

ITEM II

DRAFT
MINUTES
NORTHWEST PROGRESSO – FLAGLER HEIGHTS
REDEVELOPMENT ADVISORY BOARD
FORT LAUDERDALE
100 NORTH ANDREWS AVENUE
8th FLOOR CONFERENCE ROOM
SEPTEMBER 24, 2014 – 3:30 P.M.

Cumulative Attendance

<u>Members Present</u>	<u>Attendance</u>	May 2014 - April 2015	
		<u>Present</u>	<u>Absent</u>
Steve Lucas, Chair	P	4	0
Ella Phillips, Vice Chair	P	3	1
Jessie Adderley (arr. 3:59)	P	3	1
Sonya Burrows	P	4	0
Ron Centamore	P	4	0
Alan Gabriel	P	4	0
Camille Hansen	P	1	0
Mickey Hinton	A	3	1
Brice Lambrix	A	2	2
Dylan Lagi	P	4	0
Mark Mattern	P	4	0
Yvonne Sanandres	A	1	3
Scott Strawbridge	P	4	0
John Wilkes (arr. 4:14)	P	3	1

Currently there are 14 appointed members to the Board, which means 8 would constitute a quorum.

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

Staff

Alfred Battle, Economic and Community Reinvestment Manager
Sandra Doughlin, Clerk III, DSD/ECR
Lisa Edmondson, Recording Secretary, Prototype, Inc.

Communication to City Commission

None.

I. Call to Order / Roll Call

Chair Lucas called the meeting to order at 3:35 p.m. and roll was called. He introduced new member Camille Hansen at this time. Ms. Hansen is active in the Flagler Village Civic Association. She was appointed by City Commissioner Dean Trantalis.

II. Approval of Minutes from July 23, 2014

A correction was noted to the July 23, 2014 minutes: the President of the Flagler Village Improvement Association is Jim Ellis.

Motion made by Mr. Gabriel, seconded by Mr. Centamore, to approve as corrected. In a voice vote, the **motion** passed unanimously.

III. Flagler Village Lighting Study

Mr. Battle introduced Milton Kramer of the DeRose Consulting Company, which conducted the recent Flagler Village lighting study. The study will help identify pedestrian conflicts, areas in greater need of lighting, and the tactics to be used in determining how much lighting should be brought to a given area.

Mr. Kramer reviewed the study, explaining that the firm walked the entire area with a light meter, taking measurements on both roadways and sidewalks, and evaluated their findings against national standards. The greatest concern is inconsistency of lighting and improving the lighting in the neighborhood's darker areas. The study also establishes the levels of criteria that apply to each portion of Flagler Village and seeks to improve existing lighting or add new lighting.

Mr. Kramer defined pedestrian conflict as "vehicular vs. pedestrian;" for example, a large number of pedestrians at a given intersection would make that location a high pedestrian conflict area, while a residential area without heavy traffic would constitute a low pedestrian conflict.

The Board members discussed the study, with Mr. Kramer clarifying that the City of Fort Lauderdale recognizes the national lighting standards used in the study, although not as they relate to roadways and sidewalks. Typically this lighting is the responsibility of the Florida Department of Transportation (FDOT) if the roadway is maintained by FDOT. Mr. Battle added that there is not a City standard for neighborhood lighting outside of parking garages and security considerations.

Mr. Kramer explained that different areas of the neighborhood have different needs, and some of these areas should not be "over-lighted." He noted that in traveling the community at night, it can be difficult for the human eye to adjust quickly to variations of light and dark. The criteria focus on providing sufficient light in general as well as a uniform level of light. Mr. Battle noted that the City's Facilities Department, which monitors and maintains lighting fixtures, will also provide feedback on the types of lights that could be used and the maintenance to be undertaken.

Mr. Strawbridge stated that the Board should methodically review the entire district in order to understand the outcome of any changes. He pointed out that once the CRA sunsets; there will no longer be an opportunity to use CRA funds to implement clear and consistent lighting. Mr. Mattern asserted that the City should determine baseline lighting criteria to be applied for every neighborhood and make specific recommendations on how to achieve this consistency.

Mr. Battle concluded that the report will be reviewed with the Civic Association, as well as any other interested neighborhood entities, to identify a plan that will be brought back to the Board, as well as how this plan would be funded.

IV. FAU Urban Intervention

Frank Schnidman of Florida Atlantic University (FAU) recalled a recent proposal by the University's School of Architecture to physically take over a specific building on Sistrunk Boulevard. He explained that this project will serve as a foundation for FAU's Urban Intervention proposal for the Sistrunk Corridor and the basis for a non-physical revitalization of the area.

Dr. Schnidman introduced Sherryl Muriente of the School of Urban and Regional Planning, who showed a PowerPoint presentation on projects currently underway within the CRA and the Sistrunk Corridor in particular. The Urban Intervention program selects small pilot projects within an urban scape to soften the perceptions of "inside and out" the CRA, increase the sense of community and local heritage, and encourage the community to work with them to achieve these goals.

Ms. Muriente explained that the intent is to facilitate social and physical change for the City through urban interventions that seek to regenerate social networks through action. The methodology of this program identifies the authenticity of a location, amplifies its voice, and results in a project. Recent local urban intervention projects include Build a Better Block in the FAT Village area and Parking Days in Palm Beach.

Dr. Schnidman explained that the background information collection aspect of the program is currently underway, as students have conducted two walking tours of the corridor. The students have developed a roster of key initiatives already underway, most of which are culturally oriented; they will meet with participants in these projects before opening the process to the general public. They will also meet with City Staff to organize a list of community groups for outreach and set up a series of meetings. A separate project web page will ultimately make all project-related information available.

V. FAU School of Architecture Metropolitan Studio (SAMS) – 221 NW Sistrunk Blvd.

Mr. Battle explained that the FAU School of Architecture approached the City the previous year to request use of a vacant or derelict building. The City had recently acquired the former Sam's Plumbing building in the Sistrunk Corridor and, having no plans for its immediate use, provided it to FAU as an urban laboratory. The lease for this property is a minimum four-year commitment, which can be discontinued if the opportunity for development arises.

The Board discussed the lease, clarifying that the University will not actually hold classes at the location; instead the building will serve as a kind of substation for the students. Mr. Battle noted that improvements, such as landscaping, painting, and roof repairs, will be made to the property. Dr. Schnidman added that the greater issues are the leasing of space by a State entity and the presence created by bringing students into the area. It is anticipated that the property will serve as an anchor for other development, as students will generate a greater demand for services.

VI. WAVE Loop Update

Mr. Battle reported that the Board's recommendation to consider expanding the WAVE project into a loop was passed on to the City Commission following the last Board meeting. The Commission discussed this possibility at length, and determined that they would consider it further at their October 7, 2014 Conference Agenda meeting. He noted that part of the Commission's discussion focused on funding the project via the CRA through a bond or similar initiative. The loop proposal will require further study to determine if it is feasible.

He continued that the funding arrangement for the proposed WAVE loop expansion has not yet been determined. If it is ultimately funded by the CRA, a traditional bank loan has been suggested as the best alternative. It would involve \$8 million, which would be paid back over the remaining years of the CRA. If the project is determined to be viable, a funding trigger, such as a down payment of \$1.8 million, must occur by the end of the current year.

Mr. Battle pointed out that at present, all CRA funds are committed to other projects, although the up-front capital could be re-appropriated from other CRA projects and paid back to them at a later date. He also noted that the CRA would only be financially responsible for the portion of the WAVE loop that lies within the Flagler Village boundary.

VII. CRA Annual Report

Mr. Battle provided the members with a copy of the 2012-2013 CRA Annual Report, now available in brochure form.

VIII. Northwest Regional Activity Zoning Amendments – Open House (9/25)

Mr. Battle noted that on September 25, 2014, from 5:30-7 p.m., the City's Planning Department will hold an open house to provide the community with information on zoning recommendations for the Sistrunk Corridor. The recommended changes will allow for better building design, reduced parking requirements, and restricted height in residential neighborhoods. The biggest issues thus far have been height and parking, as a lack of parking in commercially zoned areas can lead to increased parking in neighborhoods. The Amendments will be discussed further at upcoming Redevelopment Advisory Board and Planning and Zoning Board meetings.

IX. Communication to CRA Board

None.

X. Old / New Business

Mr. Centamore requested an update regarding a street ramp project in Flagler Village. Mr. Battle replied that he has received several emails regarding this project, and would bring them to a subsequent Board meeting to provide an update. Chair Lucas suggested compiling a list of all capital projects within the CRA so the Board can be updated on a bimonthly or quarterly basis.

Mr. Battle continued that no update is currently available on the marketing RFP. The 6th Street lighting project is expected to begin in approximately 30-45 days.

Mr. Strawbridge noted that a Halloween street event is planned in partnership with the YMCA from 5-9 p.m. on October 31, 2014. Mr. Lagi added that an event was held in Flagler Village the previous weekend, and thanked Staff for their assistance with the event.

XI. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 4:53 p.m.

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

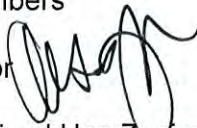
[Minutes prepared by K. McGuire, Prototype, Inc.]

ITEM III



CITY OF
FORT LAUDERDALE

Venice of America

DATE: October 22, 2014
TO: NPF CRA Advisory Board Members
FROM: Al Battle, Jr., NPF CRA Director 
SUBJECT: NW Regional Activity Center Mixed Use Zoning District

Over the years a number of plans have been approved to spur redevelopment within NW Fort Lauderdale, beginning with the Community Redevelopment Plan in 1995, the Marjorie Davis Charrette in 1999, and the Northwest-Progresso-Flagler Heights CRA (NPF CRA) Implementation Plan in 2008. A history of well-attended public meetings with the community during each of these efforts has laid the foundation for the vision of the area.

In order to be sure future development is built in line with this vision, staff has worked with the community to define new standards and amend the City's zoning code. Some recent changes to the code have to date resulted in ensuring appropriate uses within the area. Based on input during a number of community meetings over the past one and a half years, a final proposal on new design standards defining how buildings and streetscapes will be developed, and is ready to be presented to the City Commission for adoption.

Before the proposed zoning code is reviewed by the City's Planning & Zoning Board for their recommendation a series of presentations are being made to further inform the community of the final recommendations for the North West Regional Activity Center (NWRAC) zoning changes.

BENEFITS OF ZONING CHANGES

Creating new architectural and site planning standards will encourage high-quality development and create a pedestrian-oriented environment that will strengthen the community economically and enhance property values.

Current development regulations for real estate and development project make it difficult to easily execute development plans without additional approvals, waivers or exceptions. Several reasons have existed as to why this is the case, but the new zoning changes being recommended will allow the types of uses that are desired and are in line with the vision of the redevelopment plan as contemplated. The zoning changes will promote short-term and long-term development opportunities along major commercial corridors and create an environment where businesses can be established and be successful.

Some of the benefits will include a more defined framework for building heights, architectural design details that encourage more pedestrian activity and allow for the reuse of existing buildings, and reductions to the existing standard parking requirements.



NEXT STEPS

An open house to present the recommended changes was held on September 25, 2014 at the Department of Sustainable Development offices. After the NPF CRA presentation, the recommendations will be presented to the Planning & Zoning Board on November 19th, and the City Commission for final adoption in December 2014 and January 2015.

CRA staff recommends adoption of the proposed zoning amendments and requests that the NPF CRA advisory board to adopt a motion in support of the amendments.



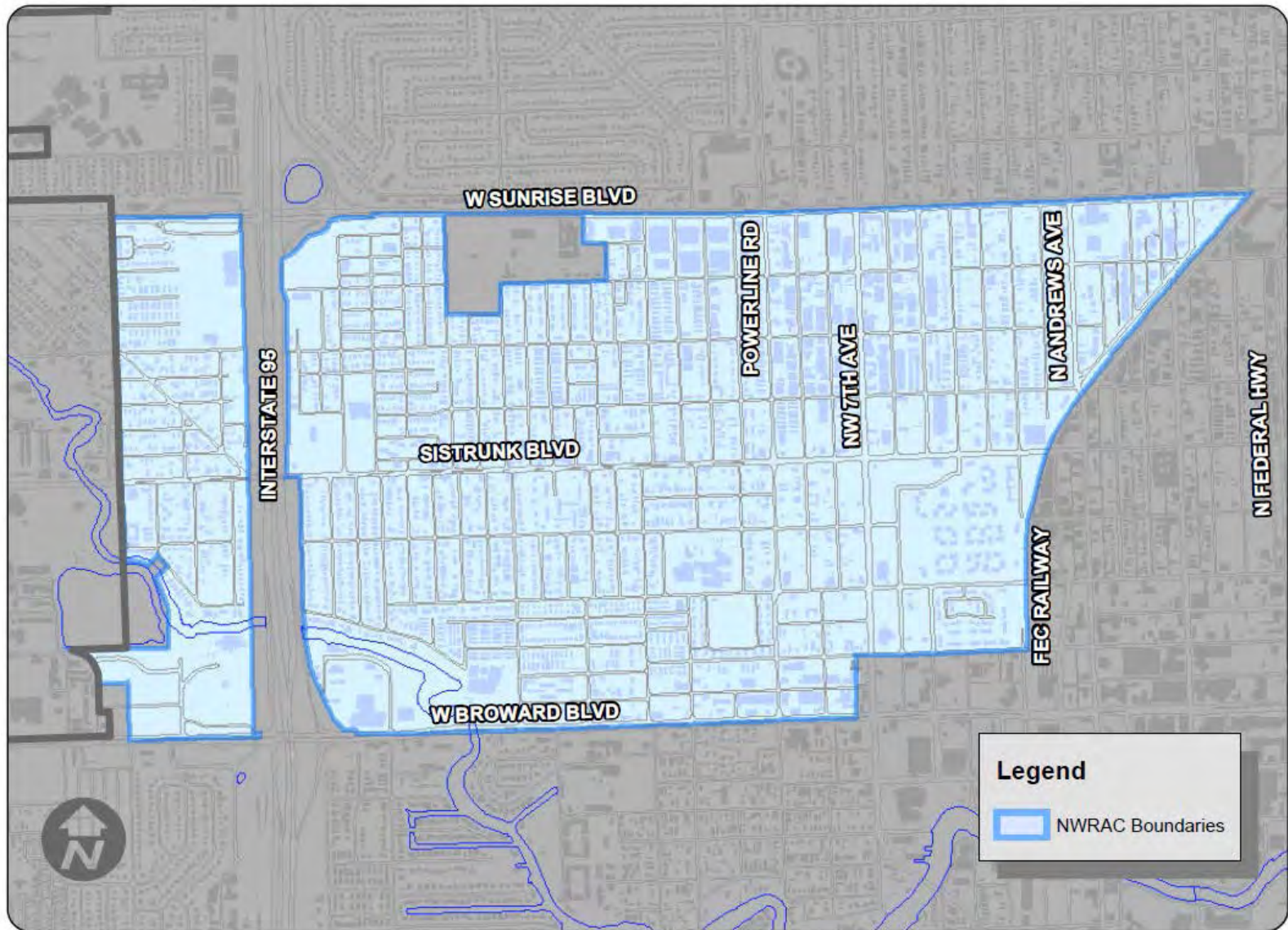
NWRAC - Master Plan • City of Fort Lauderdale
North West Regional Activity Center
Mixed-Use Zoning District

September 2014

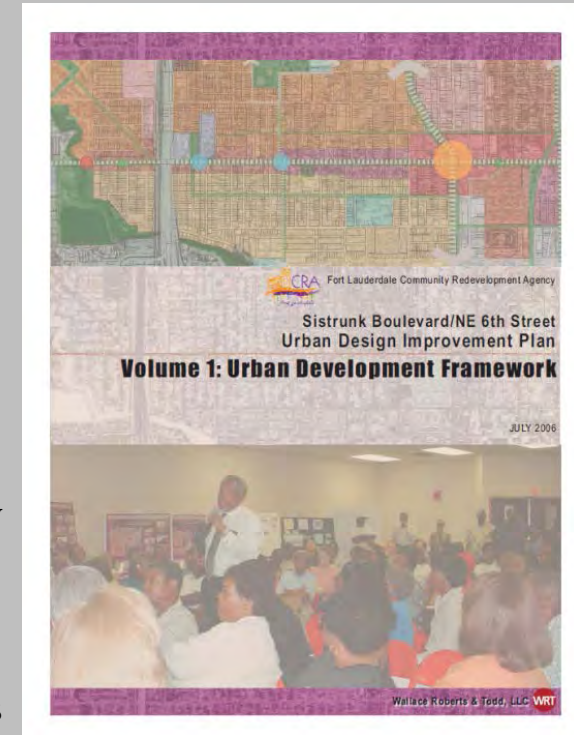
DEPARTMENT OF SUSTAINABLE DEVELOPMENT |
URBAN DESIGN AND PLANNING DIVISION



- Revitalization Strategies in the past years
- Completed over 11 Neighbor Outreach meetings from **March 2013** to **November 2013**
- **January 2014** – Completed Downtown Update:
 - Adoption of Transit Oriented Development (“TOD”) Guidelines
- **June 19, 2014** – The Urban Land Institute (“ULI”) hosted a Technical Assistance Panel (“TAP”) to review and comment on the Sistrunk Corridor Zoning Code changes



North West Regional Activity Center (NWRAC) Future Land Use



Heritage and Image – The preservation and recognition of history
Gateway and Destination – Highlighting the important key area entry points

Retail – Development of a retail strategy

Housing – Provide a mixture of housing opportunities for all segments of the community.

Design and Development Guidelines – Adoption of design standards that bring consistency.

Connections – to jobs, services, transit, and public places are important to the overall redevelopment opportunities.

Economic Development – Community Redevelopment Agency may be used to bring development opportunities to the area.

Implementation/Improvement Plans (2006 & 2008)



SUMMARY OF ISSUES		
STRENGTHS/GOOD THINGS	WEAKNESSES/BAD THINGS	VISIONS FOR THE FUTURE
Historic heritage of Sistrunk Boulevard, Progresso Village, and the African American culture	Crime, drugs and prostitution	Sistrunk Boulevard as a source of pride and a pedestrian-friendly environment
New homes and new families in neighborhoods such as Dorsey Riverbend and Sweeting Estates	High concentration of low income housing	Multi-cultural community with mixed-income residents
Parks such as Carter Park, Lincoln Park and Holiday Park	Loitering in front of businesses and parks	More retail serving the community
Convenience and location in proximity to downtown and I-95	Too many liquor and convenience stores	Upgrade affordable housing stock
Sense of community and pride	Slow implementation over the years by the CRA and City	Preserve and celebrate the historic heritage and return the neighborhood to its vibrancy
Churches	Lack of buffering between industrial uses and housing	Increased sense of community and local leadership
Potential for development and the desire to develop	Concentration of social services	More parks and green space
African American Research Library and Cultural Center	Overflow traffic on Sistrunk Boulevard	Develop vacant lots
People	Poor image of Northwest neighborhood and Sistrunk Boulevard	Restaurants and coffee shops with outdoor seating
Schools	Parking issues along Sistrunk Boulevard and in Flagler Village	Improved streetscapes with trees
	Lack of neighborhood serving retail	More home ownership and fewer renters
	Inadequate street lighting	Create gateways with signage to the neighborhood



Steps Toward Implementation



915 Sistrunk Boulevard, Before



915 Sistrunk Boulevard, After



How Do We Keep Improving?

