness center.

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Circulation throughout the site is via sidewalks and an alley that runs from the center of the northern edge of the site to the southern bufferyard, where it runs from the center of the property to NW 1st Avenue on the west. Dimensions are indicated in the design and architectural plans.

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Yards – Each attached multifamily unit has a private backyard. The length of the yards varies in depth from 30' to 40', depending on the length of the dwelling unit. The dwelling units on the north and south end of the building are shallower and their yards are shallower to accommodate the curb cut and turning radius of the alley.

A 6' front yard separates the front porches from the sidewalks. The yard space in front of the single story portion of the attached multifamily building is 14' deep and 14' wide, creating courtyard areas that are common in South Florida garden-style buildings and is reminiscent of the vias and courtyards along pleasant residential and mixed-use streets from Miami to Palm Beach.

Setbacks – The PUD is contiguous to an adjacent residentially zoned property at only one location, in the southwest corner. The attached multi-family building is separated from the closest residentially zoned lot by a 21', a private drive and a 6' wide landscape buffer. The gutterline along the southern edge of the building is 22' feet in height. The roof's peak is 30' high and is 8' from the gutterline.

Along the southeastern boundary, the PUD is separated from a B-2 zoned parcel. The loft-style building will abut the property line. Above the third floor of the loft-style building, the building steps back from the property line by 24 feet. This setback will help to ensure ample lighting to the end units on the upper stories in the event that the adjacent B-2 zoned lot is redeveloped and a taller building is constructed.

Although the proposed PUD is primarily a residential development, its design meets the intent of the setback requirements for non-residential developments when they are contiguous to adjacent residential property.

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The loft-style building and the attached multifamily building are separate by an alley, two-car garages and the backyards of the attached multifamily building. The alley width, landscape treatment and garage and fence placement will contribute to a sense of privacy among the residents.

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Density – The maximum density of the shall not exceed the number of units allowable under RMM-25 and B-2 zoning on the portion of the property that otherwise would be governed by the respective zoning categories.

Design Concept and Standards – Please see site plan and elevations.

Signs – Will be in compliance with signage standards in effect for this area of the City.

Landscaping – Please refer to site plan and landscape plan.

Parking Bufferyards – Please refer to site plan and the landscape plan. Per the site plan, only one, exterior, grade-level parking stall exists near the southern property line. A wall and a landscape buffer separates it from the adjacent property.

Fences – Please refer to site plan and landscape plan.

Offstreet Parking - In providing an adequate number of offstreet parking stalls pursuant to Section 47-20.2, Applicant has provided covered parking in multiple bays within the base of the loft-style residential building. One bay provides for up to 27 parking spaces. The vehicular circulation lane between the two rows of parking is accessed from the alley and terminates in the garage. The distance from the alley egress to the wall at the dead end is less than 90 feet. Applicant believes that existing code was written to address the length of the dead ended parking area rather than the number of cars (as this should be the critical criteria), but used the number of cars as the means of measurement. Applicant will incorporate parking lifts into the building design so that each unit receives at least 2 covered, parking stalls. While the parking bay allows for

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space for 27 cars, it is 8 car widths in length with parking on both sides of the circulation lane. It should be noted that the particular design of the proposed lifts allows users to park or remove any car without having to move the other car above or below it. Applicant has incorporated the City's Engineering Department's recommendations in addressing the dead ends within the loft-style building's parking bays.

Adequate offstreet parking is provided in Applicant's proposed plan, however it's configuration with regard to the loft-style building is innovative in the City of Fort Lauderdale although commonly used throughout Europe and Asia. These same lifts are being installed in many buildings in and around Berkeley and San Francisco, CA.

No parking is allowed along this section of Andrews Avenue. Limited on street parking for the development has been provided along NW 1st Avenue and NW 8th Streets. Given the proximity of the alley to the intersection of NW 8th Street and Andrews Avenue, on street parking has been designed for the portion of the public right of way that is to the west of the alley.

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Section 47-37.7 – Criteria.

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There are unique aspects of the proposed PUD that achieve the intent and purpose of a PUD as described in Paragraph 47-37.1.

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A. Intent and Purpose of the PUD Zoning District is to allow development incorporating planning initiatives that achieve unique or innovative development otherwise not permitted under traditional zoning districts and development standards. The proposed PUD would incorporate principals of Smart Growth and New Urbanism designed to reintegrate the components of modern life such as housing, workplace, shopping and recreation into compact, pedestrian-friendly, mixed-use neighborhoods linked by transit or pedestrian linkages or both set in a larger regional open space framework; promotion of development that encourages interaction with the street and with neighboring properties; uses land resources more efficiently through compact building forms, infill development, and moderation in street and parking standards in order to lessen land consumption and preserve natural resources; supports the location of stores, offices, residents, schools, recreation spaces, and other public facilities within walking distance of each other in compact neighborhoods that area designed to provide the alternate opportunities for easier movement and interaction; provides for a variety of housing choices to create a diverse community; supports walking, cycling, and transit as attractive alternatives to driving. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures.

Comprehensive Plan

The proposed Progresso Lofts PUD is consistent with the goals, objectives and policies of stated within the Housing Element of the City of Fort Lauderdale's Comprehensive Plan. The plan provides guidelines for the City to improve the quality of existing housing stock, provide safe and adequate housing for all residents of various income levels and encourage housing development in the downtown urban core, among other

goals. The plan encourages construction of multifamily housing units in the Downtown-RAC and the Northwest-RAC and to promote incentives for land assembly within both regional activity centers.

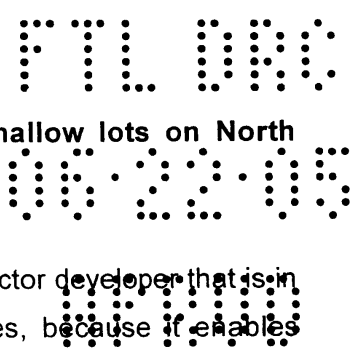
Progresso Lofts will give purchasers the option of living in an urban, attached townhome environment, complete with porches, private yards and garages, or higher density, mid-rise dwelling units ranging from 1,000 square foot studios to two-level, multi-bedroom, customized lofts with balconies, terraces and rooftop amenities. Amenities and pricing will appeal to a broad range of buyers including empty-nesters, urban professionals, and second home buyers who prefer urban environments. These units will provide new housing stock to the neighborhood.

CRA Strategic Plan

The proposed PUD is consistent with the goals, objectives and strategic plan of the Northwest-Progresso-Flagler Heights CRA. The ultimate mission of the CRA is to eliminate blighted conditions to attract economically viable and healthy development projects to the area. The proposed PUD not only creates a variety of housing options, without displacing a single resident, it provides attractive space for businesses to operate. It even provides the opportunity for someone to live in a loft unit and operate a business on the ground floor of the same building.

One of the goals of the CRA is to turn blighted, underperforming areas of the City that often use more of the City's resources than they contribute, into safer areas in which to live, work, own a business, and recreate. By moving the buildings close to the property line and not having a lot of unlit, uninhabited, unwatched space, the proposed PUD reduces the opportunities for undesirable behavior. The design of this PUD is in keeping with crime prevention through environmental design recommendations.

Land Assembly that overcomes zoning conflicts and shallow lots on North Andrews Avenue



Progresso Lofts is an example of land assembly by a private sector developer that is in keeping with the Comprehensive Plan's goals and objectives, because it enables redevelopment of parcels along North Andrews Avenue that are becoming less economically feasible to develop. The developable area of properties along North Andrews Avenue was reduced when North Andrews was widened. In addition, the County is requiring an additional 9' right-of-way. Given landscaping, setback and parking requirements under existing B-2 zoning the allowable building footprint would be small and shallow and much of the lower levels would be consumed by structured parking. Structured parking would not enhance the streetscape or encourage pedestrian activity or linkages to other buildings in the neighborhood. B-2 zoning does allow for a 150 foot high development. To accommodate the parking required for such a building, a developer could design a building pedestal to house several stories of parking. There are examples of this type of development in every city, but it typically is not in the best interests of the neighboring properties or property owners.

This site is an example of the poor development consequences of Euclidian zoning. The site is divided in half by different zoning uses. Unsightly and low tax generating uses such as a used car lot now exist on valuable, B-2 zoned land where residential development is allowed as part of mixed-use development, but no more than 50% of the gross floor area of the building can be residential under B-2. Along the west side of the property, landlords have found it feasible to land bank lots zoned as RMM-25 and maintain them as vacant lots. Furthermore, given the right-of-way requirements along Andrews Avenue, it has become physically and economically infeasible to redevelop unless the landlord owns the contiguous lots fronting NW 1st Street.

Similar to the forgoing scenario, Progresso Lofts does not conform to recommended setback requirements under RMM-25 or B-2 zoning, because the setbacks needed to comply with the City and County right-of-way requirements make this site too shallow to

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develop. Single-use developments with parking lots covering a large portion of the site or a two or three story building podium comprised principally of a ramped parking structure are the only types of developments that are conducive to the site and as of right zoning conditions. Such development, however, is undesirable to both the City and to the developer, particularly in a near downtown location such as the one under consideration.

Non-compliance under B-2 and RMM-25 Zoning

The proposed PUD represents a better solution to developing the unified property than if each portion of the property were to be developed under the B-2 and RMM-25 zoning that is currently in place. The PUD is a mixed-use development. Realizing that a large number of dwelling units are needed to support retail uses, the proposed loft-style building will be a mixed-use building with a high residential component.

The following chart indicates the circumstances under which the attached multifamily building does not meet the current RMM-25 zoning.

RMM – 25		Meet Requirement (Y/N)
Max. Density	25du/net acre	Y
Min. Lot Size	5,000 sf	Y
Max. Structure Height	55 feet	Y – 30 feet
Max. Structure Length	200 feet, may be increased to 300'	N – 216 feet
Min. Lot Width	50	Y
Min. Floor Area	400 sf/du	Y
Min. Front Yard	25 feet	N – 10 feet
Min. Corner Yard	25 ft.	Y
Min. Side Yard	10 ft.	Y
Min. Rear Yard	20 ft.	Y
Min. Distance b/t Bldgs.	10 ft. or 20% of tallest bldg.	Y

Progresso Lofts is an innovative attempt to utilize the PUD Zoning District to develop a mixed-use project by applying residential density across assembled and unified sites and working within setback, circulation and parking parameters to deliver a variety of

dwelling types and units to the Northwest Regional Activity Center and the CRA. Little redevelopment has occurred in the area and this development will help to encourage other landowners in the surrounding neighborhoods to think toward assembling land to meet the objectives that the new land use plans for the area are trying to promote.