Establish a new Zoning District (NWRAC-MU) for Sistrunk Boulevard and NW 7th Avenue

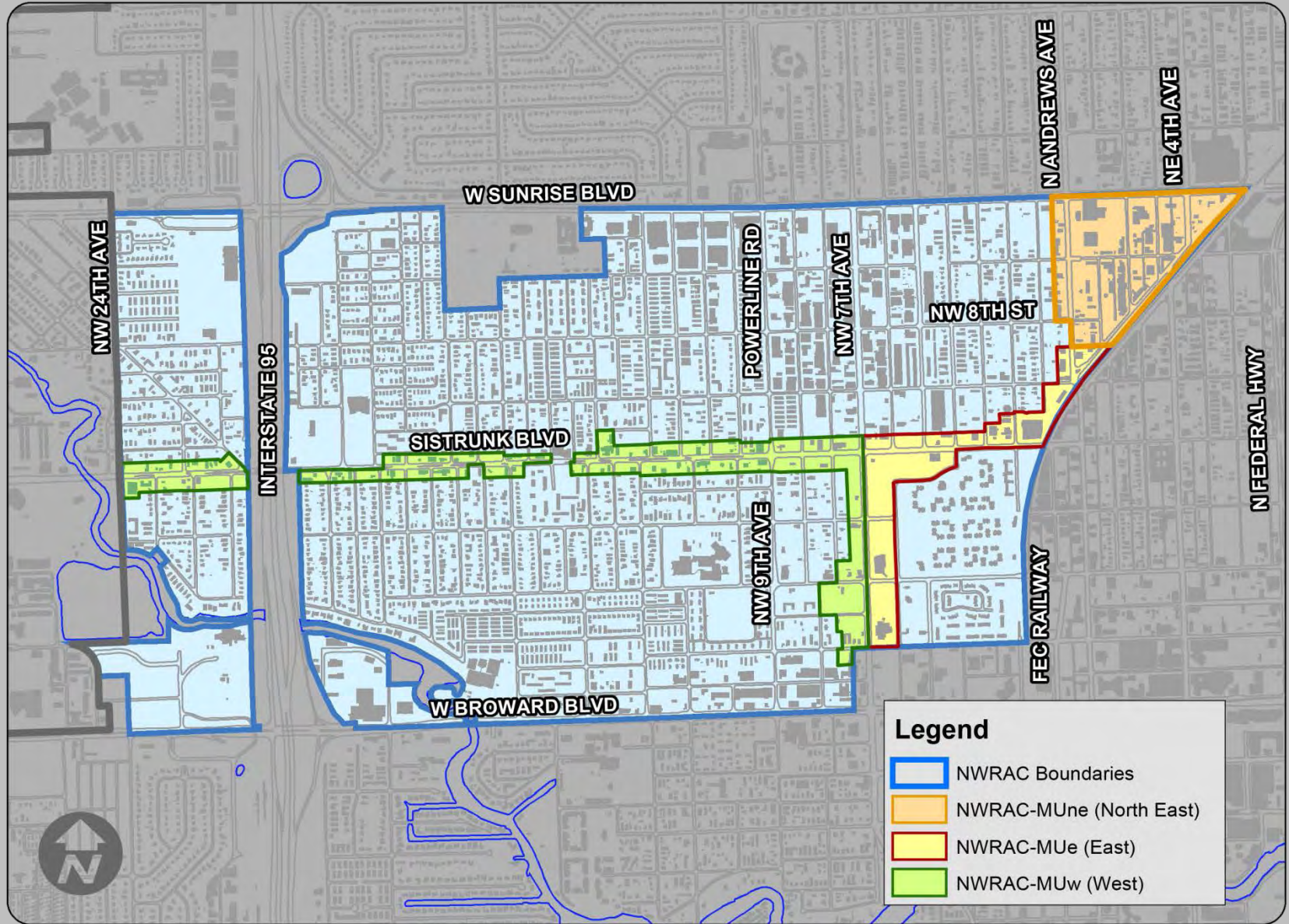
- Make the development approval process easier and more predictable, for neighbors and developers
- Reduce parking requirements along the corridor to encourage reuse of existing buildings
- Eliminate certain uses that encourage negative activity



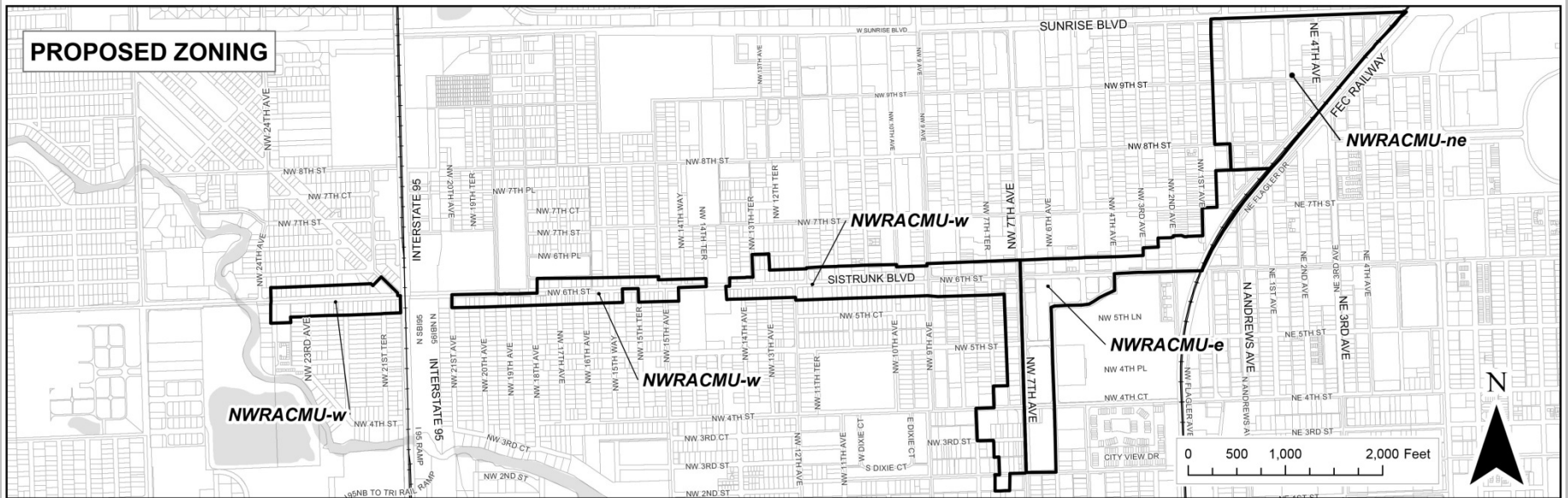
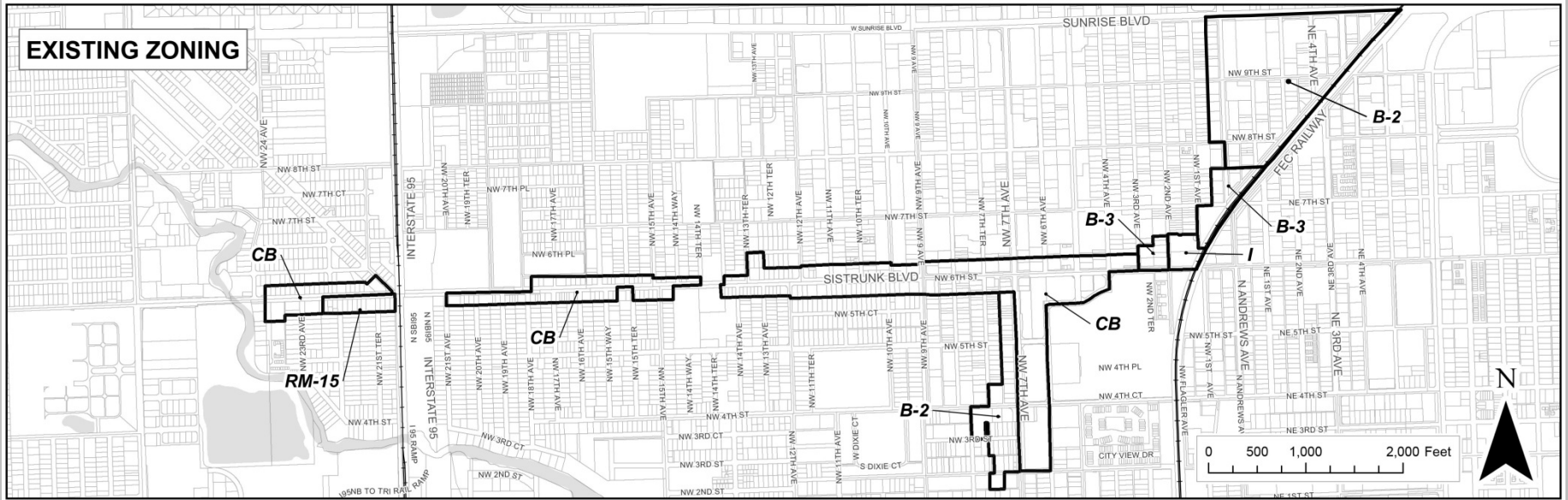
How Do We Keep Improving?



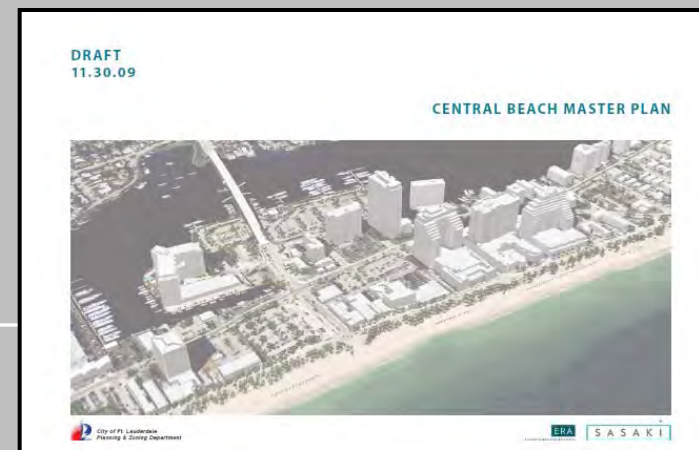
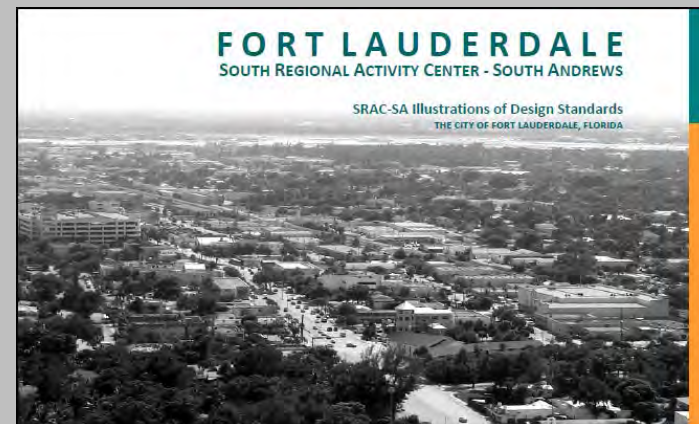
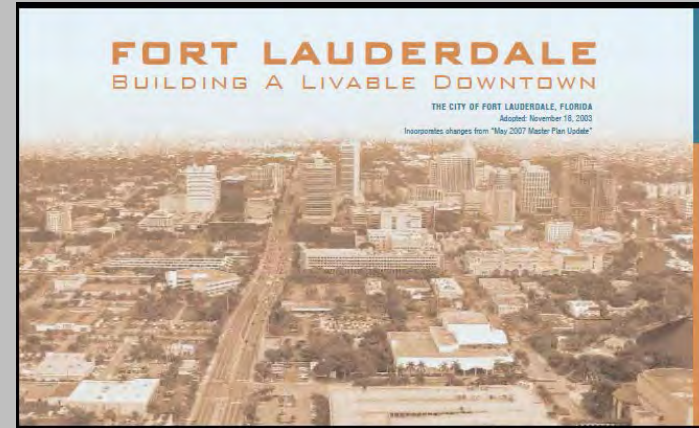
- Buildings should be of high quality at a scale that **compliments the character** of the area and its surroundings
- Ground floor uses should be active and **interesting to pedestrians** with occupied spaces
- Street landscaping should reflect a **tropical urban** setting
- Plantings should be concentrated in areas where it can be of use, such as **courtyards and pocket parks**
- On-site **parking** should be placed generally **behind buildings** and at the interior of the block screened from view
- Promote a **mix of uses** both commercial and residential



NWRAC-MU Zoning District



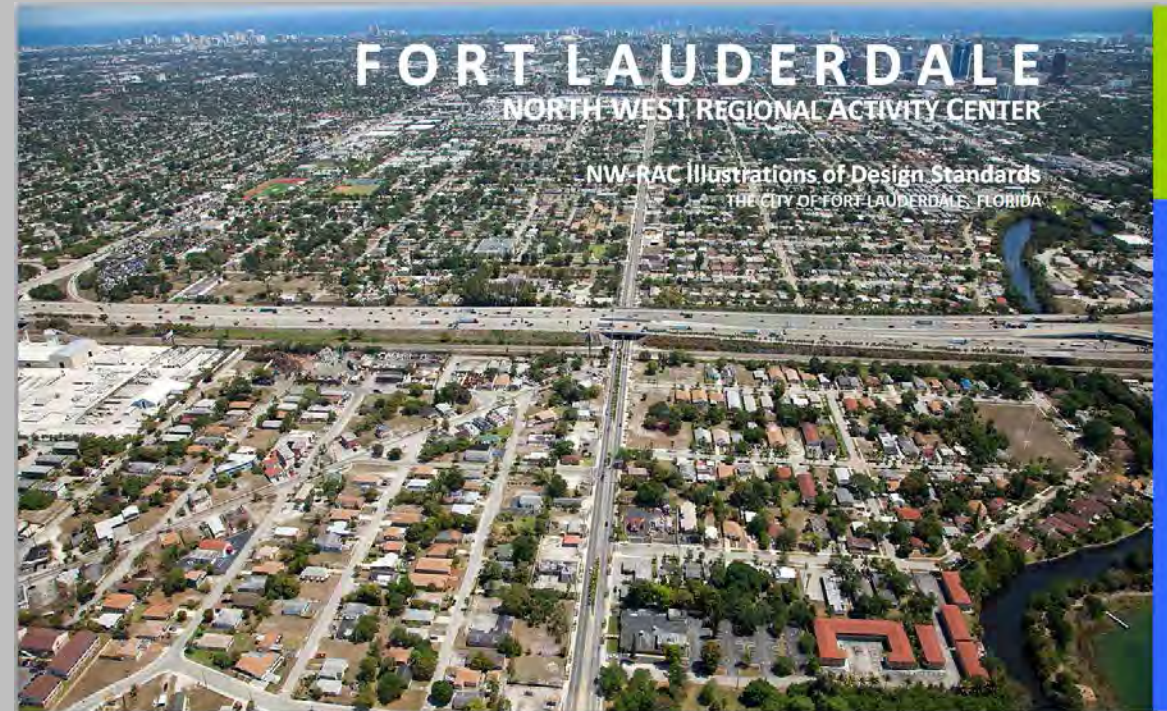
Current Zoning & Proposed Zoning Map



FORT LAUDERDALE

NORTH WEST REGIONAL ACTIVITY CENTER

NW-RAC Illustrations of Design Standards
THE CITY OF FORT LAUDERDALE, FLORIDA



NWRAC-MU Design Standards



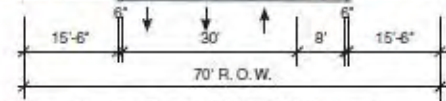
Proposed new infill and restored buildings and street improvements along Sistrunk Boulevard at NW 10th Avenue (looking west)



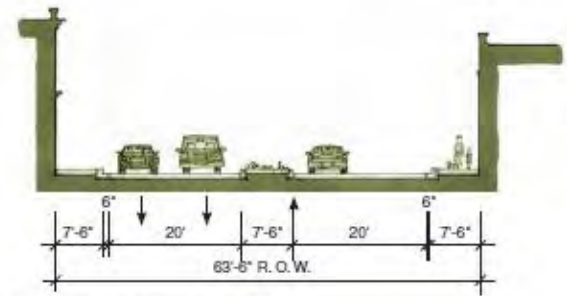
Existing conditions along Sistrunk Boulevard at NW 10th Avenue (looking west)



Parking strategy for Sistrunk Boulevard
SURFACE PARKING ON-STREET PARKING STRUCTURED PARKING



Proposed street section along Sistrunk Boulevard looking west



Existing street section of Sistrunk Boulevard

Building heights compliment the character of the area and create a pedestrian oriented community

NWRAC-MUw (west)

3 Floors/45 feet

Up to 5 floors/65 feet

with City Commission Approval



Building heights compliment the character of the area and create a pedestrian oriented community

NWRAC-MUe (east) & NWRAC-MUne (northeast)

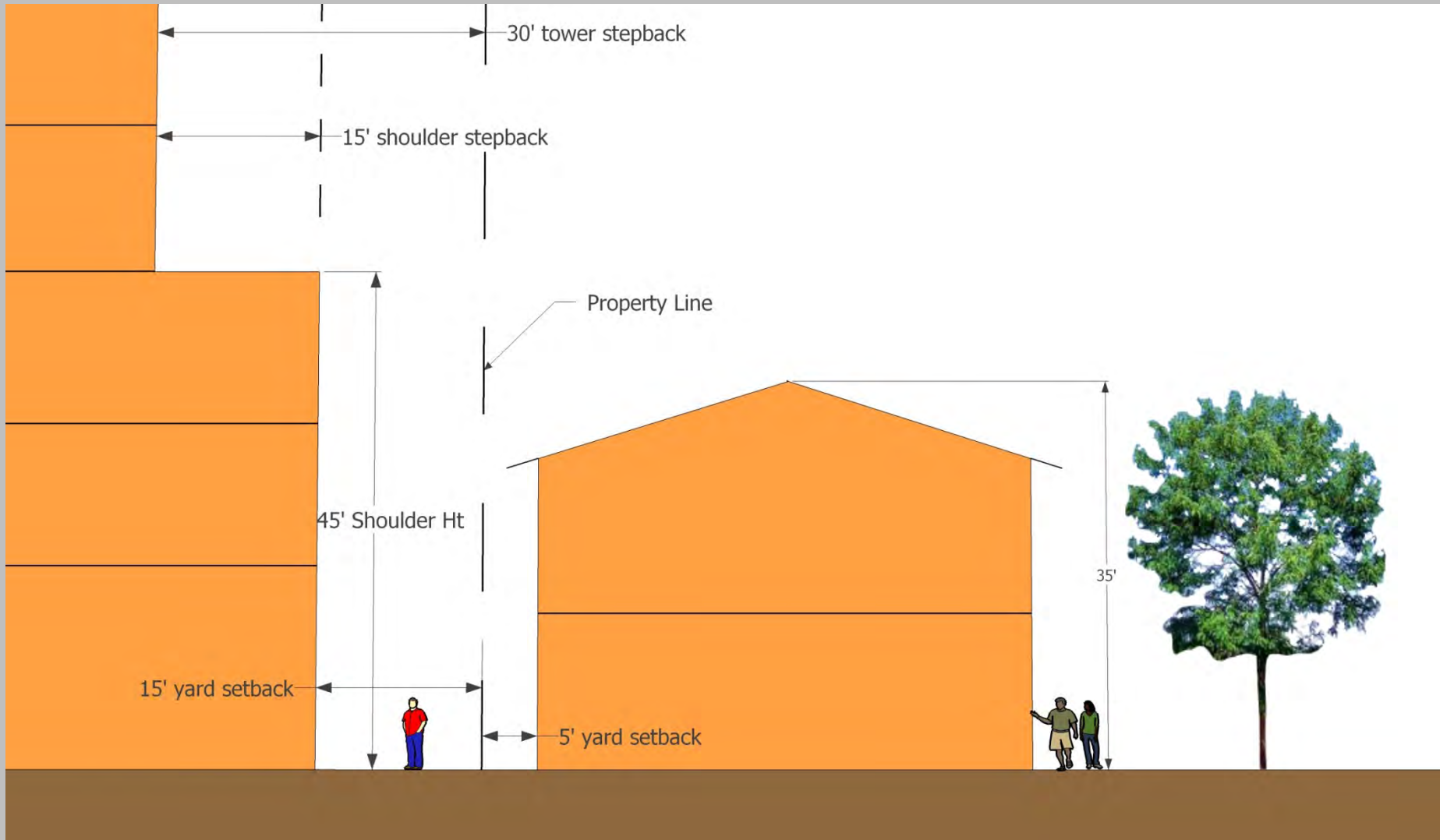
5 Floors/65 feet

Up to 10 floors/110 feet

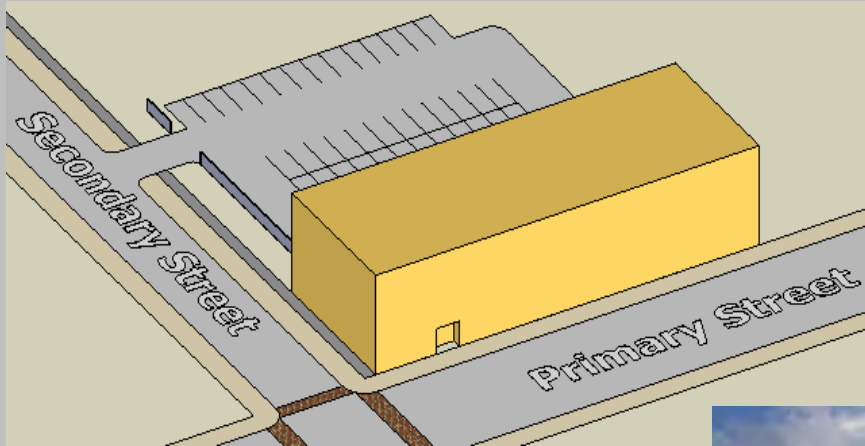
with City Commission Approval



Transition zones ensure compatibility with abutting residential development



Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.



**Implementation Plan
Reference**

As along Sistrunk Boulevard, parking lots and structures will be behind the buildings and not visible from Seventh (NPFHIP 31)
Locate parking and service areas (and access) to the side or the rear of the property (SB/NE6 45)



Buildings with historic value are preserved and utilized for adaptive re-use.

Implementation Plan
Reference

Historic heritage of Sistrunk Boulevard, Progresso Village, and the African American culture.
(NPFHIP 14)



Active and 'extroverted' ground floors with retail are located in strategic locations.



September 25, 2014 :

Open House Meeting at Department of Sustainable Development

October 22, 2014 :

NPF CRA Advisory Board at 3:30 PM

November 16, 2014 :

Planning & Zoning Board Review and Recommendation at 6:30 PM

December 2014 :

City Commission – 1st reading review and approval at 6 PM

January 2015 :

City Commission – 2nd Reading and Final approval at 6 PM



CITY OF
FORT LAUDERDALE

City Manager's Office

Memorandum

Memorandum No: 14-175

Date: September 11, 2014

To: Honorable Mayor and Commissioners

From: Lee R. Feldman, ICMA-CM, City Manager

Re: Urban Land Institute – Sistrunk Corridor Zoning Review

The Urban Land Institute (ULI) local district council hosted a technical assistance panel (TAP) on June 19, 2014 to review and comment on zoning code changes proposed for portions of the Northwest Regional Activity Center (NWRAC). The TAP prepared the attached summary report which is being provided to you in advance of a planned open house meeting scheduled for September 25, 2014 at the Sustainable Development Center, beginning at 5:30 p.m.

Subsequent to the open house, the proposed zoning changes will be scheduled on the November 19, 2014 Planning & Zoning Board agenda, and then the City Commission agendas in December and January for adoption.