Smart Growth Planning Techniques Accomplished under PUD District

The proposed Progresso Lofts PUD is situated on approximately 1.45 net acres in the NW Regional Activity Center and calls for the development of a total of 48 dwelling units in two separate multifamily buildings; a mixed-use, mid-rise building and a two story, attached multifamily, residential building. As defined by the City's PUD ordinance, Progresso Lofts is a mixed-use development with elements of New Urbanism and Smart Growth planning techniques. The mixed-use, loft-style building along Andrews Avenue provides for commercial space including office or retail on the ground floor and residential units on the upper floors. This type of mixed-use buildings is common to the buildings that were located in pre-World War II town center developments, when it was not uncommon for shopkeepers to reside above their stores.

The two-story, ten-unit, multifamily building is an innovative New Urban design. Residential units are not only attached, they have narrow front building setbacks and front porches. The majority of the parking for the buildings is located in the rear. It is accessed via an alley which separates the mixed-use and multifamily buildings. Alleys promote a pedestrian-friendly environment around the perimeter of the property, relegating parking, trash storage and trash removal to the rear and reducing the number of curb cuts that would have been required had off street parking been provided at the front of each property. The proposed PUD is located along near bus stops and the downtown. Residents will be attracted to the development because of its proximity to the downtown. They will also be encouraged to walk, cycle or use public transportation as part of their daily transportation patterns.

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The proposed Progresso Lofts PUD promotes economy in the use of land in a blighted, urban area that is designated for revitalization by the City's CRA. It calls for residential density on assembled land where zoning for half of the land is RMM 25 and the other half of the land is B 2. As currently developed, the contiguous parcels are underutilized.

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As the right of way for Andrews Avenue increases from 35 feet from the centerline of the street to 44 feet from the centerline of the street it becomes more difficult to build economically viable, attractive buildings that improve the City's amenity base and the character of the neighborhood. The Applicant has assembled a parcel that is 10 lots wide and 2 lots deep (the entire northern portion of a City block). While the proposed buildings narrowly extend beyond the proposed setback lines for the property, what is being proposed within the site envelope is much better than the alternative that could be developed if the shallow lots facing Andrews Avenue were developed as commercial or multifamily buildings and the lots fronting NW 1st Avenue were developed as single family home sites, or worse, a parking lot for the development along North Andrews Avenue.

Parking, residential density, vehicular access, service and landscaping elements have been incorporated to design a PUD that will enhance the Andrews Avenue corridor, the Progresso Village community. In particular, this development incorporates the tenets of New Urbanism by creating a pedestrian-friendly, mixed-use environment where front porches and places for human interaction will replace garages and parking lots. By sharing a common alley, both phases of the PUD will have parking, service entries, and solid waste removal access from the rear, making the building fronts and their sidewalks conducive to human interaction.

Additionally, each of the loft-style units has balconies and access to a rooftop pool and fitness facility. Each of the units within the 2-story multifamily building has a private backyard and a 6-foot wide front porch. Outdoor and indoor/outdoor living space, in this urban setting is attractively and amply provided for each dwelling unit by these porches and yards.

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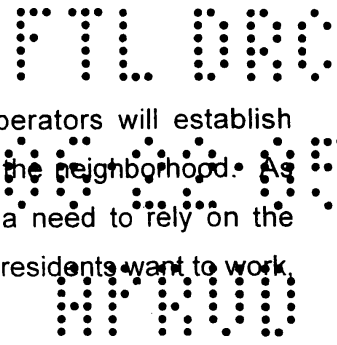
B. The proposed site and use meet the conditions and criteria provided in section 47-37, particularly with regard to compatibility with abutting and nearby properties. Section 47-25.3 of the ULDR. Progresso Lofts is an innovative development that integrates housing, workplace, shopping and recreation into compact, pedestrian-friendly, mixed-use neighborhoods linked by transit or pedestrian linkages. The proposed development is designed to enable its residents to take advantage of the urban amenities within walking distance such as the employment centers along Andrews Avenue and Broward Boulevard and the dining and entertainment districts of Las Olas and the Riverfront.

By building closer to the property line and providing front porches and attractive landscaping and not interrupting sidewalks with garages and car parks, this development encourages interaction with the street. These multifamily buildings and the treatment of parking within the PUD, introduce compact building designs with reduced height and economize on land consumption.

Ground floor commercial and retail space on Andrews Avenue with residential units above will give residents the opportunity to live and work in the same building. Commercial space occupants will have a built in market from the residents above and in the 2-story multifamily building behind.

This development provides a variety of housing alternatives in two separate buildings. The loft-style building will have attractively priced, market rate, 1 and 2 bedroom, 1 and 2 bath units as well as spacious, light filled penthouse units with multiple balconies. City dwellers wanting the privacy of individual front entrances, enclosed backyards and individual garages on a quieter residential street may choose to purchase units in the 2-story multifamily building.