If you should have any other questions, or require further information, please contact Greg Brewton, DSD Director, at 828-5266.

Attachment: Urban Land Institute Summary Report - Fort Lauderdale Sistrunk Corridor Zoning Review

C: Stanley D. Hawthorne, Assistant City Manager
Susanne M. Torriente, Assistant City Manager
Cynthia A. Everett, City Attorney
Jonda K. Joseph, City Clerk
John C. Herbst, City Auditor
Department Directors
CMO Managers



Urban Land Institute

Southeast Florida/Caribbean

Summary Report Fort Lauderdale Sistrunk Corridor Zoning Review June 19, 2014

INTRODUCTION

A panel comprised of three ULI reviewers was convened on June 19, 2014 to meet with Fort Lauderdale CRA and City staff for the purpose of reviewing proposed changes to existing zoning codes and processes along and around the Sistrunk Blvd. corridor. The agenda and a map of the study area are attached to this brief summary of the panel's general and specific observations.

Members of the panel included:

- Developer Bill Fuller, Founder of the Barlington Group, who has worked extensively in the Little Havana section of Miami
- Attorney Steven J. Wernick of Akerman's Miami office, who has worked on codes for various emerging neighborhoods, including the Wynwood and Overtown areas
- Natasha M. Alfonso-Ahmed, Director of Urban Design for RMA, a regional firm that assists jurisdictions throughout SE Florida with redevelopment efforts

Prior to the panel's onsite work on June 19th, ULI SE Florida/Caribbean Executive Director Carla Coleman worked with City and CRA staff to provide panelists with background materials including prior master plans for this area, proposed codes, summaries of community feedback, maps, and other relevant materials.

Significant public sector infrastructure investment has been made in the corridor over the past five years. The City and CRA have been working for some time on proposals to streamline the area's existing zoning process to bring more certainty into the system for both the public and private sector. Obnoxious uses in the area have already been removed as allowed uses in the code, in order to attract more private development. Several meetings have been held by the City to seek public input, and this ULI review is an additional step in that process.

The residents of this area have a strong sense of history and community. Many of those who have left the area come back for community events and occasions, and identify with the historic neighbor as 'home.' City and CRA staff outlined for the panel major differences between the existing code and the proposed code, and discussed resident/business/landowner comments and concerns.

PANEL OBSERVATIONS ON THE PROPOSED CODE

The following section outlines the panel's observations and recommendations on the various questions posed in this review. This brief synopsis is organized into sections for easier reading, but the sections are interrelated, and the report should be considered in its entirety.

Study Corridor Boundaries for this Review

The panel reviewed portions of the NWRAC known as NWRAC MUE and NWRAC MUW. The main areas on which the panel focused include the parts of the NWRAC stretching along Sistrunk Blvd. for a block or two north and south of boulevard, bordered on the east side by the FEC Railway and on the west side by the city limits just past I-95. Additionally, the NW 7th Ave. corridor from just north of Sistrunk Blvd. running approximately three blocks south was included in the review.

Comments on Proposed Code's Likely Impact on Development

A major reason for revising the code is to create more predictability to the current zoning code, which should help encourage private investment and redevelopment in the area. The proposed code achieves this goal in many instances, and with a recovering real estate market coupled with growth pressures in the downtown area (especially in residential development), creating more predictability should help incentivize redevelopment. The new code's form-based nature, providing criteria for a building envelope, will also help allow market forces to dictate uses. However, recognize that the new code alone will not immediately incentivize development. Branding efforts and other key elements will also drive the changes, and this report makes preliminary suggestions in those areas. It is also important to remember that the code is a living document, and will change over time to respond to market changes.

Panel members had these additional observations on strategies to bring predictability to the system:

- Consider allowing for by-right development whenever possible, rather than discretionary approvals made by city commission to provide more certainty for developers;
- Create a performance-based set of criteria for achieving bonuses in height, etc., including adding public realm and public purpose incentives as criteria for achieving height bonuses. Such public purpose criteria for additional density and height would move the decision away from what is in many cases a political decision alone.

Type of Development Most Appropriate for the Various Segments of Corridor

As with other Fort Lauderdale neighborhoods with long histories, care must be taken to make sure that new development occurs without sacrificing community character. Balancing intensities and densities from the FEC railway to NW 24th Avenue is very important to ensure neighborhood compatibility and to support redevelopment projects that have the best chance to be successful

Clearly, more intense development should be encouraged closer to the downtown Fort Lauderdale core as the more urban character of the downtown travels west. This more intense development is more appropriate along the eastern part of the Sistrunk corridor.

If the city's vision to support more retail and commercial on the corridor is to be met, one important 'next step' is the need for more analysis to determine how much more residential development and

redevelopment will be necessary to provide the critical mass to support the corridor's envisioned commercial and retail uses. Panel's unscientific estimate was approximately 6,000 more residents. Without significant residential growth, such a study will be critical in determining if it is possible to brand the corridor as a destination and what uses could be instituted to attract more visitors. As it exists today, the panel did not feel the corridor will be able to support redevelopment based on existing rooftops alone, even for much neighborhood retail. Change will be necessary to encourage redevelopment.

Most of the panel's discussion as to appropriate development along the corridor focused on mixed-use, with a combination of neighborhood and destination retail. A broader discussion of how to achieve neighborhood character and destination uses is included in this review's Overall Comments on Development Strategies for the Corridor section at the end of the report. The panel opined that the eastern part of the corridor had substantial potential as a destination, with a sizable portion of the western section more likely to develop with mostly neighborhood-focused uses.

Scale of Development for Various Segments of the Corridor

The panel agreed that the eastern and western parts of the Sistrunk Corridor warrant different height recommendations. In general, the panel felt that it will be some years before the western portion of the corridor will be a likely corridor for high-rise development, or even mid-rise development in certain areas. The panel also recognized the appropriateness of mid-rise development along most of the corridor, with careful transition into stable residential neighborhoods throughout. The panel also understood the conflicts that arise between existing neighborhoods and almost all types of redevelopment, but counseled that in order for a more robust and vibrant corridor to be established – which most residents and businesses want to see – that changes need to be made to the zoning criteria.

As downtown development pressures move west, more intense development in those parts of the study area closest to the downtown will increase, especially as other planned redevelopment and transportation choices become realities. Panel members discussed how similar neighborhoods emerged as more vibrant places, with the interest of one or more developer who has significant land holdings being a key factor in redevelopment success. If properly positioned, consideration should be given to the size of the redevelopment footprint and its ability to internally mitigate impacts to surrounding blocks. While not anticipated immediately, such development will emerge and should be handled through an appropriate process when the market will support it.

The panel offered the following specific observations on the proposed code:

Additional economic and market analysis: Consider conducting a thorough economic and market analysis to understand the demand for both residential and nonresidential uses along the entire corridor. This exercise will assist in confirming the basis for the decisions made regarding height, uses and lot standards, but current proposals appear to be reasonable based on today's knowledge of the development potential.

Transition zones: Transition zones are critical to allow for systematic redevelopment that will not destabilize existing residential blocks in the abutting neighborhoods. A clear transitional plan from commercial to residential is needed, and the new City of Miami code has good examples along these lines. Additional observations include:

- On the western portion of the corridor it is clear that, through time, non-residential developments have slowly been encroaching into the neighborhoods in order to accommodate parking and achieve better site utilization. The encroachments have been inconsistent and have destabilized certain areas within the neighborhoods. The parcels on the west area are very shallow, which makes it difficult for mixed-use development to be successful due to insufficient room for parking.
- If up-zoning the next block is unfeasible, one suggestion would be to allow encroachments on a case-by-case basis, if certain development standards are achieved (i.e. max. lot depth of 200 feet, encroachment shall be consistent for entire block width, provide a secondary access way along rear of property, provide liners of walk up residential units, or at a minimum a wall and landscape buffer adjacent to the single family residential area etc.).
- By incorporating transition zones that are clearly marked on a graphic of the area's plan, more predictability will be provided for:
 - the residents who are concerned with their quality of life;
 - the developers who want to know what their actual development rights are, and
 - the staff whose task is to ensure compatibility and good development.
- Additional standards may be incorporated in order to protect the quality of life in the surrounding neighborhoods. For example, the requirement of habitable space along all street frontages, particularly when fronting a residential district, is helpful for transition purposes.

Building Envelope Focus: Proposed code's focus on building envelope rather than specific density is a positive attribute. Many of the current lot depths, especially on the western part of the study area, make it difficult for the development of multistory or even two-story buildings, because of the sites' lack of adequate parking space. Indeed, in multiple places along both the Sistrunk and NW 7th Avenue corridors, the panel's preliminary analysis brought to light that there were many lots too shallow to accommodate the required setbacks to achieve the present allowable maximum development height. This was especially true on the properties fronting the west side of NW 7th Avenue. For properties fronting the east side of NW 7th Avenue there are significantly larger sites for development with greater lot depths that could potentially accommodate the setback requirement for a higher building envelope.

An example: Based on the current lot configurations and setback regulations, the maximum buildable height on the western study area is 65 feet. This does not mean it is feasible to build a 65 feet building everywhere along the corridor, as lack of depth for required setbacks as well as space for adequate parking are still major issues. As an option, in order to achieve the maximum building height of 65 feet, perhaps the previously-suggested development standards for encroachment into the existing neighborhoods should also be met. Further consideration of these issues should take place after the market analysis is conducted, and there is a better understanding of the demand on the corridor.

Height Diagram: A better visualization of the concept of using a form-based code and focus on the building envelope is also needed by many of those who will be using the new code. Consider creating a height diagram (or height regulating plan) that clearly delineates the transition zones in terms of height that the city is trying to establish to protect the existing single family neighborhoods. Consider developing a set

of visual aids to go with the new code as it is rolled out. An example of what needs to be graphically displayed:

- The current regulations require a minimum setback of 1 foot for every foot of height over 40 feet up to a maximum width equal to one-half ($\frac{1}{2}$) the height of the building, in addition to the required 15 feet setback. Therefore, a 150 feet high building would require a minimum setback of 90 feet from any residential district ($150/2 = 75$; $75 + 15 = 90$ feet).

Additional Recommendations for New Code Revisions

The panel members had several additional observations and recommendations. They included thoughts in the following areas:

Parking Requirements: Consider allowing for administrative waivers from parking requirements for adaptive reuse where the new use may generate additional parking requirements, but the site configuration does not allow for additional parking. In the initial stages of trying to attract new businesses and restaurants, most new activity will not come in the form of new construction but rather adaptive reuse to enable the use of existing building stock. Requiring additional parking for tenants that bring a desirable permitted use may discourage those uses, even with a "reduced" parking requirement. Where needed, it may be possible to turn some CRA owned/under-utilized lots into parking locations.

Additional Internal City Reviews: After the new code is adopted, ensure that staff (in conjunction with the City Attorney's office) spends the requisite time reviewing all cross-references in the new zoning text to other existing sections of the LDRs (i.e. landscape standards, sign standards, etc.) for consistency in use of terms and applicability. Landscape requirements, for example, may need to be modified to encourage adaptive reuse where complete redevelopment is not expected. This investment of time will help prevent implementation problems as redevelopment under the new code gets underway.

Pattern Book: In addition to the height illustrations developed to demonstrate regulation under the new code, consider the creation and adoption of an architectural "pattern book" that guides new development. It should allow flexibility but direct design professionals to engage in one of several styles that have historic reference in the neighborhood. This could be a proactive measure that pays off down the road with cohesive architectural language that helps to create a sense of community, suggesting that all buildings have a cohesive link without looking the same. (This may be more appropriate after code adopted.)

Additional Strategies for Communicating the Code Revisions: The panel also discussed suggested strategies for presenting the revised code to the public:

- Hold at least one "open house" to discuss proposed code, and highlight changes from last set of public meetings, as well as changes from existing code.
 - Side-by-side summaries recommended
- In preparing to discuss the revised code with the public, outline and address past public concerns with changes from the start in an organized presentation.
- Use photos, not simply drawings. If drawings are used, show volume and massing.
- Use virtual technology such as SketchUp to demonstrate exactly what is allowed under the new code as opposed to the existing regulations.

- Consider investing in actual 3-D modeling for sections of the corridor to demonstrate mass and transition allowed by proposed code and existing code.
- Especially for those areas where residents are concerned with 'downzoning', illustrate actual examples of what can and cannot be done on lots under existing code v. what can be done with proposed code.
- Consider framing the reasons for the proposed changes to the code for the public right at the beginning (i.e. establish neighborhood compatibility, provide predictability etc.)

ADDITIONAL COMMENTS ON ZONING FOR THE 'TRIANGLE SECTOR' AT PROGRESSO

The panel was requested to also review an additional location within the NWRACe this is a likely candidate for redevelopment in the near future. This is a triangular-shaped parcel located within the extreme northeast corner of the NWRACe, bordered on the east by the FEC Railway and on the west by Andrews Avenue.

If the vision for the redevelopment of this area is similar to Flagler Village or focused on mixed-use, then consider looking very closely at the allowable uses and prohibiting additional auto-oriented uses. In other words, the existing uses can remain and are subject to their current zoning regulations; however, if there is a change in use the new standards apply. The bigger question for this site has to do with the economic analysis and the branding that will be conducted for the entire corridor. These issues will be explored more fully in the upcoming ULI TAP focusing on economic redevelopment of the corridors.

OTHER COMMENTS ON DEVELOPMENT STRATEGIES FOR THE CORRIDOR

The question "Where is the 'there' on Sistrunk?" was raised by the panel, and a number of beneficial actions were suggested. The recommendations, to create a stronger sense of place and to attract more people to the area, include:

Branding: An overall branding for the Sistrunk area is suggested as a high priority. This branding should be separate from the City's general branding. The city must have a clear vision of what kind of place it wants to build/encourage before branding can take place. The questions "Are you trying to attract residents? Outsiders? Both?" should be clearly answered in order to proceed with branding.

- Branding plans should include wayfinding, other signage, website, events, etc.
- If the Sistrunk area does not have a Wikipedia listing, create one with the area's rich history and information on Sistrunk pioneers, as well as more modern attributes. Be sure to list area's existing businesses, which helps to recruit new ones.

Published/Available Data: Develop and constantly update area data for both retailers and investors interested in the corridor. This demonstrates that City and CRA are serious about attracting and supporting new investment into corridor. As part of this data, create list of potential tenants the City/residents want on corridor. What is the profile of that tenant? Average rent per square foot? This info helps recruit targeted tenants.

Leverage Existing Cultural Facilities: Does area have a historic theatre that can be leverage? Cultural Center? If African American Library (located just outside the City on Sistrunk in unincorporated Broward)

serves that function, consider joint promotions. Adaptive reuse of Mizell Center or other corridor location could also fill this void.

Connect the Art: Communal art a huge draw in many communities. How does Sistrunk better connect to & leverage FAT Village? Artist space is very important to creating a sense of place.

Food & Markets: Farmers markets are often big draws, and if area does not have one, needs one. If it has one, support it.

Determine Best Investment Point: Work with the existing Merchants Associations to create a neighborhood epicenter. Where is the 'there'? Neighborhood needs a beacon. Efforts cannot focus on entire corridor at once, but the panel suggests that a three block focus area would be more realistic. Where should that be? Significant investment already taking place on Sistrunk just east of NW 7th Ave., but it needs a more in-depth look know if this is appropriate epicenter locus.

Additional Thoughts:

- Support existing merchants who have unique products, and encourage coffee/ice cream/food businesses that attract a daily following of people
- Create visible retail spaces for business people that will attract a high-profile following. Easiest businesses for this strategy include those mentioned above, but also include artists and crafts people (i.e., umbrella maker)
- Deal with any real or perceived safety issues. Goal is to connect all these amenities and create a welcoming, safe community where people want to come on non-event days, as well as event days.
- Consider strategy of CRA becoming the master leaser of either CRA-built space or privately constructed space. CRA can guide creation of certain business clusters (i.e. wedding, culinary, etc.). Can also provide targeted businesses with a rent assistance program, as well as other services such as design and interiors advice to help establish new businesses.
- Must have dedicated, full-time staff to work with existing merchants, recruit exciting new ones, and program/catalog events to draw people to the district. At least one identifiable event per month will help create 'buzz' about the area.
- Look at strategies that are working in other communities. Mr. Fuller invited staff to visit his offices in Little Havana and tour neighborhood
 - Additional regional case studies to consider besides Little Havana include Wynwood, West Grove-Grand Avenue (Croma), Northwood, and the Miami Design District. Helps to have a champion and existing land owners willing to talk about changes.



**Urban Land
Institute**

Southeast Florida/Caribbean

Fort Lauderdale CRA Sistrunk Corridor Zoning Code TAP

Thursday, June 19, 2014

Mizell Center, 1409 NW 6th Street (W. Sistrunk Blvd.), Fort Lauderdale 33311
2nd Floor Conference Room

AGENDA

- | | |
|------------------|--|
| 9:00 – 10:00 am | Panelists arrive at Mizell Center, 2 nd Floor Conference Room
Mizell Center, 1409 NW 6 th Street (W. Sistrunk Blvd.), Fort Lauderdale
Tour of corridor, led by CRA staff |
| 10:00 – 11:00 am | Briefings by CRA and City staff on proposed code |
| 11:00 am – Noon | Panel discussions |
| Noon – 1:00 pm | Working lunch with staff (catered) |
| 1:00 – 3:00 pm | Panel discussions |
| 3:00 – 4:00 pm | Preliminary recommendations; discussion of report preparation |

Northwest Regional Activity Center-Mixed Use (NWRAC-MU) Draft Amendments

Sec. 47-13.1.3. List of Districts – Northwest Regional Activity Center

A. Northwest Regional Activity Center – Mixed Use (NWRAC-MU)

1. North Regional Activity Center – Mixed Use northeast (NWRAC-MU_{ne})
2. North Regional Activity Center – Mixed Use east (NWRAC-MU_e)
3. North Regional Activity Center – Mixed Use west (NWRAC-MU_w)

Sec. 47-13.2.1. - Intent and purpose of each district.

- A. *Downtown Regional Activity Center (RAC)*. This land use designation applies to the geographic area containing a mixture of large scale business, cultural, educational, governmental and residential uses which are in close proximity to mass transit resources (airport, port, rail and bus terminal). The purpose is to foster an active downtown within which one can work, live, entertain and shop without commuting to other districts in the city. The various RAC districts are described below.
1. *RAC-CC City Center District* is the city's high-intensity downtown zoning district, and is intended to be applied to the central downtown core area as a means of accommodating a wide range of employment, shopping, service, cultural, higher density residential and other more intense land uses. The RAC-CC zoning district will permit mixed use development including high intensity commercial uses, as well as downtown residential housing. Commercial retail uses will be required on the ground floor of buildings on those streets where pedestrian activity is encouraged. In order to ensure that development along the boundaries of the RAC-CC district will be compatible with adjacent zoning districts, properties abutting the edges of the RAC-CC district will be subject to regulations that provide a transition from the very intense and dense uses found within the central urban core.
 2. *RAC-AS Arts and Sciences District* is the city's downtown arts and sciences cultural district. It is located in those areas where cultural, civic entertainment, institutional and other complementary high-activity land uses draw patrons from the surrounding region.
 3. *RAC-UV Urban Village District* is intended to support the RAC-CC district by providing a mix of uses including institutional, office, commercial and residential.

This area will encourage housing for the Downtown RAC. The RAC-UV regulations require ground floor retail, service and arts activity on the main street where pedestrians are encouraged. Also, residential uses will be permitted above business uses and encouraged to be located abutting the public street/sidewalk to promote an urban character.

4. *RAC-RPO Residential and Professional Office District* is intended to promote the preservation and enhancement of existing low-density residential neighborhoods south of the downtown area while providing for the continued development of neighborhood-serving commercial land uses, and professional and office uses similar to those which typically complement nearby governmental, judicial and medical centers.
5. *RAC-TMU Transitional Mixed-Use District* is intended to provide three transition areas between the high intensity RAC-CC, district and the lower intensity residential neighborhoods which abut the RAC. The area is intended to support the city center by allowing a wide range of employment, shopping, service, cultural and higher density residential neighborhoods. This area includes the expansion area where the downtown's urban core was expanded so as to provide a transition area surrounding the central urban core in order to protect the adjacent areas. There are three (3) TMU areas identified along the perimeter of the higher intensity RAC districts.
 - a. The *East Mixed Use (EMU)* is located east of the RAC-CC district, and includes residential areas on either side of Las Olas Boulevard and commercial business uses along Federal Highway and Las Olas Boulevard. Regulations within the EMU are designed to provide for a transition from intense uses permitted within the RAC-CC district to those established neighborhoods east of the EMU.
 - b. The *West Mixed Use (WMU)* is located north of the RAC-AS district and encompasses portions of the Sailboat Bend neighborhood fronting on NW 7 Avenue. Regulations within the WMU are designed to blend with adjacent neighborhoods such as City View, Dorsey Riverbend and Regal Trace and promote mixed use development to support the RAC-CC district, as well as create a "gateway" to the RAC-CC district.
 - c. The *Southwest Mixed Use (SMU)* is located south of the RAC-AS district, along the New River to S.W. 7th Street. Development in this area is intended to preserve marine related uses, as well as promote mixed use

development to support the RAC-CC district while blending with the Tarpon River community.

B. *South Regional Activity Center (SRAC).*

1. *South Regional Activity Center (SRAC).* This land use designation applies to the geographical area containing a mixture of professional office, small to medium scale businesses, cultural and residential uses. The purpose is to foster an active pedestrian friendly environment while maintaining the established eclectic atmosphere of the area.
 - a. SRAC-SA is intended to promote an active urban environment with a mix of uses characteristic of the traditional character of the South Andrews neighborhood. To this end, the district will allow residential and mixed-use development to create a true urban area complete with both daytime and evening activity. This will be accomplished by requiring the following: high quality buildings with minimal setbacks and oriented to provide light and air at the street level, active occupied spaces at the ground floor and enhanced streetscape consisting of tree-lined streets encouraging an active and comfortable pedestrian environment. Landscaping should be consolidated into useable park-like areas consisting of plazas and open space. On-site parking will be designed in such a way that the vehicle will be as imperceptible as possible and interference with pedestrian pathways minimized. Crime Prevention through Environmental Design (CPTED) principles shall be incorporated in the design of the streets, parking areas and public areas in a manner that makes the area less attractive to criminal activities. SRAC-SA has been further refined to distinguish between SRAC-SA east (SRAC-S Ae) and SRAC-SA west (SRAC-S Aw) zoning district.
 - i. The SRAC-S Aw zoning district is intended to be an area of more intensive uses consisting of heavy non-residential business uses, wholesale, warehousing, storage operations and establishments conducting activities of the same general character as well as those uses intended to meet the shopping and service needs of the community. Residential uses are permitted and encouraged to promote a diverse character. The SRAC-S Aw zoning district is located west of those properties abutting SW 1st Avenue and follows the zoning line of the previous Heavy Commercial/Light Industrial Business District (B-3) zoning district of the area to the east portion of the FEC corridor.

- ii. The SRAC-SAe zoning district is intended to meet the shopping and service needs of the community as well as limited wholesale uses. Residential uses are permitted and encouraged to promote a diverse character. The SRAC-SAe zoning district is generally located within the same zoning boundaries of the previous Community Business District (CB) zoning district of the area.

C. Northwest Regional Activity Center (NWRAC). Northwest Regional Activity Center (NWRAC). This land use designation applies to the geographical area containing a mixture of small to medium scale businesses, cultural and residential uses. The purpose is to foster an active pedestrian friendly environment while maintaining the established historic and eclectic atmosphere and cultural diversity of the area through long-term sustainable redevelopment and adaptive reuse.

1. NWRAC-MU Northwest Regional Activity Center Mixed Use is intended to promote and enhance the existing commercial and residential character of the main corridors of the NWRAC by providing a wide range of employment, shopping, services, cultural and residential opportunities through allowing a mix of residential and non-residential uses. These areas include higher densities along the corridors transitioning to the lower densities and intensities of the surrounding zoning districts subject to adopted regulations.

Sec. 47-13.10. List of permitted and conditional uses, Regional Activity Center-City Center (RAC-CC); Regional Activity Center-Arts and Science (RAC-AS); Regional Activity Center-Urban Village (RAC-UV); Regional Activity Center-Residential Professional Office (RAC-RPO); Regional Activity Center-Transitional Mixed Use (RAC-TMU); South Regional Activity Center-South Andrews east (SRAC-SAe); South Regional Activity Center-South Andrews west (SRAC-SAw); Northwest Regional Activity Center-Mixed Use northeast (NWRAC-MUe), Northwest Regional Activity Center-Mixed Use east (NWRAC-MUe) & Northwest Regional Activity Center-Mixed Use west (NWRAC-MUw) collectively known as NWRAC-MU.

Use Type	Zoning District								
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe
Key:									
P - Permitted									
C - Conditional									
Automotive									
Automotive Parts & Supplies Store, including installation in wholly enclosed buildings, permitting wholesale sales							P		
Automotive Parts & Supplies Store (installation in wholly enclosed buildings including wholesale sales in the SRAC-SAw, NWRAC-MUe, NWRAC-MUe and NWRAC-MUw zoning districts)	P		P	P	P	P	<u>P</u>	<u>P</u>	<u>P</u>
Automotive Repair Shop, Major Repair, see Section 47-18.4							P		<u>P</u>
Automotive Repair Shop, Minor Repair, see Section 47-18.4	P								<u>P</u>
Automotive Sales, Rental, new or used vehicles, see Section 47-18.3, abutting Federal Highway only	<u>P</u>		<u>P</u>		<u>P</u>				
Automotive Sales, Rental, new or used vehicles, see Section 47-18.3 (only permitted when abutting Federal Highway in the RAC-CC, RAC-UV and RAC-TMU zoning districts)	<u>P</u>		<u>P</u>		<u>P</u>		P		<u>P</u>
Automotive Service Station, see Section 47-18.5, abutting Federal Highway and Broward Boulevard only					P				
Automotive Service Station, see Section 47-18.5, abutting Federal Highway and Andrews Avenue only				P					
Automotive Service Station, see Section 47-18.5, abutting Federal Highway only	P		P						
Automotive Service Station, see Section 47-18.5 (only permitted when abutting Federal Highway and Broward Boulevard in RAC-TMU; abutting Federal Highway and Andrews Ave in RAC-RPO; abutting Federal Highway in RAC-CC and RAC-UV zoning districts)	<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	P	P	<u>P</u>	<u>P</u>
Car Wash, Automatic, see Section 47-18.7 (Car Wash, Outdoor Hand-wash permitted as conditional use in SRAC-SAw and NWRAC-MUe, NWRAC-MUe and NWRAC-MUw zoning districts)	P						P	<u>C</u>	<u>C</u>
Motorcycle/Moped Sale, wholesale sales permitted							P		<u>P</u>

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Recreation Camper and Trailers, Sales and Rental, new or used, wholesale sales permitted, see Section 47-18.27								P		
Taxi Lot/Operations								P		
Tire sales, including Retreading and Service (wholesale sales permitted in SRAC-Saw)	P				P		P			<u>P</u>
Boats, Watercraft and Marinas										
Charter and Sightseeing Boat, see Section 47-23.8	P	C			C		C	<u>C</u>		<u>C</u>
Hotel Marina, see Section 47-23.8	P	C			C		C			
Marina, see Section 47-23.8	P	C		C	C	C	C	<u>C</u>		<u>C</u>
Marine Parts and Supplies Store	P	P	P	P	P	P	P	<u>P</u>		<u>P</u>
Marine Service Station, see Section 47-18.20	P	C			C		C			
Sailmaking							P			
Shipyards							C			
Watercraft Repair, major repair, see Section 47-18.37							P			
Watercraft Repair, minor repair, see Section 47-18.37 (only allowed within the NWRAC-MUe)								<u>C</u>		<u>C</u>
Watercraft Sales and Rental, new or used, see Section 47-18.36 (restricted to S.W. 7th Avenue and accessory uses in RAC-AS), (only allowed within the NWRAC-MUe and NWRAC-MUe)	P	P					P	<u>C</u>		<u>C</u>
Commercial Recreation										
Amphitheater		C						<u>P</u>		<u>P</u>
Billiard Parlor	P		P			P	P	<u>P</u>		<u>P</u>
Bingo Hall							P	<u>P</u>		<u>P</u>
Bowling Alley					P		P	<u>P</u>		<u>P</u>
Indoor Firearms Range, see Section 47-18.18							C			
Indoor Motion Picture Theater (fewer than 5 screens in RAC-UV; and SRAC-SAe and NWRAC-MUe, NWRAC-MUe and NWRAC-MUw zoning districts)	P	P	P	P	P	P	P	<u>P</u>		<u>P</u>
Performing Arts Theater, less than 300 seats (unlimited seating permitted in SRAC-SAw zoning district)	P	P	P	P	P	P	P	<u>P</u>		<u>P</u>

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Professional Sports Clubs, including facilities such as arenas, stadiums, athletic fields and skating centers	P									
Food and Beverage Sales and Service										
Bakery Store	P	P	P	P	P	P	P	P	P	P
Bar, Cocktail Lounge, Nightclub	P	P	P	P	P	P	P	P	P	P
Cafeteria	P	P	P	P	P	P	P	P	P	P
Candy, Nuts Store	P	P	P	P	P	P	P	P	P	P
Catering Service	P		P		P		P		P	P
Delicatessen	P	P	P	P	P	P	P	P	P	P
Food and Beverage, Drive-Thru and Carryout (no Drive-Thru permitted in the RAC-CC zoning district) (no Carryout permitted RAC-UV zoning district)	P		P	P	P	P	P	P	P	P
Fruit and Produce Store	P		P	P	P	P	P	P	P	P
Grocery/Food Store (<u>Convenience Store prohibited in the NWRAC-MUe, NWRAC-MUe and NWRAC-MUw zoning districts</u>)	P	P	P	P	P	P	P	P	P	P
Ice Cream/Yogurt Store	P	P	P	P	P	P	P	P	P	P
Liquor Store	P		P	P	P	P	P			
Meat and Poultry Store	P		P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P	P	P
Seafood Store	P		P	P	P	P	P	P	P	P
Supermarket	P		P	P	P	P	P	P	P	P
Wine Specialty Store									P	P
Light Manufacturing										
Apparel, Textile, Canvas and related uses								P		
Contractor's yards								P		
Processing and assembly of previously prepared materials								P		
Lodging										
Bed and Breakfast Dwelling, see Section 47-18.6	P	P	P	P	P	P	P	P	P	P
Hotel, see Section 47-18.16	P	P	P	P	P	P	P	P	P	P
Manufacturing*										
*Permitted only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way in the RAC-CC, RAC-AS, RAC-UV, RAC-RPO, & RAC-TMU zoning districts.										
Apparel, Textile, Canvas and related uses	P		P	P	P			P		

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Contractor's yards	P		P	P	P		P			
Industrial Machinery and Equipment	P		P	P	P					
Processing and assembly of previously prepared materials	P		P	P	P		P			
Public Purpose Facilities										
Active and Passive Park	P		P							
Bus Terminal, Railroad Station, Transportation Terminal	P						P			
Civic and Private Club Facility	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
College, University	C		P					<u>P</u>	<u>P</u>	
Communication Towers, Structures, and Stations, see Section 47-18.11							C	<u>C</u>	<u>C</u>	
Conservation Area	P		P							
Courthouse	P							<u>P</u>	<u>P</u>	
Cultural, Educational and Civic Facility	P				P			<u>P</u>	<u>P</u>	
Detention Center, Jail	C									
Fire Facility	P									
Government Facility	P		P	P	P	P	P	<u>P</u>	<u>P</u>	
Helistop, see Section 47-18.14	C									
Hospital, Medical and Public Health Clinic	C					C	P	<u>C</u>	<u>C</u>	
House of Worship	P		P	P	P	P	P			
Indoor Firearms Range, see Section 47-18.18	C									
Indoor and Outdoor Recreational Facility	P									
Library	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Museum and Art Gallery	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Police and Fire Substation	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Post Office Branch/Substation	P		P	P	P	P	P	<u>P</u>	<u>P</u>	
Public Maintenance and Storage Facility	P									
Public/Private Meeting Rooms	P							<u>P</u>	<u>P</u>	
Public/Private Recreation		P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Railroad Freight							P			
Radio Station (digital)/Broadcast								<u>P</u>	<u>P</u>	
School, including business school (trade school not permitted in RAC-CC and RAC-TMU)	P		P	P	P	P	P	<u>P</u>	<u>P</u>	

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Social Service Facilities, see Section 47-18.31	C	C	C	C	C		C			
Social Service Residential Facility, see Section 47-18.32	C	C	C	C	C	C	C	<u>C</u>	<u>C</u>	
Residential Uses										
Single-Family Dwelling, Standard			P	P	P	P	P			
Cluster Dwellings, see Section 47-18.9			P	P	P	P	P			
Coach Homes, see Section 47-18.10	P	P	P	P	P	P	P			
Multi-family Dwelling	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Rowhouse, see Section 47-18.28	P	P	P	P	P	P	P			
Townhouse, see Section 47-18.33			P	P	P	P	P	<u>P</u>	<u>P</u>	
Two-Family/Duplex Dwellings			P	P	P	P	P			
Zero Lot Line Dwelling, see Section 47-18.38			P	P	P	P	P			
Retail Sales (*Including Wholesale Sales)										
Antiques Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Apparel/Clothing, Accessories Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Apothecary		P								
Art Galleries, Art Studio, Dealer	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Arts & Crafts Supplies Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Bait and Tackle Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Bicycle Shop	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Book Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Building Supplies, Materials and Equipment with Outdoor Storage, see Section 47-19.9 (In the RAC-CC this use is only permitted as Wholesale Sales and only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	P									
Camera, Photographic Supplies Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Candle Shop		P						<u>P</u>	<u>P</u>	
Card & Stationery Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Cigar, Tobacco Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Computer/Software Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Consignment, Thrift Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Cosmetics, Sundries Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Department Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Pharmacy	P	P	P	P	P	P	*P			
Fabric, Needlework, Yarn Shop	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Firearms Store (In the SRAC-SAw zoning district this use is only permitted as Wholesale Sales.)							P			
Flooring Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Florist Shop	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Furniture Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Gasoline Sales on restored premises originally designed for this purpose		P								
General Store in character with historic district		P								
Gifts, Novelties, Souvenirs Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Glassware, China, Pottery Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Hardware Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Hobby Items, Toys, Games Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Holiday Merchandise, Outdoor Sales, see Section 47-18.15	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Home Improvement Center (abutting railroad track only in RAC-CC zoning district)	P				P		*P			
Household Appliances Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Jewelry Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Lawn and Garden Center, Outdoor Display (abutting railroad track only in RAC-CC zoning district)	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Linen, Bath, Bedding Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Luggage, Handbags, Leather Goods Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Lumber Yards							*P			
Medical Supplies Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Mobile Vendor, see Section 47-18.22	P		P				P	<u>P</u>	<u>P</u>	
Music, Musical Instruments Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Newspapers, Magazines Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Nursery, Plants, Flowers							*P	<u>P</u>	<u>P</u>	
Office Supplies, Equipment Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Optical Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Paint, Wallpaper Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Party Supply Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Pawn Shop							*P			

EXHIBIT 4
CASE #s T14012 ULDR Text Amendment and 3Z13 Rezoning

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Pet Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Pharmacy	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	*P	<u>P</u>	<u>P</u>	
Plumbing Equipment Sales (Only permitted as Wholesale Sales and only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	*P									
Pump and Well Sales (Only permitted as Wholesale Sales and only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	*P									
Restaurant and Hotel Equipment Sales (Only permitted as Wholesale Sales and only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	*P									
Security Systems			P	P		P	P	<u>P</u>	<u>P</u>	
Shoe Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Shopping Center				P	P	P	*P	<u>P</u>	<u>P</u>	
Silversmith		P								
Sign Sales (Only permitted as Wholesale Sales permitted and only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	*P									
Sporting Goods Store	P		P	P	P	P	*P	<u>P</u>	<u>P</u>	
Swimming Pools, Hot Tubs & Spas, supplies and service (In the RAC-CC this use is permitted as Wholesale Sales when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way.)	*P				P		*P			
Tapes, Videos, Music CD's Store	P	P	P	P	P	P	*P	<u>P</u>	<u>P</u>	
Woodcraft		P								
Services/Office Facilities (*Including Wholesale Service)										
Auction House		P	*P		P		*P			
Check Cashing Store	P		*P	P	P	*P	*P			
Child Day Care Facilities, Corporate/Employee Sponsors, see Section 47-18.8							*P	<u>P</u>	<u>P</u>	

Use Type	Zoning District								
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe
Key:									
P - Permitted									
C - Conditional									
Child Day Care Facilities, Large, see Section 47-18.8	P		P	P	P		*C	<u>C</u>	<u>C</u>
Contractors			*P				*P	<u>P</u>	<u>P</u>
Copy Center	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Dry Cleaner, see Section 47-18.12 (laundering plant permitted only in RAC-UV, SRAC-SAw zoning districts)	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Dry Cleaning, Laundering Plant			*P				*P		
Equipment Rental							*P		
Film Processing Store	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Financial Institution, including Drive-Thru Banks	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Formal Wear, Rental	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Fortunetellers and Psychic Readers							*P		
Funeral Home			*P				*P	<u>P</u>	<u>P</u>
Hair Salon	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Health and Fitness Center	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Helistop, see Section 47-18.14	C								
Instruction: Fine Arts, Sports and Recreation, Dance, Music, Theater	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Interior Decorator	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Laundromat, see Section 47-18.19	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Mail, Postage, Fax Service	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Massage Therapist	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Medical/Dental Office/Clinic	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Mover, Moving Van Service							*P		
Nail Salon	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Nursing Home, see Section 47-18.23	P				P	*C	*C	<u>C</u>	<u>C</u>
Parking Facility, see Section 47-20	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Personnel Services, including Labor Pools	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Pest Control			*P				*P		
Pet Boarding Facility, Domestic Animals Only							*P		
Photographic Studio	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Professional Office	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Publishing Plant			*P				*P	<u>P</u>	<u>P</u>
Security Systems	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>
Senior Citizen Center, see Section 47-18.30	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe	
Key:										
P - Permitted										
C - Conditional										
Shoe Repair, Shoe Shine	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Tailor, Dressmaking Store, Direct to the Customer	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Tanning Salon	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Tattoo Artist	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Taxidermist			*P				*P			
Trade/Business School	P		*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Travel Agency	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Veterinary Clinic, see Section 47-18.35			*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Warehouse Facility			*P							
Watch and Jewelry Repair	P	P	*P	P	P	*P	*P	<u>P</u>	<u>P</u>	
Storage Facilities										
*Permitted only when contiguous to or separated by no more than a 60-foot public right-of-way from a railroad right-of-way in the RAC-CC, RAC-AS, RAC-UV, RAC-RPO, & RAC-TMU zoning districts.										
Automotive Wrecking and Salvage Yards, Junk Yards, see Outdoor Storage of good and materials, see Section 47-19.9	*P									
Self Storage Facility, see Section 47-18.29	*C						P			
Warehouse Facility	*P		*P				P			
Accessory Uses, Buildings and Structures (See Section 47-19)										
Accessory uses to Hotels, see Section 47-19.8	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Catering Services (accessory to restaurant, bakery or performing arts theatre in RAC-CC zoning district)	P	P				P	P	<u>P</u>	<u>P</u>	
Child Day Care - Corporate/Employee Sponsors when accessory to professional office, see Section 47-18.8	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	
Concessions, accessory to parks, including refreshment stands, pro shops, souvenir shops	P							<u>P</u>	<u>P</u>	
Electronic Installation, when accessory to electronic sales, only in wholly enclosed building	P				P			<u>P</u>	<u>P</u>	
Film Processing, when accessory to a permitted use (when accessory to a pharmacy or copy center in RAC-TMU zoning district)					P	P	P	<u>P</u>	<u>P</u>	
Outdoor Dining and Sidewalk Cafés, see Section 47-19.9	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>	

Use Type	Zoning District								
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MUe and NWRAC-MUw	NWRAC-MUe
Key:									
P - Permitted									
C - Conditional									
Outdoor storage, see Section 47-19.9							P		
Parks Maintenance and Administrative Facility	P								
Public Restrooms, when accessory to a park	P								
Utility Facilities incidental to other uses	P								
Video Games Arcade, when accessory to a shopping center	P				P		P	<u>P</u>	<u>P</u>
Warehouse Facilities							P		
Watercraft Rental Facility, see Chapter 8, Article V, Division 3 of Volume I of this Code, and Section 47-23.7	P								
Watercraft Sales and Rental, new or used when accessory to a Marina		P						<u>C</u>	<u>C</u>
Urban Agriculture See Section 47-18.41									

Secs. 47-13.22 – 47-13.28~~29~~. Reserved

Sec. 47-13.29. Design Standard Applicability.

A. Sections 47-13.30 through 47-13.60 shall be read in conjunction with the following adopted design standards. Should a conflict between the requirements of the ULDR and the adopted design standards be found, the design standards shall take precedence.

1. SRAC-SA Illustrations of Design Standards
2. NWRAC-MU Illustrations of Design Standards

B. Development shall be subject to, but shall not be limited by the following to meet the intent of the design standards as indicated in Section 47-13.29 above:

1. Development shall be required to meet all design standards including but not limited to the following:

Building orientation,

Architectural requirements,
Open Space,
Vehicular and pedestrian access,
Building materials,
Active ground floor uses,
Façade.

2. *Parking Facilities.*

- a. *Off-street parking regulations are as provided in Section 47-20, Parking and Loading Requirements.*
- b. *Parking garage.* The minimum design standards for a parking garage are:
- i. *Sloped garage ramps facing public right-of-ways shall have ornamental grating or other architectural features which screen the sloped ramp from view of the right-of-way.*
 - ii. *Parked vehicles shall be screened from view from abutting public rights-of-way, excluding alleys. Screening may be provided by intervening buildings, architectural detailing such as ornamental grating, or landscaping.*
 - iii. *Pedestrian walkways shall be provided between a parking garage and any principal or accessory building it serves and to abutting public rights-of-ways and public spaces.*
 - iv. *When a parking garage is provided for a principal structure on the same plot, the design of the parking garage shall complement and contain architectural features consistent with the principal structure.*

3. *Landscaping.* Development shall meet the following landscape requirements:

- a. *VUA landscaping:* Surface parking lots shall meet the landscape requirements for vehicular use areas as provided in Section 47-21, Landscaping and Tree Preservation Requirements.

b. Location of Street Trees. The requirements for street trees, as provided herein, may be located within the public rights-of-way, as provided by the entity with jurisdiction over the abutting right-of-way.

c. All other landscape requirements in accordance with the SRAC-SA Design Standards and the NWRAC-MU Design Standards.

4. Signage.

a. Development shall be required to meet the signage requirement applicable in the Community Business (CB) zoning district as provided in Section 47-22, Sign Requirements.