This PUD is located within a revitalizing urban area. The sidewalks, the landscaping, the awnings and the colors on the loft-style building and the details of the facades are features, which will add to the pedestrian environment of the area. More retail, dining,



entertainment and recreational venue, and transportation operators will establish themselves in the area as they see more residents flocking to the neighborhood. As more of these venues are established, there will be less of a need to rely on the automobile as a means to get to and from home to where these residents want to work, play and recreate.

This PUD will be primarily residential in nature. The infrastructure costs per dwelling unit will be substantially less than they would be if Applicant were to build lower density residential units on the site. Its location along Andrews Avenue, a major transportation corridor through Fort Lauderdale, means that its residents can avail themselves of the public transportation already provided to the downtown and to transportation hubs such as the county bus terminal, the commuter rail and the airport.

The proposed Progresso Lofts PUD promotes economy in the use of land in a blighted, urban area that is designated for revitalization by the City's CRA. It calls for residential density on land assembled land where zoning for half of the land is RMM 25 and the other half of the land is B 2. As currently developed, the contiguous parcels are underutilized. A used car lot and vacant lots comprise the assembled land.

Section 47-25.3 Compatibility with existing and proposed buildings in the surrounding neighborhood.

2.a. Smoke, odor, emissions of particulate matter and noise

Progresso Lofts is primarily a residential development. Approximately 4,263 square feet of commercial/retail space will be located on the ground floor fronting North Andrews Avenue. Because of the nature of the retail of the businesses along this section of North Andrews Avenue, we anticipate that the ground floor space will be used as professional office space until more residential and complementary retail uses are developed in the area. The residential and commercial owners and users of space in the development will not produce smoke, odor, or emissions of particulate matter in excess of other multifamily and mixed-use buildings in the City.

Should restaurant or retail establishments try to locate in the mixed-use building, as further revitalization of the area takes place, they will be subject to obtaining the appropriate licenses and approvals by municipal authorities.

3. Design and performance standards

a. Lighting Lighting used for the development will be designed to meet all applicable ULDR provisions. No lighting shall be directed in a manner that illuminates abutting residential properties. Indeed, lighting for the development will not adversely affect any of the neighboring properties, because the nighttime effects of the lighting within view of abutting properties is limited. All exterior lighting for the development shall be designed in such a way so as to encourage safe activity to allow for a safe environment and discourage undesirable activity.

b. Control of appearance The façade of the loft-style building is contemporary and modern with vibrant colors, a lot of articulation and fenestration. Each of the residential units on the upper stories will have decorative balconies with ornamental railings.

Playful eyebrows will accentuate the roofline. The building steps back along North Andrews Avenue above the main entry to accommodate shade trees. Anticipating future development to the south of the building, setbacks along the south side of the building ensure that the units will always have ample natural light.

With all of the articulation along the façade and the variety of colors indicating various elevations, the building will appear as five different masses rather than a monolithic structure. Ground floor window will be shaded by attractive awnings. Playful eyebrows will demark the residential towers and a masonry signage band will call out and protect the retail entries from the elements.

There will be a continuous signage band above the first floor. To identify the difference between commercial space, commercial entries, and residential entries, the banding will be treated differently. Additionally, the windows of the ground floor commercial space will have awnings made from the same materials. Permanent awnings will be arranged above most of the windows fronting on Andrews Avenue. The arrangement of the awnings depends on the plane of the building and whether the windows are recessed or whether vertical elements of the building are trying to be accentuated.

The multifamily building will appear as five attached, Key West-style homes. The standing seam, pitched roofs will add vertical elements to the building. Gingerbread trim, awnings and front porches will accent the building. There will be alternating single-story and two-story portions of the building.

ii. Loading Facilities. There are no loading facilities for the site. However, site service needs such as trash hauling and access to a majority of the parking will be through the alley. Alley egress is along NW 8th Street and the southwest corner of the property on NW 1st Avenue.

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iii. **Screening of rooftop mechanical equipment.** Each of the dwelling and commercial units in the loft-style building will have their own rooftop air-handling units. The units will be screened from view from the street behind a parapet wall.

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The roof will be an attractive recreational area with a pool, spa and fitness center. Air handling units will be screened from the view of the rooftop amenity users by block walls and decorative plantings.

c. **Setback Regulations.** In keeping with the precepts of New Urbanism and its effort to promote the creation of pedestrian-friendly environments, the buildings are brought closer to the street. As in virtually all of the developed worlds' great urban retail environments, retail windows and doors open onto sidewalks; not onto parking lots.

The only portion of the loft-style building that extends beyond the right-of-way as prescribed by the County is the awning over the main Andrews Avenue building and the eyebrows topping off the front stairwells. These accents extend up to four feet beyond the property line. Because, in the case of the eyebrows, they are so high, the county engineering department has approved the extensions into the County's right-of-way. The awning above the main entrance will be of a removable nature so that in the event of an emergency, city or county or utility employees may remove it quickly and with very little, or no notice. Both of these situations have been discussed with the county engineering staff and will be incorporated into an agreement.

d. **Bufferyard requirements.** The development will include a landscape strip along the southern portion of the alley.

e. **Neighborhood compatibility and preservation** – (ULDR 47-25.3.e) The PUD Ordinance, the Comprehensive Plan and the tools employed by the CRA provide for creative ways to address the issues associated with disinvestment in urban Fort Lauderdale. Aside from Old Progresso Village, a development on non-contiguous parcels in a four-square block area to the west of the Progresso Lofts attached

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multifamily building, there has been no investment in the vicinity of the proposed development in over 40 years. In fact, many lots to the north, south and west of the proposed development have never been built upon. In some cases, properties had been abandoned, condemned or torn down.

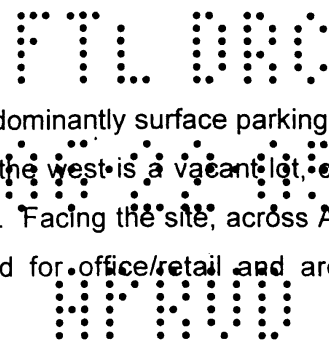
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Progresso Lofts is a pioneering development that can not pretend to be completely compatible with the properties immediately surrounding it. However, the proposed development is compatible with recent development that has occurred at Old Progresso Village as well as the numerous loft-style developments under construction only a few blocks to the south and east of the development. Moreover, the City continues to see an increase in the submission of developments that will ultimately revitalize the area and contribute to the rebirth of downtown Fort Lauderdale. As the number of homes in Old Progresso Village reaches a critical mass, the neighboring landlords are showing signs of pride of ownership. They are maintaining their landscaping, making interior and exterior renovations and painting their homes. Old Progresso Village has raised the standard of maintenance and development throughout its immediate neighborhood.

Progresso Lofts will set an example of redevelopment potential for the commercial landlords who own properties to the north and south of the innovative, loft-style building proposed along Andrews Avenue. The development will offer another types of residential options to the neighborhood. Through its creative adaptation of the PUD ordinance, Progresso Lofts will reveal to other landlords and developers, redevelopment opportunities throughout the area. As infill and further redevelopment occurs, the neighborhood will become more tightly knit and Progresso Lofts' intended compatibility with the master plan for the area will become more apparent.

Loft-style Building's Compatibility with Neighborhood

To the north of the site, across NW 8th Street is a single-story, light manufacturing facility in which a print shop operates. Customer parking is on a surface lot off of Andrews Avenue. There is also parking along NW 8th Street and in a lot to the rear of



the building. To the south is a used car lot that is predominantly surface parking. There is a small retail/showroom building on the site. To the west is a vacant lot, currently being used as the staging area for Waterworks 2011. Facing the site, across Andrews Avenue are bungalow homes that are being used for office/retail and are being marketed for sale.

The development is compatible with revitalization efforts that are taking hold further to the south on Andrews Avenue with loft-style developments. It is also compatible with higher density, townhome, mid-rise condominium buildings, and apartment buildings that are being developed in Victoria Park and in other areas of the City where masterplans have been adopted. This area of the City falls outside of the area where planning studies have been done and masterplans have been effected, yet this PUD will incorporate many of the urban design features that have met with proven success elsewhere. Multifamily apartment and condominium buildings at various stages of development and construction in the general area include Avenue Lofts, Jefferson Place, Ellington, and NOLA Lofts. Several years ago, Victoria Park exhibited similar depths of blight, decay and disinvestment. Now it is a sought after residential area of the City. Progresso Lofts hopes to initiate a similar redevelopment and revitalization trend in the Progresso area.

In providing for ground floor commercial space, the loft-style building bolsters the commercial nature of North Andrews Avenue. Unlike the properties to the immediate south of the proposed development, the building will have no curb cuts along Andrews Avenue. Additionally, the development will have a sidewalk along all street fronts, rather than a parking lot in front of it. This type of design is pedestrian-friendly. The Andrews Avenue right-of-way width and setback requirements will dictate that future North Andrews Avenue developments will have nearly identical sidewalk widths and setbacks. By default, there will be more consistency in the treatment of the public area in front of the buildings.

PTL 0000

The development is sensitive to surrounding properties. While B-2 zoning allows 150-foot high buildings, the developer recognizes that a high-rise building is not appropriate for the site. If one were to build to the maximum height allowed under the B-2 zoning in place for the property, a structure could be constructed that would dwarf everything in the surrounding area. Instead, a modest, mid-rise building with significant articulation on the façade and the roofline has been designed.

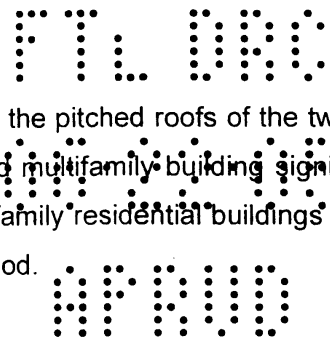
Attached Multifamily Building

To the north of the site, across NW 8th Street is the rear parking lot for a single story commercial building. A chain link fence surrounds it. To the Northwest of the site is a vacant lot. To the south is a vacant lot. To the east is a used car lot with a small, single-story building on it. Facing the site, across NW 1st Avenue are two, two-story multifamily buildings. Parking surrounds the multifamily buildings.