5. Streetscape.

a. 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. If a development is located on two Primary Streets or a Primary Street and a Secondary Street, street improvements shall be required to be made to both rights-of-way. These streetscape improvements may include but are not limited to the following:

- i. Street Trees.
- ii. Sidewalk.
- iii. Parking.
- iv. Medians.
- v. Curb and gutter.
- vi. Landscaping.
- vii. Street furniture.
- viii. Transit Stop.
- ix. Traffic control devices.

b. Each applicant shall be responsible for making the streetscape improvements in accordance with the adopted design standards and the 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 City Manager, 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 5 years of development approval, the sum shall be refunded to the applicant including interest accrued at a rate accrued on similar City funds.

c. 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.

d. 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.

6. Accessory structures.

a. Fencing. Chain-link fencing shall not be permitted abutting any Primary or Secondary street. In all other areas of the RAC, all chain-link fencing shall be black vinyl coated. Temporary fencing may be permitted pursuant to Section 47-19.5.B.

Sec. 47-13.30. - Table of Dimensional Requirements for the SRAC Districts.

REQUIREMENTS	SRAC-SAe & SRAC-SAw	
Max. Height (Note A)	110 ft (10 stories) max.	
Min. Lot Size	None	
Min. Lot Width		
Max. FAR		
Density	50 du/acre	
	Primary Street	Secondary Street
Front & Corner Yard Build-to Line	0 ft max.	5 ft min. - 10 ft max.
Side & Rear Yard Setback		
When abutting existing residential zone or use	10 ft min.	10 ft min.
All others	None	None

(*) Shoulder Height	25 ft (2 stories) min.	25 ft (2 stories) min.
	75 ft (6 stories) max.	75 ft (6 stories) max.
(*) Front & Corner Stepback (Note B)	12 ft min.	15 ft min.
(*) Tower Design Standards	Floorplate Max.	Side/Rear Stepback
Residential	<8,000 sf	20 ft min.
	8,001 sf—10,000 sf	25 ft min.
	10,001—12,000 sf	30 ft min.
Non-Residential	<16,000 sf	20 ft min.
	16,001 sf—20,000 sf	25 ft min.
	20,001—32,000 sf	30 ft min.

Note A: Subject to Site Plan Level II permit, with City Commission approval, for heights greater than one hundred ten (110) feet, up to one hundred fifty (150) feet, and proposed tower(s) cannot exceed the following standards:

Max. Floorplate:

Commercial 20,000 sf

Residential 10,000 sf

Min. Tower Separation:

25 ft side and rear stepback

25 ft side and rear stepback

Note B: Any portion of a structure over 7-stories (75-feet in height) shall meet the minimum step back requirements. Structures located on Andrews Avenue or at the corner of Andrews Avenue and any other Street are exempt from the step back requirements along those street frontages.

(*) May be modified if alternative design is found to achieve the underlying intent of the design standard as provided in the SRAC-SA Design Standards

Sec. 47-31.31. Table of Dimensional Requirements for the NWRAC-MU District

REQUIREMENTS (Note A)	<u>NWRAC-MUe and NWRAC-MUe</u>	<u>NWRAC-MUw</u>
<u>Max. Height</u>	65 ft	45 ft
(Note B)	110 ft (10 Stories) max	65 ft (5 Stories) max
<u>Min Lot Size</u>	None	
<u>Min. Lot Width</u>		
<u>Max FAR</u>		
<u>Density</u>	None	
<u>Yard Requirements (Note B & C)</u>	(*) 0 ft (Primary Street) /5 ft (NW 7 th Ave) 5 ft (Secondary Street)	
<u>When abutting residential</u>	15 ft	15 ft
<u>(**) Min. Shoulder Height</u>	25 ft (2 Stories) min	
<u>(**) Max. Shoulder Height</u>	65 ft (5 Stories) max	
<u>When abutting residential</u>	45 ft (4 Stories) max	
<u>(**) Tower Stepback</u>		
<u>(**) Tower Floorplate/Separation</u>	Floorplate Max	Side/Rear Stepback Min
<u>Non-Residential</u>	<16,000 sf	20 ft min
	16,001 – 20,000 sf	25 ft min
	20,001 – 32,000 sf	30 ft min

Residential	< 8,000 sf	20 ft min
	8,001 – 10,000 sf	25 ft min
	10,001 – 12,000 sf	30 ft min
	10,001 – 12,000 sf	30 ft min

Note A: Dimensional requirements are subject to the intent of the N

WRAC-MU Illustration of Design Standards. In the event of a conflict the NWRAC-MU Illustration of Design Standards shall take precedence.

Note B: Subject to Site Plan Level II permit, with City Commission approval, for heights greater than sixty-five (65) feet in the NWRAC-MUe and NWRAC-MUe up to one hundred ten (110) feet and heights greater than forty-five (45) feet in the NWRAC-MUw up to sixty-five (65) feet subject to towers meeting all other dimensional requirements.

Note C: A side yard is not required unless abutting residential property

(*) Yard setback is based on the adopted street cross-sections and shall correspond to those as indicated in the NW-RAC Illustrations of Design Standards

()** May be modified if alternative design is found to achieve the underlying intent of the standards as provided in the NWRAC-MU Illustration of Design Standards

Sec. 47-13.31. – SRAC special regulations applicable to all SRAC zoning districts.

~~A. *Applicability.* The following regulations shall apply to development permitted within a SRAC zoning district as shown on the List of Permitted and Conditional Uses - Section 47-13.10~~

~~B. *Density.* Density within the entire SRAC is limited in accordance with the number of units as provided in the adopted Comprehensive Plan.~~

~~1. Density within the entire SRAC may be increased as provided in the Comprehensive Plan.~~

~~2. Dwelling units are allocated at the time of development plan approval. Upon expiration of a development plan the allocation of dwelling units shall terminate and such units shall be made available for future development.~~

~~3. The allocation of dwelling units shall be subject to all provisions of the ULDR applicable at the time of development permit approval when the dwelling units are allocated and subject to any conditions imposed by Broward County on the approval of the land use plan amendment that permits additional dwelling units including but not limited to conditions requiring affordable housing, student~~

~~station fees or any other fees required to be collected as a condition of the allocation of dwelling units.~~

- ~~4. The dwelling units that are allocated to the SRAC as provided in the City's Comprehensive Plan are available in accordance with the ULDR applicable at the time a development plan application is submitted on a first come, first serve basis.~~
- ~~5. Dwelling units shall be allocated in the SRAC land use district in accordance with regulations adopted by City for the dwelling units allocated and no development shall be permitted unless and until the City adopts a zoning regulation addressing the allocation of the dwelling units identified in the City's Plan.~~

~~C. *Streetscape Regulations and Classification.*~~

- ~~1. The purpose of the streetscape regulations is to create a safe, comfortable and visually interesting experience for the pedestrian, thereby encouraging more street level activity by creating a well landscaped street corridor defined by a consistent streetwall.~~

~~The regulations are intended to accomplish streetscape goals by requiring or encouraging the following:~~

- ~~a. Delineation of a streetwall through the limitation of space between buildings along the street.~~
- ~~b. Enhancing pedestrian and vehicular safety through traffic calming measures and regulation of sidewalk width and quality as well as vehicular crossings and the location of off-site parking;~~
- ~~c. Providing sufficient light and air through setback regulations, while providing weather protection from rain and sunshine through the use of natural shade trees, canopies and awnings;~~
- ~~d. Sidewalks that are safe to travel by regulating the width and quality of sidewalk and vehicular crossings, and the location of off-site parking;~~
- ~~e. The provision of an interesting experience for pedestrian activity by locating non-residential, active uses on the first floor, principal building access to be oriented toward the street, requiring transparent glazing,~~

~~architectural features or both on the first floor fronting of a building to front toward the street, and encouraging consolidated open areas along the street front along with street furniture.~~

~~f. Permitting a mix of housing, retail and business uses that will create an active urban environment.~~

~~g. Light and view to those occupying a building above the 6th floor or 75 feet by requiring setbacks at this height.~~

~~2. *Street Classifications.* In the SRAC all streets are classified as primary or secondary. This classification is made according to various functional characteristics of the street such as width, traffic volume, and suitability for human-scale, pedestrian-friendly street life. The form of development that occurs on any given street is in part determined by the street classification. The regulations for development arising from street classifications encourage development of both sides of the street in a consistent manner.~~

~~a. *Primary Streets:* Primary streets are characterized by active commercial and retail frontage at the ground floor, taller and more intensive buildings fronting the street, and a consistent streetwall. Primary Streets typically feature a full complement of pedestrian amenities, including wide sidewalks, on street parking, and a well-developed streetscape, which may include open space for public use. Primary Streets are the principal urban streets and are intended to be well used by vehicles and pedestrians and to be the primary transit routes. In the SRAC, the Primary streets are:~~

~~i. South Andrew's Avenue.~~

~~ii. Davie Boulevard.~~

~~iii. South East 17th Street.~~

~~b. *Secondary Streets:* Secondary streets are more residential in nature, and have smaller scale non-residential uses transitioning between the more urban areas and the existing residential and commercial neighborhoods. Secondary streets offer a combination of a mix of uses, but at less intensity and with less vehicular traffic while maintaining a pedestrian friendly environment. Secondary streets are streets other than Primary Streets listed in subsection (a) above.~~

3. ~~The SRAC establishes development provisions intended to reinforce the qualities described for primary and secondary streets. For each street type, the right-of-way width and particular street section may vary depending on available space and other existing constraints.~~

Secs. 47-13.32 – 47-13.42. Reserved

47-13.43. General Regulations

A. The following regulations shall apply to all development permitted within the zoning districts as indicated herein and as specified in Section 47-13.10, List of Permitted and Conditional Uses:

1. South Regional Activity Center-South Andrews east (SRAC-S Ae)
2. South Regional Activity Center-South Andrews west (SRAC-S Aw)
3. Northwest Regional Activity Center-Mixed Use (NWRAC-MU)

B. Definitions

1. *Floorplate*: The gross square footage (GSF) for any floor of a tower. This does not include balconies that are open on three sides.
2. *NWRAC-MU Design Standards*: NWRAC-MU Illustrations of Design Standards as part of the creation of the NWRAC zoning districts adopted as part of this ordinance on mm/dd/yyyy incorporated as if fully set out herein and on file with the Department.
3. *Pedestal*: The portion of a building extending from the ground to the shoulder.
4. *Shoulder*: The portion of a building below the horizontal stepback between a tower and a pedestal.
5. *SRAC-SA*: The overall area comprised of both the SRAC-S Aw and SRAC-S Ae zoning districts.
6. *SRAC-SA Design Standards*: SRAC-SA Illustrations of Design Standards as part of the creation of the SRAC-SA zoning districts adopted as part of this ordinance

on January 4, 2011, incorporated as if fully set out herein and on file with the Department.

7. *Stepback*: The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.

8. *Streetscape*: Exterior public space beginning at the face of a building extending into the adjacent right-of-way, which includes travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians. Streetscape may also include, but not be limited to, landscaped medians and plantings, street trees, benches, and streetlights as well as fences, yards, porches, and awnings.

9. *Streetwall*: The building façade adjacent to the street, along or parallel to the lot-line.

10. *Story*: The complete horizontal section of a building, having one continuous or practically continuous floor.

11. *Tower*: The portion of a building extending upward from the pedestal.

C. *Density*. Density within the applicable zoning districts is limited in accordance with the number of units as provided in the adopted Comprehensive Plan.

1. Density may be increased as provided in the Comprehensive Plan.

2. Dwelling units are allocated at the time of development plan approval. Upon expiration of a development plan the allocation of dwelling units shall terminate and such units shall be made available for future development.

3. The allocation of dwelling units shall be subject to all provisions of the ULDR applicable at the time of development permit approval when the dwelling units are allocated.

4. The dwelling units allocated as provided in the City's Comprehensive Plan are available in accordance with the ULDR applicable at the time a development plan application is submitted on a first come, first serve basis.

5. Dwelling units shall be allocated in accordance with regulations adopted by City for the dwelling units allocated and no development shall be permitted unless

and until the City adopts a zoning regulation addressing the allocation of the dwelling units identified in the City's Plan.

D. Streetscape Regulations and Classification.

2. The purpose of the streetscape regulations is to create a safe, comfortable and visually interesting experience for the pedestrian, thereby encouraging more street level activity by creating a well landscaped street corridor defined by a consistent streetwall.

The regulations are intended to accomplish streetscape goals by requiring or encouraging the following:

- a. Delineation of a streetwall through the limitation of space between buildings along the street.
- b. Enhancing pedestrian and vehicular safety through traffic calming measures and regulation of sidewalk width and quality as well as vehicular crossings and the location of off-site parking;
- c. Providing sufficient light and air through stepback regulations, while providing weather protection from rain and sunshine through the use of natural shade trees, canopies and awnings;
- d. Sidewalks that are safe to travel by regulating the width and quality of sidewalk and vehicular crossings, and the location of off-site parking;
- e. The provision of an interesting experience for pedestrian activity by locating non-residential, active uses on the first floor, principal building access to be oriented toward the street, requiring transparent glazing, architectural features or both on the first floor of a building fronting toward the street, and encouraging consolidated open areas along the street front along with street furniture.
- f. Permitting a mix of housing, retail and business uses that will create an active urban environment.
- g. Light and view to those occupying a building above a specified height by requiring stepbacks at this height.

Secs. 47-13.44 – 47-13.50. Reserved.

Sec. 47-13.4651. - SRAC-SA special regulations.

A. *Applicability.* In addition to the general regulations provided for in Section 47-13.43 ~~development in SRAC zoning districts~~, the following additional regulations shall apply to all development permitted within the SRAC-SAw and SRAC-SAe zoning districts as shown on the List of Permitted and Conditional Uses, Section 47-13.10.6. ~~As used herein, the SRAC-SA Design Standards shall refer to the Illustrations of Design Standards on file with the Department and incorporated herein as if fully set out in those sections of the ULDR that refer to the SRAC-SA Design Standards.~~

1. Street Classifications. All streets are classified as primary or secondary. This classification is made according to various functional characteristics of the street such as width, traffic volume, and suitability for human-scale, pedestrian-friendly street life. The form of development that occurs on any given street is in part determined by the street classification. The regulations for development arising from street classifications encourage development of both sides of the street in a consistent manner. The SRAC-SA Design Standards establishes development provisions intended to reinforce the qualities described for primary and secondary streets. For each street type, the right-of-way width and particular street section may vary depending on available space and other existing constraints.

a. Primary Streets: Primary streets are characterized by active commercial and retail frontage at the ground floor, taller and more intensive buildings fronting the street, and a consistent streetwall. Primary Streets typically feature a full complement of pedestrian amenities, including wide sidewalks, on street parking, and a well-developed streetscape, which may include open space for public use. Primary Streets are the principal urban streets and are intended to be well used by vehicles and pedestrians and to be the primary transit routes. In the SRAC, the Primary streets are:

- i. South Andrew's Avenue.
- ii. Davie Boulevard.
- iii. South East 17th Street.

b. Secondary Streets: Secondary streets are more residential in nature, and have smaller scale non-residential uses transitioning between the more

urban areas and the existing residential and commercial neighborhoods. Secondary streets offer a combination of a mix of uses, but at less intensity and with less vehicular traffic while maintaining a pedestrian friendly environment. Secondary streets are streets other than Primary Streets listed in subsection (a) above.

B. ~~Definitions.~~ For the purpose of sections ~~47-13.30~~ through ~~47-13.47~~, the following terms are defined as follows:

- ~~1. *Floorplate:* The gross square footage (GSF) for any floor of a tower. Does not include balconies that are open on three sides.~~
- ~~2. *Pedestal:* The portion of a building extending from the ground to the shoulder.~~
- ~~3. *Shoulder:* The portion of a building below the horizontal stepback between a tower and a pedestal.~~
- ~~4. *SRAC-SA:* The overall area comprised of both the SRAC SAw and SRAC SAe zoning districts.~~
- ~~5. *SRAC-SA Design Standards:* The Illustrations of Design Standards as part of the creation of the SRAC-SA zoning districts adopted as part of this ordinance on January 4, 2011 and incorporated as if fully set out herein.~~
- ~~6. *Stepback:* The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.~~
- ~~7. *Streetscape:* Exterior public space beginning at the face of a building extending into the adjacent right-of-way, which includes travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians. Streetscape may also include, but not be limited to, landscaped medians and plantings, street trees, benches, and streetlights as well as fences, yards, porches, and awnings.~~
- ~~8. *Streetwall:* The building façade adjacent to the street, along or parallel to the lot line.~~
- ~~9. *Story:* The complete horizontal section of a building, having one continuous or practically continuous floor.~~
- ~~10. *Tower:* The portion of a building extending upward from the pedestal.~~

~~C. All dimensional requirements shall be as follows provided in Section 47-13.30~~

~~D. A development shall be required to meet all other standards provided in the SRAC-SA Plan including but not limited to the following:~~

~~Building orientation,
Architectural requirements,
Open Space,
Vehicular and pedestrian access,
Building materials,
Active ground floor uses,
Façade.~~

~~E. *Parking Facilities.*~~

~~1. Off-street parking regulations are as provided in Section 47-20, Parking and Loading Requirements, except as provided herein:~~

~~a. SRAC-SAc and SRAC-SAw district parking and loading requirements are as provided in Table 3, Section 47-20, Parking and Loading Requirements. For residential uses, the general parking requirement shall apply. For non-residential uses, the parking and loading requirements for Transition Mixed Use Districts for the Downtown RAC shall apply.~~

~~2. *Parking garage.* The minimum design standards for a parking garage are:~~

~~a. Sloped garage ramps facing public right-of-ways shall have ornamental grating or other architectural features which screen the sloped ramp from view of the right-of-way.~~

~~b. Parked vehicles shall be screened from view from abutting public rights-of-way, excluding alleys. Screening may be provided by intervening buildings, architectural detailing such as ornamental grating, or landscaping.~~

~~c. Pedestrian walkways shall be provided between a parking garage and any principal or accessory building it serves and to abutting public rights-of-ways and public spaces.~~

d. ~~When a parking garage is provided for a principal structure on the same plot, the design of the parking garage shall complement and contain architectural features consistent with the principal structure.~~

F. ~~Landscaping. Development within the SRAC-SAe and SRAC-SAw districts shall meet the following landscape requirements:~~

1. ~~VUA landscaping. Surface parking lots within the SRAC-SAe and SRAC-SAw districts shall meet the landscape requirements for vehicular use areas as provided in Section 47-21, Landscaping and Tree Preservation Requirements.~~

2. ~~Location of Street Trees. The requirements for street trees, as provided herein, may be located within the public rights-of-way, as provided by the entity with jurisdiction over the abutting right-of-way.~~

3. ~~All other landscape requirements in accordance with the Plan.~~

G. ~~Signage.~~

1. ~~Development shall be required to meet the signage requirement applicable in the Community Business (CB) zoning district as provided in Section 47-22, Sign Requirements.~~

H. ~~Streetscape.~~

1. ~~Streetscape improvements as described in the SRAC-SA Plan are required to be made as a part of a development within the SRAC-SA districts. The required streetscape improvements shall be required to be made to that portion of the right-of-way abutting the proposed development site. If a development is located on two Primary Streets or a Primary Street and a Secondary Street, street improvements shall be required to be made to both rights-of-way. These streetscape improvements may include but are not limited to the following:~~

a. ~~Street Trees.~~

b. ~~Sidewalk.~~

c. ~~Parking.~~

d. ~~Medians.~~

e. ~~Curb and gutter.~~

f. ~~Landscaping.~~

- ~~g. Street furniture.~~
- ~~h. Transit Stop.~~
- ~~i. Traffic control devices.~~

- ~~2. Each applicant shall be responsible for making the streetscape improvements in accordance with the SRAC-SA Design Standards applicable to the abutting right-of-way based on the right-of-way's width and the median as described in the Plan.~~

~~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 City Manager, 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 5 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 design standard as provided in the SRAC-SA 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.~~

~~l. Accessory structures.~~

- ~~1. Fencing. Chain-link fencing shall not be permitted abutting any Primary or Secondary street. In all other areas of the RAC, all chain-link fencing shall be black vinyl coated. Temporary fencing may be permitted pursuant to Section 47-19.5.B.~~

Sec. 47-13.52. - NWRAC-MU special regulations.

A. *Applicability.* In addition to the general regulations provided for in Section 47-13.43, the following additional regulations shall apply to all development permitted within the NWRAC-MU zoning districts as shown on the List of Permitted and Conditional Uses, Section 47-13.10.6.

1. *Street Classifications.* In the NWRAC-MU all streets are classified as primary or secondary. This classification is made according to various functional characteristics of the street such as width, traffic volume, and suitability for human-scale, pedestrian-friendly street life. The form of development that occurs on any given street is in part determined by the street classification. The regulations for development arising from street classifications encourage development of both sides of the street in a consistent manner and in character with the established residential areas of the NWRAC-MU or development that is compatible with zoning districts outside of the NWRAC-MU. The NWRAC-MU Design Standards establishes development provisions intended to reinforce the qualities described for primary and secondary streets. For each street type, the right-of-way width and particular street section may vary depending on available space and other existing constraints.

a. *Primary Streets:* Primary streets are characterized by an active commercial ground floor, which includes walk-up residential, commercial and retail uses with taller and more intensive buildings fronting the street creating a consistent streetwall. Primary Streets typically feature a full complement of pedestrian amenities, including wide sidewalks, on street parking, and a well-developed streetscape, which may include open space for public use. Primary Streets are the principal urban streets and are intended to be well used by vehicles and pedestrians and to be the primary transit routes. In the NWRAC, the Primary streets are:

- i. 7th Avenue.
- ii. 6th Street (Sistrunk Boulevard).
- iii. Sunrise Boulevard.
- iv. Broward Boulevard.
- v. Andrews Avenue.
- vi. Progresso Drive.

b. *Secondary Streets:* Secondary streets are more residential in nature, and have smaller scale compatible non-residential uses transitioning from the higher intensity primary streets that are more urban in nature to the existing residential and commercial neighborhoods, which are lower in

scale and intensity. Secondary streets offer a combination of a mix of uses, but at less intensity and with less vehicular traffic while maintaining a pedestrian friendly environment. Secondary streets are: streets other than Primary Streets listed in subsection (a) above.