Existing zoning for the property is RMM-25, which would allow for nearly double the intensity of development that is being proposed for the site. The ten-unit, attached multifamily building offers units that are similar in size as the dwelling units throughout the immediate Progresso Village neighborhood. In an attempt to weave the development into the neighborhood and make it more pedestrian-friendly, the developer has placed the garages and most of the parking to the rear of the dwelling units. The dwelling units are moved closer to the sidewalk and the street and have front porches. All of these attributes promote more human interaction and more eyes on the street. As sidewalks are installed in front of other dwelling units in the neighborhood, connectivity and compatibility will become more apparent.

Transition from Commercial to Residential

The proposed PUD offers a unique and creative way to transition from a commercial thoroughfare into a residential neighborhood without building to the maximum density allowable within each of the current zoning designations. At five stories and less than



70 feet tall, the loft-style building does not tower over the pitched roofs of the two-story attached multifamily building. Nor does the attached multifamily building significantly out mass the various types of multifamily and single family residential buildings located throughout the adjacent Progresso Village neighborhood.

The alley separating the buildings within the PUD provides a creative, New Urban means of addressing vehicular circulation and accessing parking and service areas. There are only two curb cuts on the entire property. In addition, there are no uninviting parking podiums, nor is there a line of gaping two-car garage doors along the NW 1st Avenue, attached-multifamily façade.

The site design, including yards, setbacks, and landscaping and open space are compatible with the surrounding area in accordance with 47-25.3.A.3.3. i. This development seeks to continue to promote the revitalization of the Progresso Village area and builds on the work that Applicant continues to promote in Old Progresso Village, a 60 dwelling unit development on various infill parcels in the neighboring 4-block area to the south and west of the site. Progresso Lofts will bring more residents to a blighted and nearly deserted area of Fort Lauderdale. Sidewalks will exist on all 3 sides of the development. All of them will be landscaped in accordance with code and will provide shade and protection from the elements for pedestrians.

Pedestrians will be able to walk the entire length of the property along Andrews Avenue without having to worry about cars pulling off of the street and crossing the sidewalk to access parking lots or parking garages. Virtually the same is true along NW 1st Avenue, except that the southern 20 feet of the property is the dedicated alternative egress for the alley that services both buildings. A 24-foot wide alley runs north to south on the property and is accessed from Northwest 8th Street. The alley is the only break in the sidewalk around the property. Back of house functions such as parking, solid waste storage and service deliveries will be confined to the alley and screened from neighbors. There will be landscape nodes interspersed along each side of the alley.

Only residents of the buildings will be able to gain access to the garages and fenced yards along the alley.

The height, bulk, shadow, mass and design of the structures on the site will be compatible with the surrounding area. The 2-story multifamily building will be of similar height to most of the dwelling units of Old Progresso Village. The facades of the individual units will appear to be the same width as those in the Old Progresso Village development. Drawing from Florida building vernacular, the building will have Key West style architectural details including porches and pitched, standing seam roofs. This multifamily building will be in keeping with the attached townhomes throughout the neighborhood and be a transition to the higher density, 5-story building along busy, Andrews Avenue. The 5-story building will provide a height and noise buffer from Andrews Avenue vehicular activity.

The taller, loft-style building is along the eastern edge of the site and may throw a shadow across the alley and into backyards during the early morning, but for the majority of the day, natural light will flood a majority of the dwelling units in both buildings. To reduce the shadowing of the North side of the 5-story building, the top 2 floors have been set back 30' from the NW 8^h Avenue side property line and thus the shade from the building will fall on the street before reaching any other residential or commercial uses to the north side of the street.

The loft-style building will offer improved commercial and residential alternatives to this section of North Andrews Avenue. The 2-story multifamily residential building is compatible in scale and height with the other single and multifamily homes in the neighborhood.

Long-term beneficial effect. Applicant has invested a significant amount of its resources in revitalizing this area of the City. Old Progresso Village, when complete will represent the addition of nearly 60 residential units and over \$12 million in taxable value to an area that used to be a drain on the City's resources. Progresso Lofts represents

the Applicant's continued interest in revitalizing the neighborhood. Not only has value been created by the development of Old Progresso Village, it has been created through other landlords' efforts to upgrade their residential properties. The Progresso Village Civic Association has grown in membership and in its commitment to improve the well being of every longtime and new resident in the neighborhood. Progresso Lofts will bring more people to the neighborhood and share some of the costs of new infrastructure in the neighborhood and to support some the area's businesses. Vehicular and pedestrian circulation will be improved with the introduction of sidewalks to the perimeter of 3 sides of the development. On street parking will be provided and will serve to calm traffic. The majority of the development's parking requirement will be satisfied by the inclusion of garage parking that will be accessed off of a newly introduced alley.

Reductions and Exemptions to Parking Requirement. The PUD provides for an adequate number of parking spaces as required by the City's parking guidelines. Applicant is not asking to reduce the number of required parking spaces, however it is asking the City to approve the configuration of the parking in the loft-style building.

Areas proposed for common ownership shall be subject to a maintenance agreement. Applicant is cognizant of the need for homeowner's associations and condominium associations to maintain landscaping property owned in common. Applicant has implemented a homeowner's association for all of the units it sells in Old Progresso Village and will implement a similar association for the Progresso Loft units as the units are purchased and granted certificates of occupancy. Maintenance issues specific to the Progresso Lofts buildings will be addressed as part of the condominium association documents for each building.

Use, height, size, yards and other aspects of compatibility with surrounding area. As people discover the convenience and amenities of being able to live, work and play in the City, redevelopment of North Andrews Avenue from light industrial and commercial uses to commercial and multifamily uses is occurring North of Broward

Boulevard. Rather than introduce garden-style or high-rise multifamily to this section of North Andrews Avenue, Applicant proposes to introduce a building with contemporary and industrial accents to compliment the commercial elements of this transitional neighborhood. Applicant has spearheaded efforts to redevelop the residential neighborhood immediately west of the proposed development site and is committed to developing the site so that there is a thoughtful transition from the commercial and vehicular activity along North Andrews Avenue into the residential neighborhood of Progresso Village and specifically, the Old Progresso Village development.

The transition from North Andrews Avenue will be from a 5-story building to a 2-story building. Existing buildings in the residential neighborhood are 1 and 2-stories. The new homes of the Old Progresso Village neighborhood are lushly landscaped and have front stoops and pergolas for front yard recreation areas. The 2-story multifamily building will be landscaped in keeping with that of Old Progresso Village, but further the New Urban environment that is being created by having front porches and by moving garages and car parks to the rear of this phase of the development.

1-ZPUD-04 PROGRESSO LOFTS
Color Code for Loft-style Building

B11-2
Butterfly Bush

B51-2
Spa



Olympic Paint Color Swatches – Swatch colors are an approximation of the color codes and are for illustrative purposes. Copies of color swatches may have shifted as a result of the copying process, please refer to original set of swatches for better rendition of proposed colors. Colors are subject to fading once applied to the building.