2. All dimensional requirements shall be as provided in Section 47-13.32

3 Dumpsters shall be located to allow access from existing alleys and away from existing residential property to the greatest extent possible.

Sec. 47-13.53 – 47-13.59. Reserved.

Sec. 47-13.4760. - Permit approval.

A. *Review process.* ~~SRAC-SA zoning districts:~~ Except as provided in ~~Section 47-13.30 and Section 47-24, Table 1. Development Permits and Procedures,~~ development within the following SRAC-SAe and SRAC-SAw zoning districts shall be reviewed as a Site Plan Level II permit. In addition to any other notice of consideration of an application for development permit in the SRAC-SAe and SRAC-SAw zoning districts pursuant to Section 47-27 of the ULDR, posting of a sign notice as provided in Section 47-27.4.A.3. shall be required prior to DRC review of an application for Site Plan Level II permit.

1. SRAC-SA zoning districts.

a. In addition to any other notice of consideration of an application for development permit in the SRAC-SAe and SRAC-SAw zoning districts pursuant to Section 47-27 of the ULDR, posting of a sign notice as provided in Section 47-27.4.A.3. shall be required prior to DRC review of an application for Site Plan Level II permit.

2. NWRAC-MU zoning district.

B. *Criteria.* An application for a development permit ~~in the SRAC-SA zoning district~~ within the zoning districts specified in Section 47-13.60.A shall be reviewed for compliance with the criteria applicable to the proposed development as provided in the ULDR. The development shall also be reviewed to determine whether it is consistent with the principals and standards provided in the SRAC-Plan adopted design standards as indicated in Section 47-13.29. In the event compliance with the ULDR would not permit consistency with the SRAC-Plan adopted design standards, the SRAC-Plan adopted design standards shall govern.

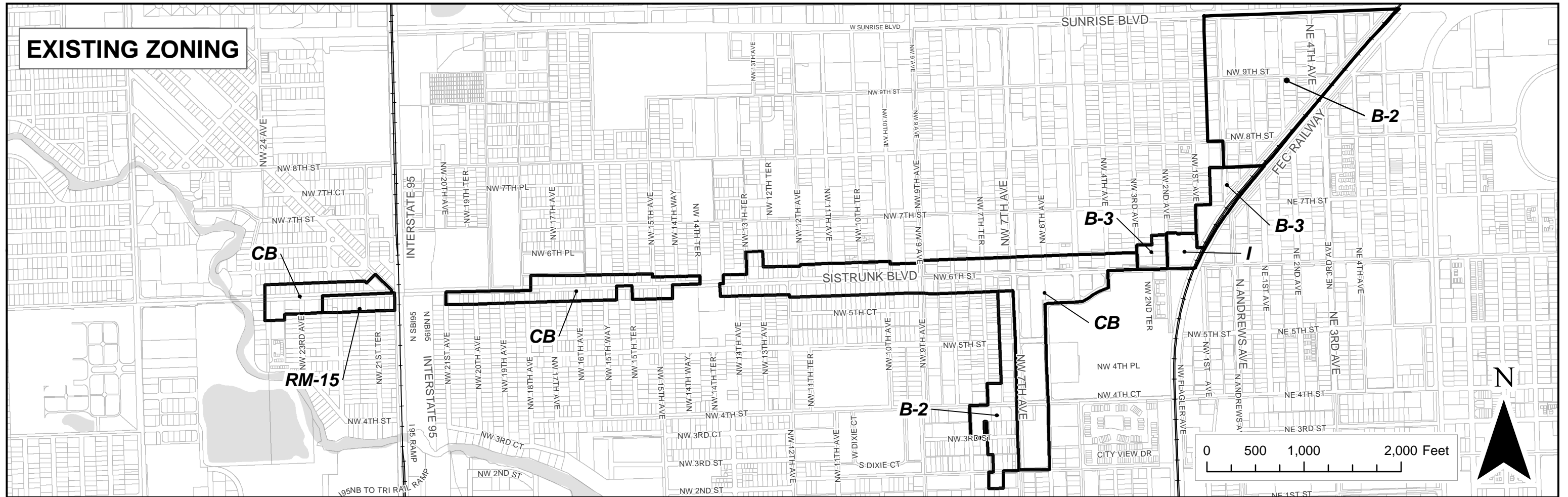
- C. *Effect of other ULDR provisions.* Unless otherwise provided in the provisions applicable to development within the zoning districts specified in Section 47-13.60.A ~~in the SRAC-SA district~~, the provisions of the ULDR with general applicability to development within the City shall apply as requirements for the development of property ~~within the SRAC-SA district~~ and shall not be modified unless specifically provided herein.
- D. *Effective Date of Approval.* Approval of a Site Plan Level II development within the zoning districts specified in Section 47-13.60.A ~~within the SRAC-SA~~ shall not be final until thirty (30) days after preliminary DRC approval and then only if no motion is approved by the City Commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR.
- E. *Appeal.* An appeal of a denial of an a SRAC-SA development application within the zoning districts specified in Section 47-13.60.A shall be to the Planning and Zoning Board pursuant to Section 47-26.B.

Section 47-20.2 Table 3

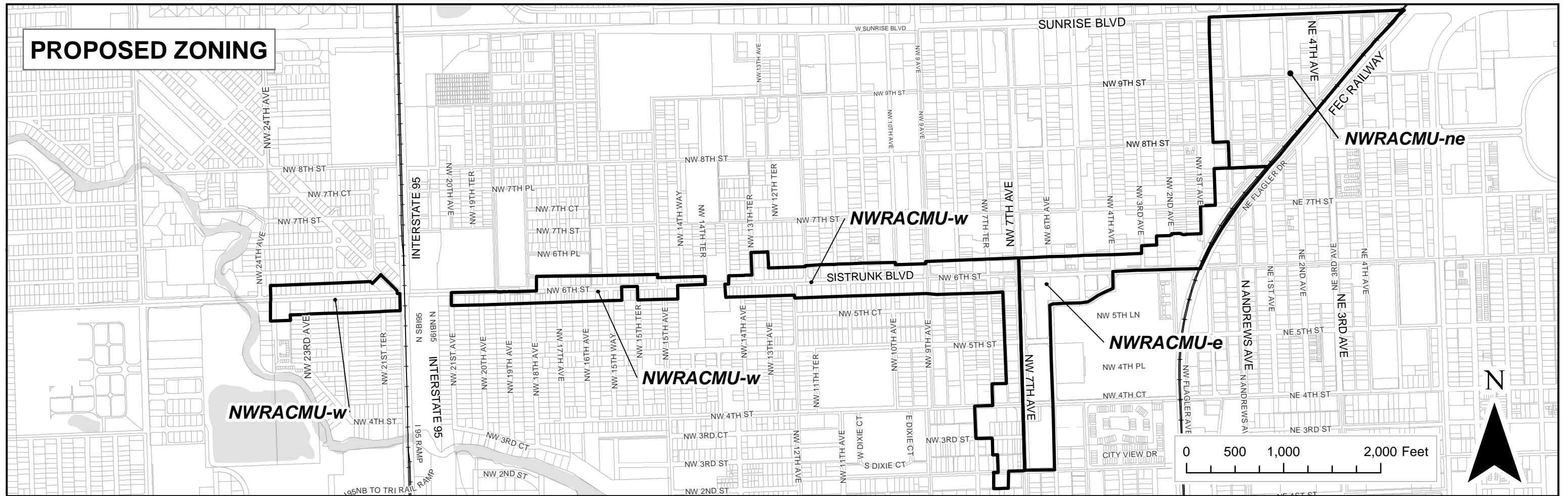
TABLE 3. PARKING AND LOADING ZONE REQUIREMENTS – RAC AND CENTRAL BEACH DISTRICTS
Northwest Regional Activity Center—NWRAC-MU Districts

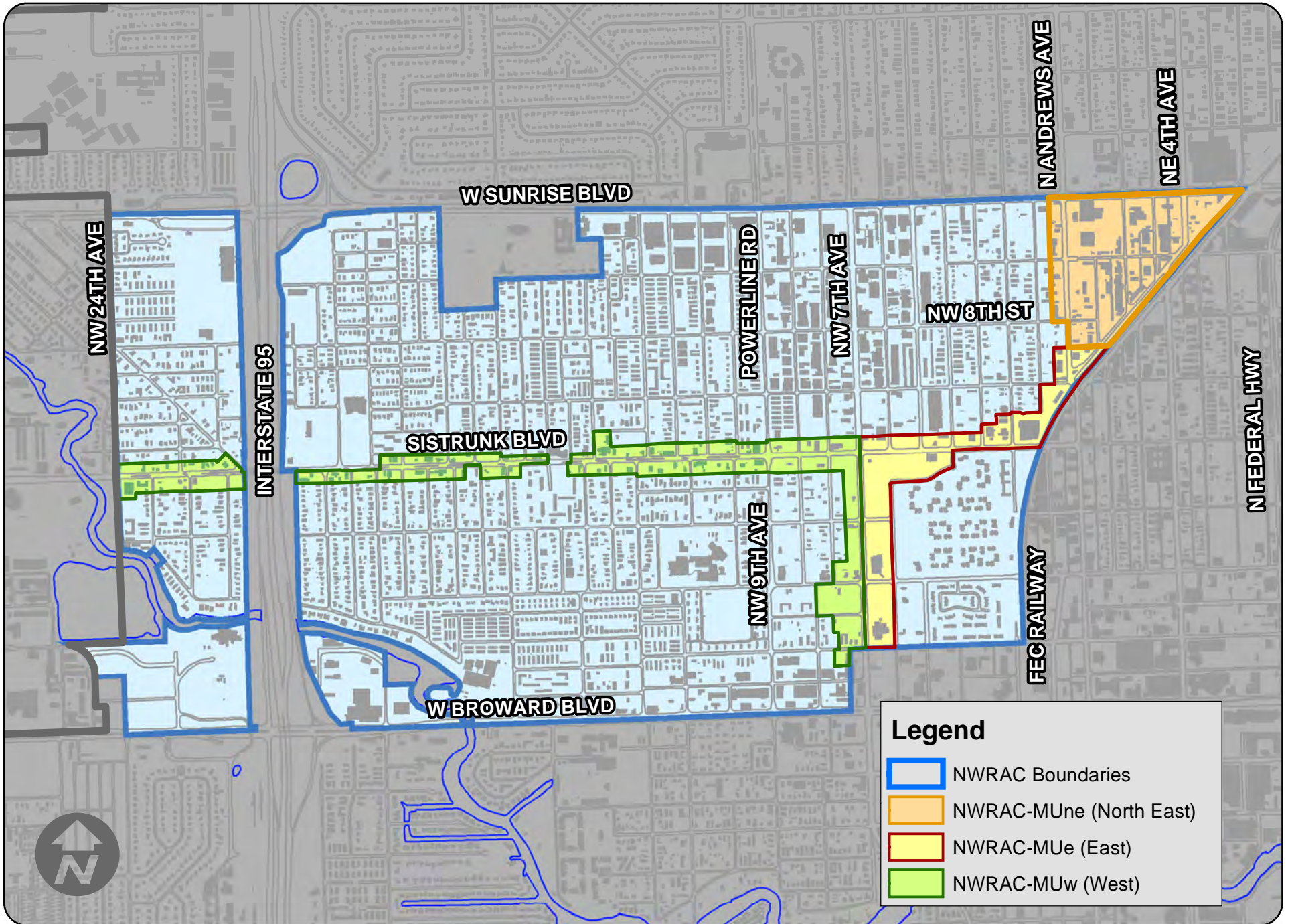
<u>Use</u>	<u>Standard Requirements</u>	
	<u>Parking Space Requirements</u>	<u>Loading Zone Requirements</u>
<u>Residential Use</u>	<u>See Parking requirements for uses as provided in Table 1.</u>	<u>N/A</u>
<u>Nonresidential Use</u>	<u>Exempt for development between 0 and 2,500 gross square feet in area. All development greater than 2,500 gross square feet shall be required to provide 60% of the parking space requirements for uses as provided in Table 1.</u>	<u>See Loading requirements for uses as provided in Table 2.</u>

EXISTING ZONING



PROPOSED ZONING






ITEM IV



Venice of America

CITY OF
FORT LAUDERDALE

DATE: October 22, 2014
TO: NPF CRA Advisory Board Members
FROM: Al Battle, Jr., NPF CRA Director 
SUBJECT: RFP – Marketing, Branding & Public Relations

In October of 2013, a five-year program for the Northwest-Progresso-Flagler Heights Community Redevelopment Area was created to provide a transparent spending program tied to the objectives of the existing redevelopment program. This plan was created to provide a long term sustainable development framework that will have immediate impacts on the target area and on the lives of the people who live there.

Marketing, Branding and Public Relations was considered to be an important part implementing the overall redevelopment goals of the area. To carry out this element a request for proposals to hire a professional firm to assist with this service was advertised. On April 8th 2014, the City of Fort Lauderdale on behalf of the NPF CRA issued RFP 745-11239. Eight proposals were received from the following firms:

1. Bitner Goodman
2. Conceptual Communications
3. Adept Strategy and Public Relations
4. Ambit Advertising and Public Relations
5. CTS Engineering
6. The Mosaic Group
7. RMA
8. LPK

An Evaluation Committee was established and met to evaluate, review and rank the proposal received. The Evaluation Committee consisted of Al Battle CRA Director, Liza Torres Administrative Assistant and Samantha Timko Senior Management Fellow; assisting the committee was City of Fort Lauderdale Procurement Specialist John Curran. The evaluation of the proposals submitted was based on the following criteria:



- Familiarity with the area and purpose of the CRA;
- Innovative and creative approach to program development;
- Experience of the project team assigned;
- Available staff to complete assignments, and
- Cost to the CRA

As a result the Evaluation Committee selected six firms to be short-listed to provide oral presentations. On May 28th the shortlisted firms completed presentations and the Committee ranked the proposals based on all evaluation criteria, local business preference and oral presentations and the Mosaic Group was ranked first.

CRA staff recommends award a one-year contract for the purchase of Marketing Branding and Public Relations services to Upscale Events by Mosaic, LLC dba The Mosaic Group for \$247,500. It is further recommended that the NPF CRA advisory board adopt a motion recommending approval of the staff recommendation to the CRA Board.

Meeting #3 5/28/14

AL BATTLE		Familiarity with the area and purpose of the CMA		Innovative, creative approach to project and related performance metrics for a successful program		Experience of representatives/ project team assigned		Available staff resources to complete assignments in a timely and professional manner		Cost to the City		Total Points	
PROPOSING FIRM		Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking		
Bilmer Goodman	0.20	6	1.20	0.30	6	1.80	0.10	6	0.60	0.3	1	0.30	4.50
Conceptual Communications	0.20	3	0.60	0.30	2	0.60	0.10	5	0.50	0.3	1	0.30	2.60
Adapt Strategy & Public Relations	0.20	1	0.20	0.30	3	0.90	0.10	4	0.40	0.3	3	0.90	2.80
Ambl Advertising & Public Relations	0.20	5	1.00	0.30	5	1.50	0.10	1	0.10	0.3	4	1.20	4.30
The Mosaic Group	0.20	2	0.40	0.30	1	0.30	0.10	3	0.30	0.3	5	1.50	2.60
IMA	0.20	4	0.80	0.30	4	1.20	0.10	2	0.20	0.3	6	1.80	4.20

SAMANTHA TIMKO		Familiarity with the area and purpose of the CMA		Innovative, creative approach to project and related performance metrics for a successful program		Experience of representatives/ project team assigned		Available staff resources to complete assignments in a timely and professional manner		Cost to the City		Total Points	
PROPOSING FIRM		Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking		
Bilmer Goodman	0.20	6	1.20	0.30	6	1.80	0.10	6	0.60	0.3	1	0.30	4.50
Conceptual Communications	0.20	3	0.60	0.30	2	0.60	0.10	5	0.50	0.3	2	0.60	2.90
Adapt Strategy & Public Relations	0.20	2	0.40	0.30	3	0.90	0.10	4	0.40	0.3	3	0.90	2.70
Ambl Advertising & Public Relations	0.20	5	1.00	0.30	5	1.50	0.10	1	0.10	0.3	4	1.20	4.30
The Mosaic Group	0.20	1	0.20	0.30	1	0.30	0.10	3	0.30	0.3	5	1.50	2.40
IMA	0.20	4	0.80	0.30	4	1.20	0.10	2	0.20	0.3	6	1.80	4.20

LIZA TORRES		Familiarity with the area and purpose of the CMA		Innovative, creative approach to project and related performance metrics for a successful program		Experience of representatives/ project team assigned		Available staff resources to complete assignments in a timely and professional manner		Cost to the City		Total Points	
PROPOSING FIRM		Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking	Weight Factor	Ranking		
Bilmer Goodman	0.20	6	1.20	0.30	6	1.80	0.10	6	0.60	0.3	1	0.30	4.50
Conceptual Communications	0.20	3	0.60	0.30	2	0.60	0.10	5	0.50	0.3	2	0.60	2.60
Adapt Strategy & Public Relations	0.20	2	0.40	0.30	3	0.90	0.10	4	0.40	0.3	3	0.90	3.00
Ambl Advertising & Public Relations	0.20	5	1.00	0.30	5	1.50	0.10	1	0.10	0.3	4	1.20	4.30
The Mosaic Group	0.20	1	0.20	0.30	1	0.30	0.10	3	0.30	0.3	5	1.50	2.30
IMA	0.20	4	0.80	0.30	4	1.20	0.10	2	0.20	0.3	6	1.80	4.30

Average Points		Total Combined Points		Local Preference (if applicable)		Local Preference Deduction		Final Total Score		Final Average Score		Final Ranking	
Bilmer Goodman	4.50	13.50	5.0%	0.675	12.83	4.28							
Conceptual Communications	2.70	8.10	7.5%	0.6075	7.49	2.50							
Adapt Strategy & Public Relations	2.83	8.50	10.0%	0.85	7.65	2.55							
Ambl Advertising & Public Relations	4.30	12.90	7.5%	0.9675	11.93	3.98							
The Mosaic Group	2.43	7.30	7.5%	0.5475	6.75	2.25							
IMA	4.23	12.70	5.0%	0.635	12.07	4.02							

ITEM V




Venice of America

CITY OF
FORT LAUDERDALE

MEMORANDUM

DATE: October 22, 2014

TO: NPF CRA Advisory Board Members

FROM: Al Battle, Jr., NPF CRA Director 

SUBJECT: Art of Shade, LLC – The Shade Post – 16 NW 1st Street
Request for CRA Funding Assistance - \$15,000

REQUEST

CRA staff has received an application from Art of Shade, LLC for a CRA Façade Program Grant at 16 NW 1st Street (**Exhibit A**). The applicant is requesting a façade grant for a mural on the building that will cover all four sides and the roof. In addition to the mural, the proposal also includes the company logo and name at the entrance to the building. The artist for this unique project will be international artist Rubem Robierb who proposes to paint colorful butterflies as the central theme of his design. The building is presently covered with graffiti (**Exhibit B**). Total cost of the project is \$23,000 and the façade grant amount would be \$15,000, which is the maximum funding award per the façade program guidelines for this property. Staff has reviewed the application and recommends funding the project as requested.

BACKGROUND

Art of Shade, LLC is a fashion house that moved from Hollywood Florida on August 1, 2014 to their new location in the CRA across from the Broward County Central Bus Terminal. The principal of Art of Shade is fashion designer Kayce Armstrong. They are leasing a 3,500 square foot space for their new boutique showroom and studio which will be called The Shade Post. Ms. Armstrong is anxious to bring the fashion industry to the Flagler Village community and made a citizen presentation to the City Commission about their project on October 7, 2014. She will be conducting high-end runway shows from this location. Both Art of Shade and Artist Ruben Robierb are active participants in the Art Basel scene in Miami and we have been informed that the mural will be the submission by the artist in this year's Art Basel.

The CRA Façade Program provides a grant for exterior renovations, including murals and signage. The grant amount was increased with the NPF CRA Five Year Program from a maximum of \$20,000 to \$40,000 for properties on Sistrunk Boulevard and from \$7,500 to \$15,000 for other NPF CRA commercial properties. The CRA Façade Program is a grant paid as a reimbursement to the applicant. The program requires that should the tenant applicant voluntarily vacate or terminate the lease of the property within one year of the date of receipt of final reimbursement, the applicant must repay 100% of the funds paid by the CRA. If the

Page | 1

NPF CRA 10/22/14

Art of Shade

**DEPARTMENT OF SUSTAINABLE DEVELOPMENT
ECONOMIC DEVELOPMENT DEPARTMENT**

914 NORTHWEST 6TH STREET, SUITE 200, FORT LAUDERDALE, FLORIDA 33311

TELEPHONE: (954) 828-4515, FAX (954) 828-4500

www.fortlauderdale.gov



applicant moves within two years, the applicant shall repay the CRA 50% of the funds. After two years, there is no longer an obligation to repay.

A copy of their application is attached as **Exhibit C**.

RECOMMENDATION

Community Redevelopment Agency (CRA) staff recommends funding assistance in the form of a CRA

Façade Grant to Art of Shade, LLC in the amount of \$15,000 to be funded from CRA tax increment project account General Façade P10665.347.

Attachments:

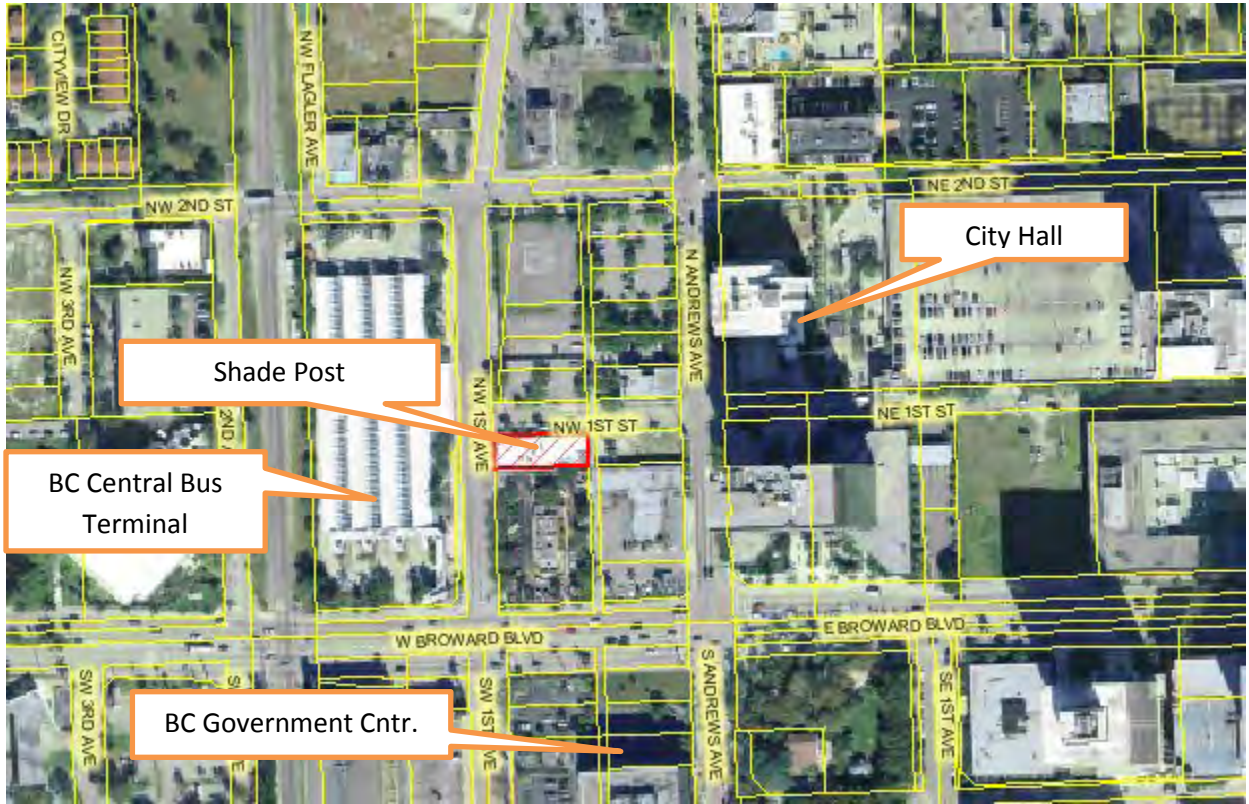
Exhibit A: Location Map

Exhibit B: Existing Conditions

Exhibit C: Façade Program Application

AL/BW

Exhibit A - Location Map



Art of Shade – Shade Post – 16 NW First Street

Exhibit B – Existing Conditions



Art of Shade (Formerly Occupied by Rabbit Gallery) at 16 NW 1 Street





Art of Shade, LLC – 16 NW 1 Street - Existing South and East Façade of Building



Existing West Façade of Building



Building Partially Leased by Art of Shade LLC Across from the Broward County Central Bus Terminal.

North End of Building at 18 NW 1 Avenue Occupied by One Stop Food Mart



FAÇADE PROGRAM APPLICATION

Date October 3, 2014

IF APPLICANT IS PROPERTY OWNER

Owner's Name _____

Corporate Name _____

Property Address (Project Location) _____

Phone _____ Fax _____

Contact Person (if different from Owner) _____

E-Mail _____

IF APPLICANT IS BUSINESS OWNER

Owner's Name KAYCE ARMSTRONG

Corporate Name SHADE POST/ARTOF SHADE LLC.

Property Address (Project Location) 16 NW 1st Street

Phone 305-776-1223 Fax 954-874-4160

Contact Person OR KRIS FRONTERAS (if different from Owner)

Email KAYCE.ARMSTRONG.AOS@gmail.com
KRIS.FRONTERAS.AOS@gmail.com

PROJECT AND FINANCIAL ASSISTANCE REQUESTED

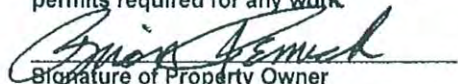
Describe the Proposed Improvement(s): MURAL project for the complete building located AT 16 NW 1st Street.

Total Project Cost \$ 23,000.00

Total Funding Request \$ 15,000.00

Will Additional Jobs be Created Upon Completion of Project? Yes No
If Yes, How Many? 5-10

I, KAYCE ARMSTRONG, attest that the information contained herein is correct to the best of my knowledge. I further understand that the Façade Program benefits are contingent upon funding availability and CRA approval and are not to be construed as an entitlement or right of a property owner or applicant. Properties in the designated Enterprise Zone or CRA areas are not eligible for City/CRA funded programs when such funding conflicts with the goals expressed in the CRA Strategic Finance Plan or Community Redevelopment Plan. I further understand that I am responsible for providing construction documents and/or permits required for any work.


Signature of Property Owner

BRIAN REMICK
Print Name


Signature of Business Owner

KAYCE ARMSTRONG
Print Name

Note: If Applicant is leasing from property owner, Applicant must submit Addendum A with application. Addendum A

Addendum A

Date: October 3, 2014

To: City of Fort Lauderdale
Community Redevelopment Agency

From: 16 NW 1st Street
(Property Owner)

Subject: Permission for Façade Program Improvements

As the owner of BRIAN REMICK, I give my tenant,
KAYCE ARMSTRONG / SHADE POST, permission to participate in the CRA/City of Fort
Lauderdale's Façade Program, as detailed in the Façade Program Application.

BRIAN REMICK
Property Owner's Name Printed

[Signature]
Property Owner's Signature

STATE OF FLORIDA:
COUNTY OF BROWARD:

The foregoing instrument was acknowledged before me this 3RD day of OCTOBER,
2014, by KAYCE ARMSTRONG & BRIAN REMICK. He/She is personally known to me or
has produced N/A as identification and did not (did)
take an oath.

(SEAL)

[Signature]
Notary Public, State of Florida, (Signature of
Notary taking acknowledgement)

ALVIN T. GOLDFARB
Name of Notary Typed, Printed or Stamped

My Commission Expires:



ALVIN T. GOLDFARB
MY COMMISSION # FF 081035
EXPIRES: May 5, 2018
Rooded Thru Budget Notary Services

Commission Number



Exhibit C
Art of Shade

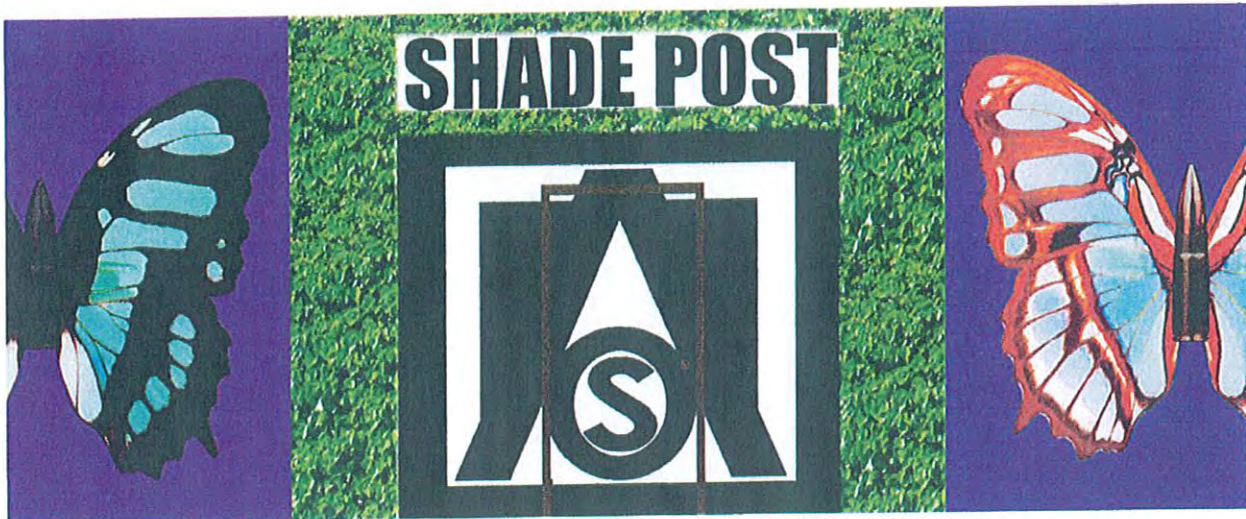


**WEST VIEW OF THE SHADE POST
FROM 8TH FLOOR OF CITY HALL**



THIS IS THE CURRENT MURAL ON 1ST STREET. THE MURAL IS 120' LONG ON 1ST AND 50' LONG FACING ANDREWS AVENUE. WE ARE LOOKING TO REPLACE THE CURRENT MURAL WITH A NEW EYE CATCHING MURAL BY RENOWNED ARTIST RUBEM ROBIERB. THIS MURAL BRING A NEW EXCITING ENERGY TO THE AREA, THIS KIND OF ART WORK HAS YET TO HAVE BEEN DONE ANYWHERE ELSE IN SOUTH FLORIDA. THE FACADE TO THE ENTRANCE OF THE SHADE POST WILL BE SURROUNDED BY A LIVING GARDEN.

THE EXTERIOR OF THE BUILDING WILL SHOWCASE THE IMPORTANCE OF OUR BUSINESS ALONG WITH FIRST IMPRESSION OF PEOPLE GETTING OF THE BUS, THE NEW ALL ABOARD FLORIDA TRAIN AND THE WAVE TROLLEY SYSTEM, ALONG WITH GENERAL TRAFFIC.





PLANS FOR MURAL AT WAREHOUSE 16 NW 1ST STREET

THE SHADE POST'S VISION IS TO REPLACE CURRENT MURAL WITH A LIVING GREEN WALL SURROUNDING THE DOOR AS SOON AS POSSIBLE. THIS WILL BREATH NEW LIFE TO THIS AREA THAT HAS BEEN OVER LOOKED FOR TOO MANY YEARS. WE ARE WORKING CLOSELY WITH WORLD RENOWNED ARTIST RUBEM ROBIERB TO MAKE THIS VISION HAPPEN.

WITH ALL ABOARD FLORIDA, THE WAVE, BROWARD COUNTY BUS TERMINAL AND FLAGLER VILLAGE ART WALK, THE EXTERIOR WALLS OF THE SHADE POST WILL ATTRACT PEOPLE TO STOP AND ADMIRE THE BEAUTY AND CUTTING EDGE VISION OF DOWNTOWN FORT LAUDERDALE, AND THAT'S JUST THE OUTSIDE OF THE BUILDING. WELCOME TO THE SHADE POST OPENING PROPOSAL.

Rubem Robierb

Project Location

16 NW 1 St Fort Lauderdale

FL 33301

ART OF SHADE MURAL

PROPOSAL

Date October 07/14

	Description	Delivery date	TOTAL
	RUBEM ROBIERB Art Mural / proposal		
	NORTH / SOUTH / WEST / EAST / ROOF	3 WEEKS	
	Primer	3 Days	
	Special primer coating on Roof	5 days	
	Sketches	1 week	
	Final Full color Mural	2 weeks	
50%	Singing this contract		\$11,500.00
40%	week 2		\$9,200.00
10%	Final		\$2,300.00
	SUB TOTAL		\$23,000.00
	EXTRAS		
	CITY FEES / PERMITS		
	TOTAL		\$23,000.00



BIOGRAPHY

Rubem Robierb was born in the Brazilian state of Maranhão in 1976, which is also the cradle of several Brazilian poets. For many years, Robierb lived between poetry and photography using photos to translate his words into images and make them visual. As time went by, the artist found that he had little time for writing because photography had become the greatest part of his life and work. It suffices to say that Robierb didn't necessarily stop writing but merely began to write with lights and shapes ... not words. Today, Robierb says he believes his pictures are to be read. At the age of 20, Robierb moved to São Paulo, Brazil to become a professional photographer in the advertising industry. Art et Partage Association in Aix en Provence, France, sponsored his first solo show, *Brezil Autrement*, and a book for his works. In Zurich, Image House Gallery also presented his solo show *Brezil Autrement*. In Paris, Quadra Gallery presented his series *Visages Metis*. In Milan, The Brazil-Italy Institute presented his series *African Beauty* in a solo show. In Monaco, he participated in the Art Curial Monaco for Fight Aids Foundation. In Sao Paulo, at The Alliance Francaise, he had his solo show *Brezil Autrement*. Four years ago, Robierb moved to the United States continuing developing his artistic career; now he lives between New York(where he recently showed his *Bullet-fly Effect Serie*) and Miami,

where he has his own studio, and he makes part of the Art Basel scene. In the last three Art Basel seasons he presented the solo shows Eros Thanatos, Show Me the Money and Bullet-fly Effect.

His works are represented in collections and galleries in New York, Miami, Santa Monica, Los Angeles, Atlanta, Milan, Paris, Monaco and Zurich.

STATEMENT

As an Artist, Robierb focuses on the contemporary American society, making emphasis in the sociocultural issues that define our current times. He also focuses in the human figure, and the different aspects that reveal the human body language. His approach to photography is rather edgy, political, ironic and critical, and for that very reason, quite motivating. Robierb is keen on photographing all sorts of people, objects and scenes around the world with its different shapes and ethnicities. He intertwines images in a critical way giving his personal vision of our contemporary world.

COLLABERATION AND MOVEMENTS

THE SHADE POST ART AND
DESIGN WAREHOUSE
WORKS WITH BOTH LOCAL AND
INTERNATIONAL ARTISTS/
PHOTOGRAPHERS ON MULTIPLE
LEVELS. FROM OUR AOS
COLLABORATIVE
CLOTHING COLLECTIONS TO
GALLERY EXHIBITIONS AND
MULTI-VISUAL MEDIUMS.



RUBEM ROBIERB
DIGITAL PRINT ON CANVAS
ART BASEL EXHIBITION
2013



Exhibit C
Art of Shade



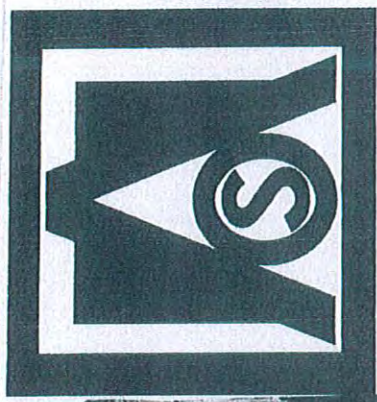
SHADE POST

WAREHOUSE @16 NW 1ST STREET
FT. LAUDERDALE, FLORIDA 33301

ADAPT SUSTAIN EVOLVE

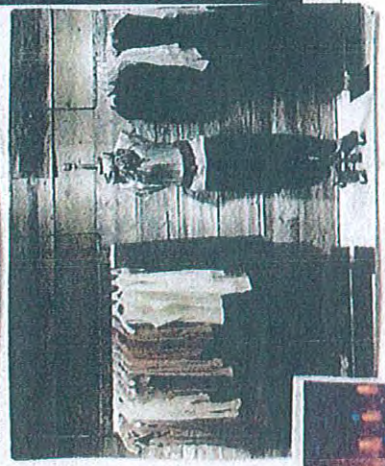


The Shade Post

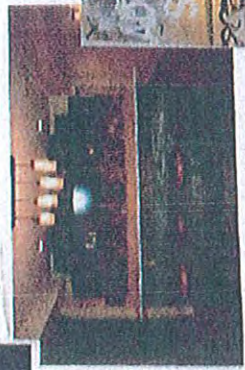


adopt sustain evolve

ART



TASTINGS



ECO

ADOPT SUSTAIN EVOLVE



DESIGN SALON
SHADE POST



AOS CREATION STATION



LIVE EVENTS



INSTALLATIONS

SHADE POST

THE SHADE POST HAS RELOCATED TO A NEW ART & DESIGN WAREHOUSE SPACE THAT STANDS AS A CORNERSTONE ON 1ST STREET BETWEEN ANDREWS AVE AND 1ST AVENUE, A CROSSROADS IN THE DOWNTOWN CIVIC CENTER OF FORT LAUDERDALE, FLORIDA. A UNIQUE BAND OF PEOPLE HAVE MERGED TOGETHER TO BRING THE SHADE POST TO A LARGER VENUE IN AN AREA THAT IS UNDERGOING A CULTURAL TRANSFORMATION. THE GROUP CONSISTS OF AN AWARD WINNING FASHION DESIGNER, ART DIRECTOR, ARTISTS, MUSICIANS, EVENTS PRODUCERS, A LIGHTING EXPERT AND SEAMSTRESS'S. THE SPACE WILL HOUSE A LIVE STAGE, PORTABLE RUNWAY, ECO BOUTIQUE, 1ST SAMPLE SEWING ROOM AND EVENTS SATELLITE WINE/COFFEE BAR. OUR VISION IS TO PRESENT FASHION, ART AND MUSIC IN A WAY THAT HAS YET BEEN SEEN IN DOWNTOWN FORT LAUDERDALE AREA. FROM CONCEPTION TO PRODUCTION TO PRESENTATION.

SHADE POST WAREHOUSE 16

COMPANY DESCRIPTION

IN ORDER TO GIVE AN INSIGHT INTO HOW THIS COMPANY WILL WORK, IT IS IMPORTANT TO UNDERSTAND HOW EACH SECTION OR ZONE OF THE SHADE POST “HUB” WILL OPERATE AND FUNCTION COLLECTIVELY AS A WHOLE, CREATING BOTH INCOME AND PROFIT.

MAIN SALON

ART GALLERY WITH SEATING AREAS THRU-OUT

ECO BOUTIQUE/SHOWROOM (DECK LEVEL)

CONCIERGE AND BRAIN STATION (EXTENSION OF DECK)

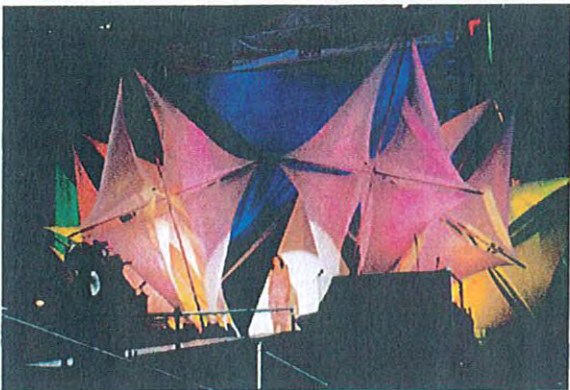
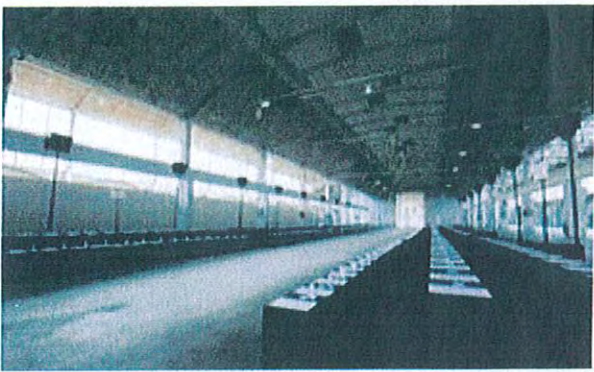
LIVE STAGE/LIGHTING AND SOUND

**MOBILE RUNWAY (CAN BE DIVIDED AND MOVED ACCORDING TO
EVENT STRUCTURE AND PLANNING)**

**ECO SATELLITE BEER AND WINE BAR (IN HOUSE CLIENTS AND
EVENTS GUESTS ONLY)**



WAREHOUSE TRANSFORMATION FOR FASHION SHOWS, EVENTS AND INSTILLATIONS.