1-ZPUD-04 PROGRESSO LOFTS

Color Code for 2-storey Multi-Family-style Building

Peach Puff
80YR 72/159

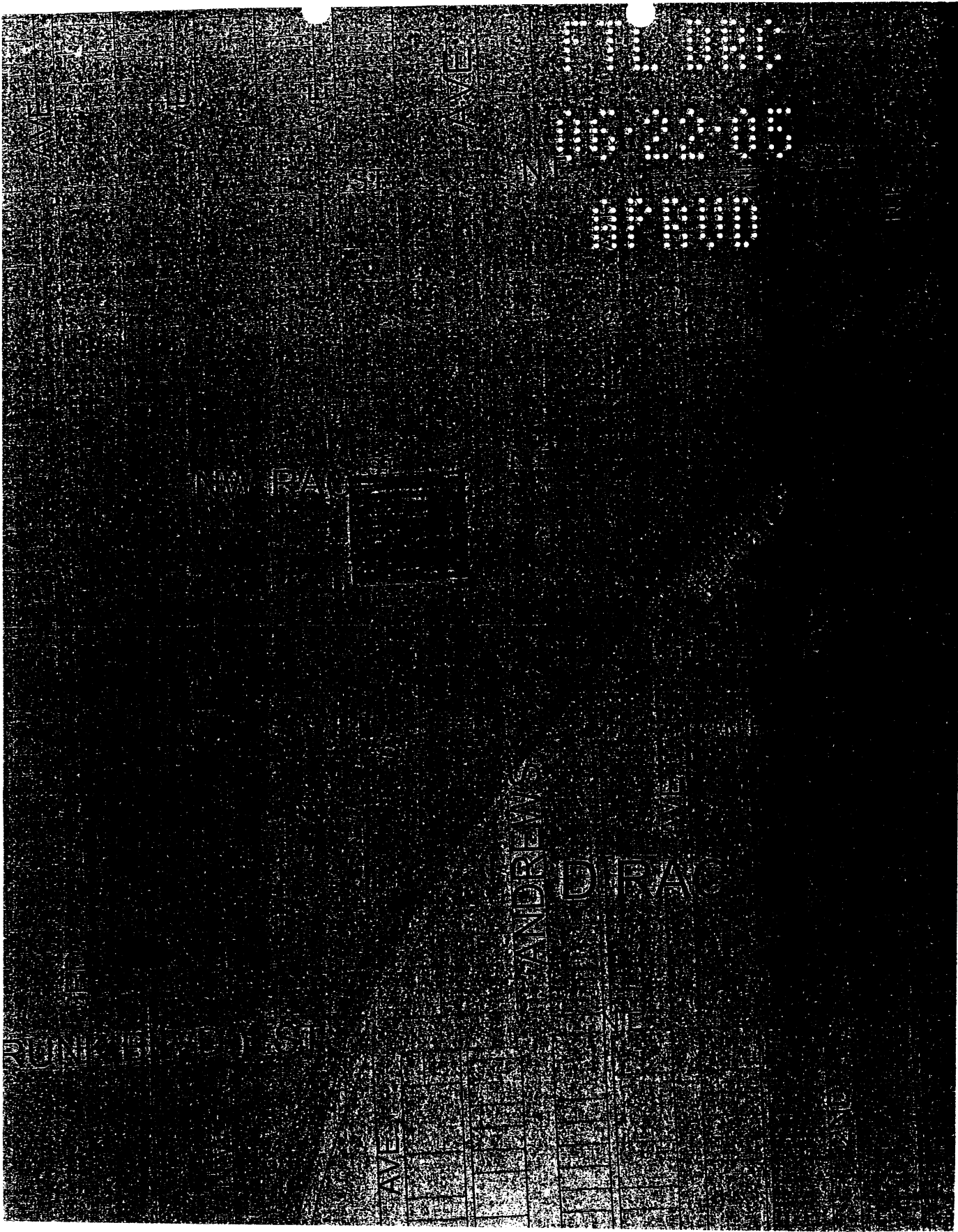
Warm Breeze 33BG 72/103

Honeytone
31YY 81/214

Fostoria Glass
90BG 63/040

Inspiration Point
70YR 73/090
N214

Olympic Paint Color Swatches – Swatch colors are an approximation of the color codes and are for illustrative purposes. Copies of color swatches may have shifted as a result of the copying process, please refer to original set of swatches for better rendition of proposed colors. Colors are subject to fading once applied to the building.





Venice of America

CITY OF
FORT LAUDERDALE

May 9, 2004

Mr. Rene H. Lepine
Principal
Progresso Lofts, LLC
300 SW 2nd Street, Suite 209
Fort Lauderdale, FL 33312

Re: Progresso Lofts

Dear Rene:

Thank you for sharing your plans for Progresso Lofts and Progresso Townhomes with the CRA and its Advisory Board. We are extremely pleased with the proposed development plan. It continues our efforts to improve the quality of housing in the area and will also introduce commercial/retail space to North Andrews Avenue. The proposed development presents a higher density, loft-style condominium along North Andrews Avenue, in keeping with the commercial and more urban nature of this major north-south thoroughfare. At the same time, the townhomes on the western side of the development provide a thoughtful transition into the Progresso Village neighborhood. By limiting the amount of on street parking, enabling cars to access the site via an alley, and confining parking and other back-of-house access issues to the private alley that separates the Lofts from the Townhomes, the development sets a standard that we would like to see utilized in other areas of the CRA where site configurations permit.

Progresso Lofts will bring attractive, thoughtful design and architecture to the CRA and introduce exactly the type of mixed-use development the CRA is seeking. It will also introduce a variety of housing units to the area and purchasers from diverse socioeconomic backgrounds and put more "eyes on the street" in an area that now has limited commercial activity during the day and presents security issues during the evening.

The CRA's Advisory Board members and staff look forward to the proposed

EQUAL OPPORTUNITY EMPLOYER

NORTHWEST / PROGRESSO / FLAGLER HEIGHTS
COMMUNITY REDEVELOPMENT AGENCY
101 N.E. THIRD AVENUE, SUITE 300, FORT LAUDERDALE, FLORIDA 33301
PHONE: (954) 828-4514, FAX (954) 828-4500
www.ci.fort-lauderdale.fl.us

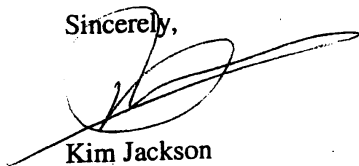
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development and believe that Progresso Lofts is consistent with the CRA's strategic plan for the area.

Best wishes throughout the development, sales and marketing process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kim Jackson', with a long, sweeping horizontal stroke extending to the right.

Kim Jackson
CRA Director

City of Fort Lauderdale
Building Services Division Construction Debris Mitigation Policy

Section 24-11 Construction Sites, of the City of Fort Lauderdale Code of Ordinances is for the purpose of controlling construction debris. In accordance with the Code, any property under construction is required to contain construction debris on the subject property site. In an effort to ensure that construction debris does not spillover onto adjacent sites, the Building Services Division will require the following mitigation measures as minimum conditions to prevent the spillover of construction debris onto adjacent properties. These measures are to be included in a Construction Debris Mitigation Plan, which will be submitted to the Building Official, prior to the issuance of a building permit for the subject project. Additional measures may be required to ensure compliance with the Code, as deemed necessary by the Building Official.

1. Extermination of the site and buildings prior to demolition. A certificate certifying that the site has been exterminated is required to obtain a demolition permit.
2. Wet demolition of existing buildings is required to minimize dust.
3. Install and maintain a 6' screening (wind blown) on all ground level perimeter site fencing to minimize dust and debris blowing out to surrounding buildings.
4. Adherence to all state and county regulations with regards to the handling of asbestos in existing buildings.
5. Provide for construction employee parking and construction staging areas, to be reviewed and approved by the City's Engineering Department, and as necessary the City's Zoning and Parking Divisions.
6. The Building Division will require measures to minimize the airborne concrete when pouring. Such measures may include, but are not limited to, use of a wet saw when cutting concrete, wind screens around saws on concrete work deck; wind screens on end of concrete pump hose, etc.
7. The Building Division will require measures to minimize airborne debris from all open floors, including but not limited to, a requirement that each floor undergoing construction activity be wrapped to control the spillover of concrete and dust onto adjacent properties.
8. Sweeping compound will be required to minimize dust when sweeping the open floors of the building.
9. Broom cleaning of adjacent streets and sidewalks is required on a daily basis.
10. A hot line telephone number for the subject property is required to address issues as they arise.
11. On site visits by City Building Inspectors and other building officials will occur, as needed, to ensure that the concerns of adjacent property owners regarding construction debris and noise are being properly and timely addressed. The costs incurred for such inspections will be borne by the applicant

Exhibit "C"