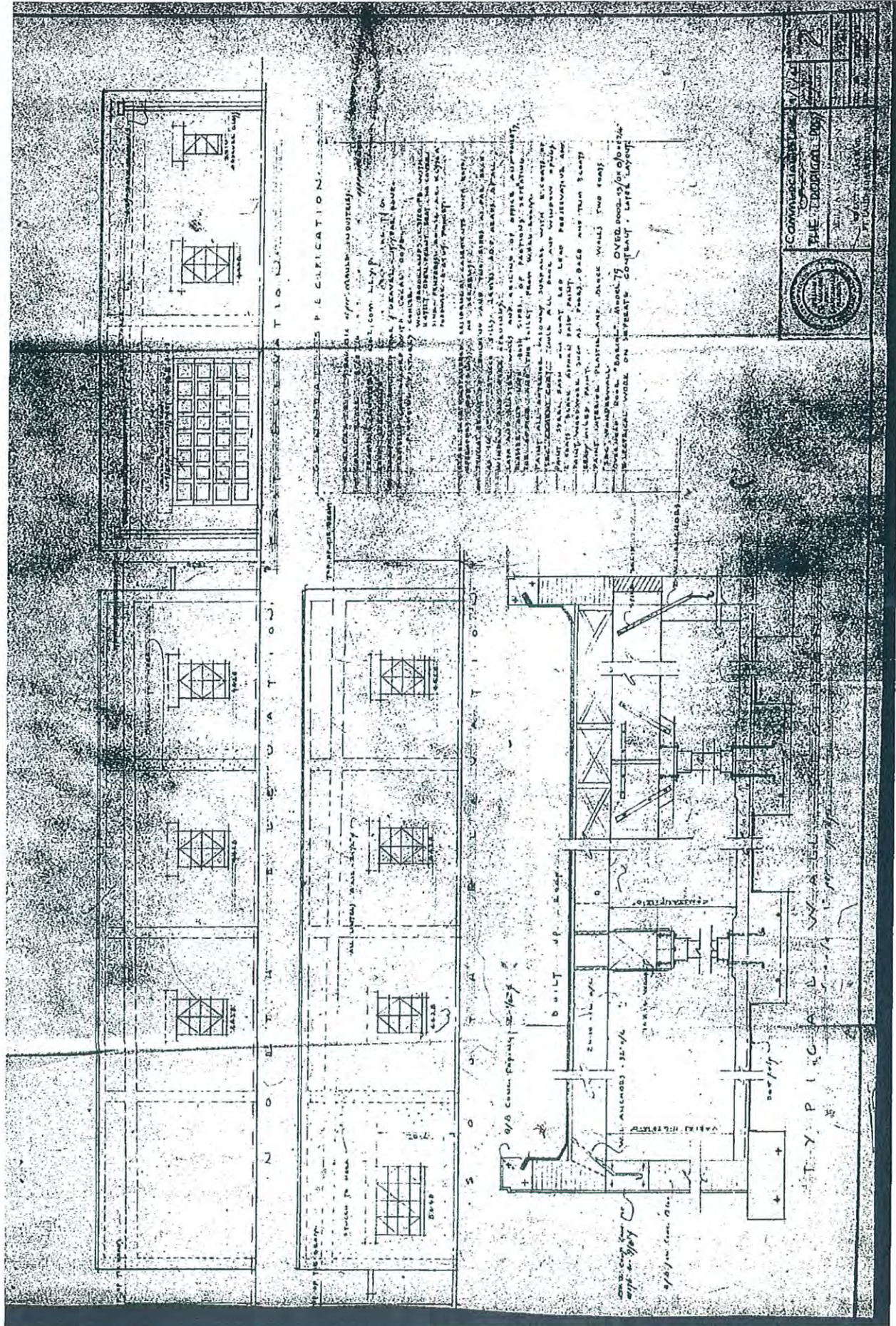




cause an effect

ARTOFSHADE.COM

Exhibit C
Art of Shade



CONSTRUCTION SPECIFICATION

1. GENERAL NOTES: ALL WORK SHALL BE ACCORDING TO THE LATEST EDITIONS OF THE BOSTON BUILDING CODE AND THE BOSTON ELECTRICAL CODE. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE APPROVED BY THE ARCHITECT BEFORE BEING USED. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON BUILDING CODE AND THE BOSTON ELECTRICAL CODE. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON BUILDING CODE AND THE BOSTON ELECTRICAL CODE.

2. ROOFING: THE ROOF SHALL BE COVERED WITH 1/2" THICK ASPHALT/FLUTE SHEETING OVER 1" THICK INSULATION. THE ROOF SHALL BE DRAINAGE TO THE OUTSIDE. ALL ROOF JOISTS SHALL BE 2" X 8" S4S.

3. FLOORING: THE FLOOR SHALL BE COVERED WITH 1/2" THICK ASPHALT/FLUTE SHEETING OVER 1" THICK INSULATION. THE FLOOR SHALL BE DRAINAGE TO THE OUTSIDE. ALL FLOOR JOISTS SHALL BE 2" X 8" S4S.

4. WALLS: ALL WALLS SHALL BE 8" THICK BRICK OR CONCRETE. ALL WALLS SHALL BE FINISHED WITH PLASTER AND PAINT. ALL WALLS SHALL BE FINISHED WITH PLASTER AND PAINT.

5. CEILING: ALL CEILING SHALL BE 4" THICK GYP-SUMMER BOARD OVER 2" X 4" S4S JOISTS. ALL CEILING SHALL BE FINISHED WITH PLASTER AND PAINT.

6. DOORS AND WINDOWS: ALL DOORS SHALL BE 1 3/4" THICK SOLID CORE DOORS WITH 1 1/2" THICK GLASS INSERTS. ALL WINDOWS SHALL BE 1 1/2" THICK ALUMINUM WINDOWS WITH 1/2" THICK GLASS. ALL DOORS AND WINDOWS SHALL BE FINISHED WITH PLASTER AND PAINT.

7. PAINT: ALL INTERIOR WALLS AND CEILING SHALL BE FINISHED WITH PLASTER AND PAINT. ALL EXTERIOR WALLS SHALL BE FINISHED WITH PLASTER AND PAINT.

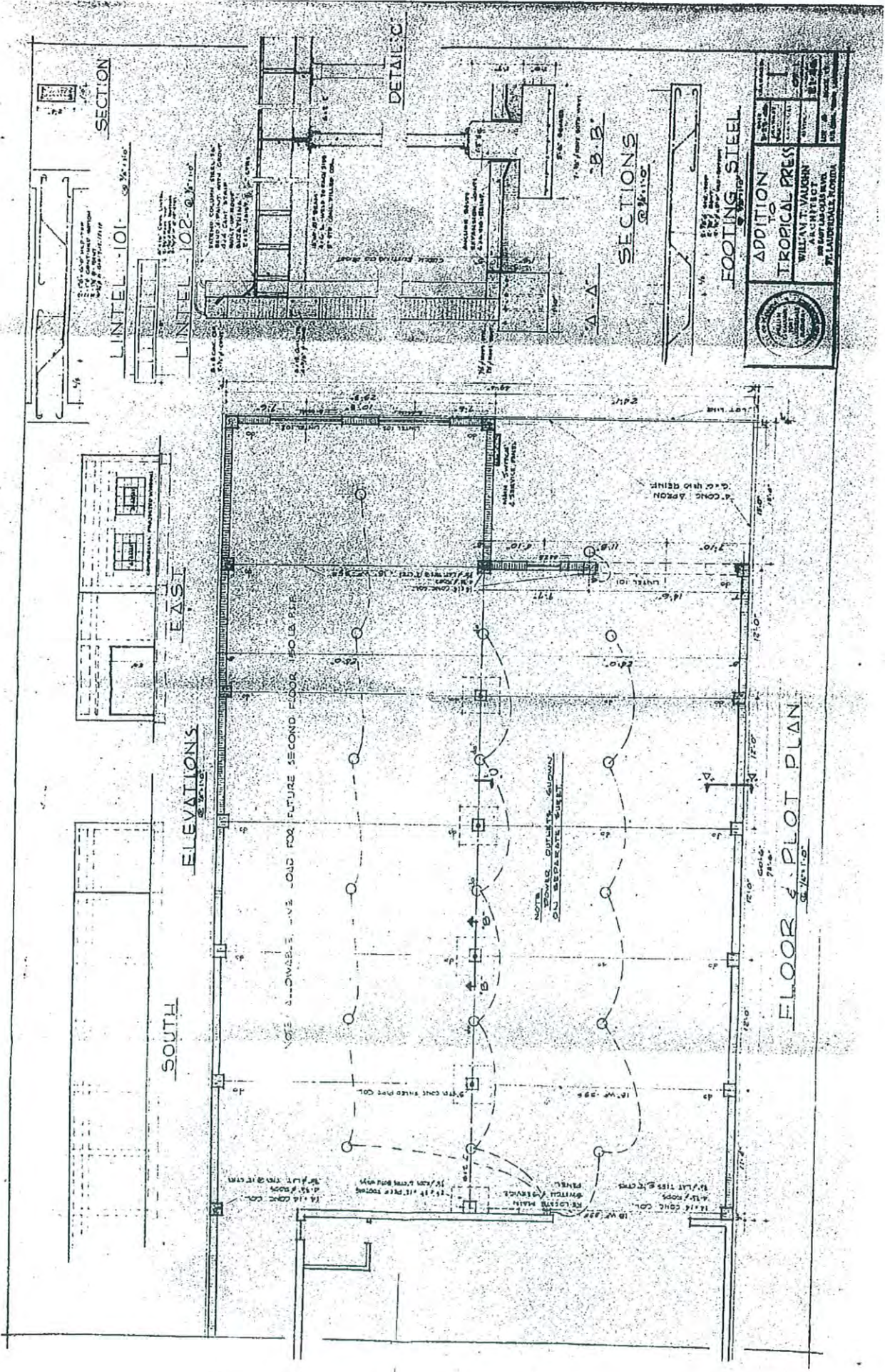
8. ELECTRICAL: ALL ELECTRICAL WORK SHALL BE ACCORDING TO THE BOSTON ELECTRICAL CODE. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON ELECTRICAL CODE. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON ELECTRICAL CODE.

9. MECHANICAL: ALL MECHANICAL WORK SHALL BE ACCORDING TO THE BOSTON BUILDING CODE. ALL MECHANICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON BUILDING CODE. ALL MECHANICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE BOSTON BUILDING CODE.

10. FINISHES: ALL FINISHES SHALL BE ACCORDING TO THE ARCHITECT'S SCHEDULE. ALL FINISHES SHALL BE DONE IN ACCORDANCE WITH THE ARCHITECT'S SCHEDULE. ALL FINISHES SHALL BE DONE IN ACCORDANCE WITH THE ARCHITECT'S SCHEDULE.

CONSTRUCTION SPECIFICATION
 THE BERGALIN
 T. Y. P. I. C. A. D. L. V. W. A. E. L.
 1-10-1907

T. Y. P. I. C. A. D. L. V. W. A. E. L.
 1-10-1907



SECTION

LINTEL 101 - 10 1/2" x 10"

LINTEL 102 - 10 1/2" x 10"

DETAIL C

SECTION A-A

SECTION B-B

FOOTING STEEL

ADDITION TO TROPICAL PRESS
WILLIAM T. VAUGHN
ARCHITECT
200 AMPLITUDE BLVD.
FT. LAUDERDALE, FLORIDA

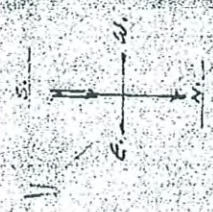
EAST ELEVATIONS

SOUTH

FLOOR & PLOT PLAN

NOTE: DIMENSIONS ARE FOR FUTURE SECOND FLOOR P.O.L.B. PIPE

NOTE: REMOVE DUCTWORK - GUYWAY ON SEPARATE SHEET

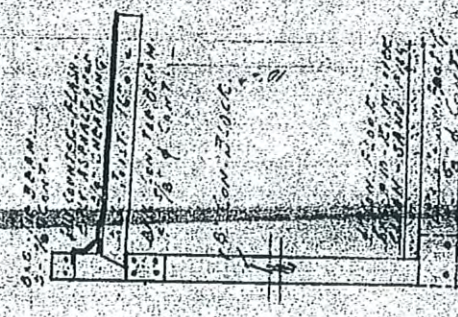


PRESENT BLDG.

NEW ADDITION

1/2" CON. C.P.L. 4" x 8" x 10"
 1/2" CON. 16" C.C. 8" x 10"

FLOOR PLAN



NORTH ELEVATION

5' 10"

WEST ELEVATION

NEW ADDITION
 TO
 FABRIC & PRESS BUILDING
 19. N. W. 1st - 10. ST. LAWRENCE, ILL.

RETURN TO : JOHN E. AURELIUS, ESQUIRE
JAMES, BIELEJESKI & AURELIUS, P.A.
4367 North Federal Highway
Fort Lauderdale, Florida 33308

91471342

States & 1140.00 Tax 1
Documentary Intangible
RECEIVED in Broward County as required by
Law Murray
County Clerk

PERSONAL REPRESENTATIVE'S DEED

THIS INDENTURE made and entered into this 15th day of November, A.D. 1991, between PAUL R. BUNDY, JR. as Personal Representative of the Estate of PAUL R. BUNDY, deceased, (TIN # 65-6064126) Grantor, whose post office mailing address is 401 S.W. 55th Terrace, Plantation, Florida, and BRIAN E. REMICK, a single man, Grantee, whose post office mailing address is 18 N.W. First Avenue, Fort Lauderdale, Florida 33301 and whose Social Security number is _____

WITNESSETH:

That the Grantor, for and in consideration of the sum of Ten and no/100ths (\$10.00) Dollars and other good and valuable consideration to Grantor in hand paid by the Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to the said Grantee, his heirs and assigns forever, the following described land situate, lying and being in the County of Broward, State of Florida, to-wit:

Lot 8 of Block 13 of the original Town of Fort Lauderdale, according to the Plat thereof recorded in Plat Book B, Page 40 of the Public Records of Dade County, Florida.

Tax Folio Number: 0210-01-192.0

SUBJECT TO taxes for the year 1991 and subsequent years and conditions, restrictions, limitations and easements of record, if any, and governmental zoning and building ordinances or regulations.

THIS CONVEYANCE is pursuant to power of sale granted in decedent's Last Will and Testament dated April 26, 1983 and filed in the Broward County Circuit Court, Probate Division, Court File Number 90-7883.

TO HAVE AND TO HOLD the same unto the said Grantee, his heirs and assigns, in as full and ample manner as the same was possessed or enjoyed by the decedent during his lifetime, but without warranty, express or implied, on the part of the Grantor.

IN WITNESS WHEREOF, Grantor has hereunto set his hand and seal the day and year first above written.

Witnesses:

[Signature]
Print Name DWAYNE A. ROWLES, JR.

[Signature]
PAUL R. BUNDY, JR., Personal Representative of the Estate of PAUL R. BUNDY, Deceased

[Signature]
Print Name JOHN E. AURELIUS

STATE OF FLORIDA)
) ss
COUNTY OF BROWARD)

I HEREBY CERTIFY that on this day in the State and County last aforesaid above, before me personally appeared PAUL R. BUNDY, JR., Personal Representative of the Estate of PAUL R. BUNDY, Deceased, to me known to be the person who signed the foregoing Personal

NOV 30 12 32 PM '91

OK 895460070

9.28
1.5/91



Site Address	18 NW 1 AVENUE, FORT LAUDERDALE	ID #	5042 10 01 1920
Property Owner	REMICK,BRIAN E	Millage	9312
Mailing Address	18 NW 1 AVE FORT LAUDERDALE FL 33301-1002	Use	11
Abbreviated Legal Description	FT LAUDERDALE B-40 D LOT 8 BLK 13		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

Property Assessment Values					
Click here to see 2014 Exemptions and Taxable Values to be reflected on the Nov. 1, 2014 tax bill.					
Year	Land	Building	Just / Market Value	Assessed / SOH Value	Tax
2015	\$87,000	\$263,610	\$350,610	\$350,610	
2014	\$87,000	\$263,610	\$350,610	\$350,610	
2013	\$87,000	\$256,620	\$343,620	\$343,620	\$9,032.39

IMPORTANT: The 2015 values currently shown are "roll over" values from 2014. These numbers will change frequently online as we make various adjustments until they are finalized on June 1. Please check back here AFTER June 1, 2015, to see the actual proposed 2015 assessments and portability values.

2015 Exemptions and Taxable Values by Taxing Authority				
	County	School Board	Municipal	Independent
Just Value	\$350,610	\$350,610	\$350,610	\$350,610
Portability	0	0	0	0
Assessed/SOH	\$350,610	\$350,610	\$350,610	\$350,610
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	\$350,610	\$350,610	\$350,610	\$350,610

Sales History				Land Calculations		
Date	Type	Price	Book/Page or CIN	Price	Factor	Type
11/1/1991	PRD	\$190,000	18954 / 70	\$12.00	7,250	SF
				Adj. Bldg. S.F. (See Sketch)		6380

Special Assessments								
Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03								
C								
6380								

Representative's Deed and who acknowledged before me that he executed the same for the uses and purposes therein expressed.

WITNESS my hand and official seal this 15th day of APRIL, A.D. 1991.

[Signature]
Notary Public

Print Name KIMBERLY LOTT

My commission expires:

NOTARY PUBLIC STATE OF FLORIDA
MY COMMISSION EXP SEPT. 30, 1993
DRENDED THRU GENERAL INS. LHM.

This instrument prepared by:

Dwight L. Rogers, Jr., Esq.
Rogers, Morris & Ziegler
1401 East Broward Boulevard
Fort Lauderdale, Florida 33301

THIS IS NOT AN OFFICIAL COPY

RECORDED IN THE OFFICIAL RECORDS BOOK
OF BROWARD COUNTY FLORIDA

COUNTY ADMINISTRATOR

BK 8954 PG 0071

FLORIDA DEPARTMENT OF STATE
DIVISION OF CORPORATIONS



Detail by Entity Name

Florida Limited Liability Company

ART OF SHADE, LLC

Filing Information

Document Number	L07000006187
FEI/EIN Number	208253213
Date Filed	01/17/2007
State	FL
Status	ACTIVE
Effective Date	01/15/2007
Last Event	LC AMENDMENT
Event Date Filed	04/07/2009
Event Effective Date	NONE

Principal Address

2044 Hollywood Blvd.
HOLLYWOOD, FL 33020

Changed: 04/18/2013

Mailing Address

2411 POLK ST
HOLLYWOOD, FL 33020

Changed: 04/07/2009

Registered Agent Name & Address

ARMSTRONG, KAYCE
2044 Hollywood Blvd.
HOLLYWOOD, FL 33020

Name Changed: 05/01/2010

Address Changed: 04/18/2013

Authorized Person(s) Detail

Name & Address

Title MGRM

ARMSTRONG, KAYCE

2411 POLK STREET
HOLLYWOOD, FL 33019

Annual Reports

Report Year	Filed Date
2012	05/01/2012
2013	04/18/2013
2014	01/09/2014

Document Images

01/09/2014 -- ANNUAL REPORT	View image in PDF format
04/18/2013 -- ANNUAL REPORT	View image in PDF format
05/01/2012 -- ANNUAL REPORT	View image in PDF format
04/27/2011 -- ANNUAL REPORT	View image in PDF format
05/01/2010 -- ANNUAL REPORT	View image in PDF format
12/14/2009 -- CORLCMMRES	View image in PDF format
04/07/2009 -- LC Amendment	View image in PDF format
03/24/2009 -- ANNUAL REPORT	View image in PDF format
04/25/2008 -- ANNUAL REPORT	View image in PDF format
01/17/2007 -- Florida Limited Liability	View image in PDF format

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State of Florida, Department of State

ITEM VI



CITY OF FORT LAUDERDALE
City Commission Agenda Memo
CONFERENCE MEETING

#14-1312

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

FROM: Lee R. Feldman, ICMA-CM, City Manager

DATE: October 21, 2014

TITLE: Information on North Loop Option for Wave Streetcar Project

The North Loop option was presented by the Flagler Village Improvement Association to the North Progresso Flagler Community Redevelopment Agency (NPF CRA) Advisory Board at its July 23, 2014 meeting, which initiated a formal "Communication to the City Commission" to further discuss the project. In response, at its September 3rd Conference Meeting, the Commission requested information regarding a North Loop option for the Wave Streetcar Project (**Exhibit 1**) be provided at the next Conference Commission Meeting. The proposed loop would extend the current streetcar route west along on NE Sistrunk Boulevard (its current termination point) to Andrews Avenue turning south on N. Andrews Avenue to connect to NE 4th Street.

The design and construction cost for the North Loop Option for Wave Streetcar Project is estimated at \$7.5 million. A refined estimate will be available after 60% completion of design. In response to a request by the Flagler Village Improvement Association to fund the North Loop Option, the City Commission asked the City Manager to analyze the feasibility of funding the project with either a NPF CRA revenue bond or NPF CRA traditional bank loan. City staff asked the City's Financial Advisor to provide a proposed debt structure to fund an additional \$7.5 million of design and construction costs outlined in an estimate prepared by HDR Engineering. In response, the proposed debt structure suggestion was a 11-year term, bank loan with annual debt service of approximately \$870,000.

The FY 2015 revenue estimate for the NPF CRA is \$5,758,430. Traditionally operating expenses for the NPF CRA have averaged around \$2 million, leaving approximately \$3.4 million available for the type of capital improvement plan allocations outlined in the NPF CRA Five-Year Strategic Plan, adopted during FY 2014 (Exhibit 2)

By proceeding with the North Loop route extension, the City will be obligated to meet the funding deadline to remit design costs (\$500,000 by October 31, 2014 and \$1,271,987 by December 19, 2014) and construction costs (\$5,772,581 by April 30, 2015) funds to the South Florida Regional Transportation Authority (SFRTA). It should be emphasized that these are just estimates. After the detailed design is completed, costs will be better defined.

Strategic Connections:

This item is a Commission Annual Action Plan priority, included within the Management Agenda, advancing the Wave Streetcar.

It is also a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Infrastructure Cylinder of Excellence, specifically advancing:

- Goal 1: Be a pedestrian friendly, multi-modal City.
- Objective 1: Improve transportation options and reduce congestion by working with agency partners.
- Initiative 3: Work with partners to construct the Wave Streetcar, including the Transit-Oriented Development (TOD) ordinances and connections to airport, port, and rail stations.

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan*: We are Connected.

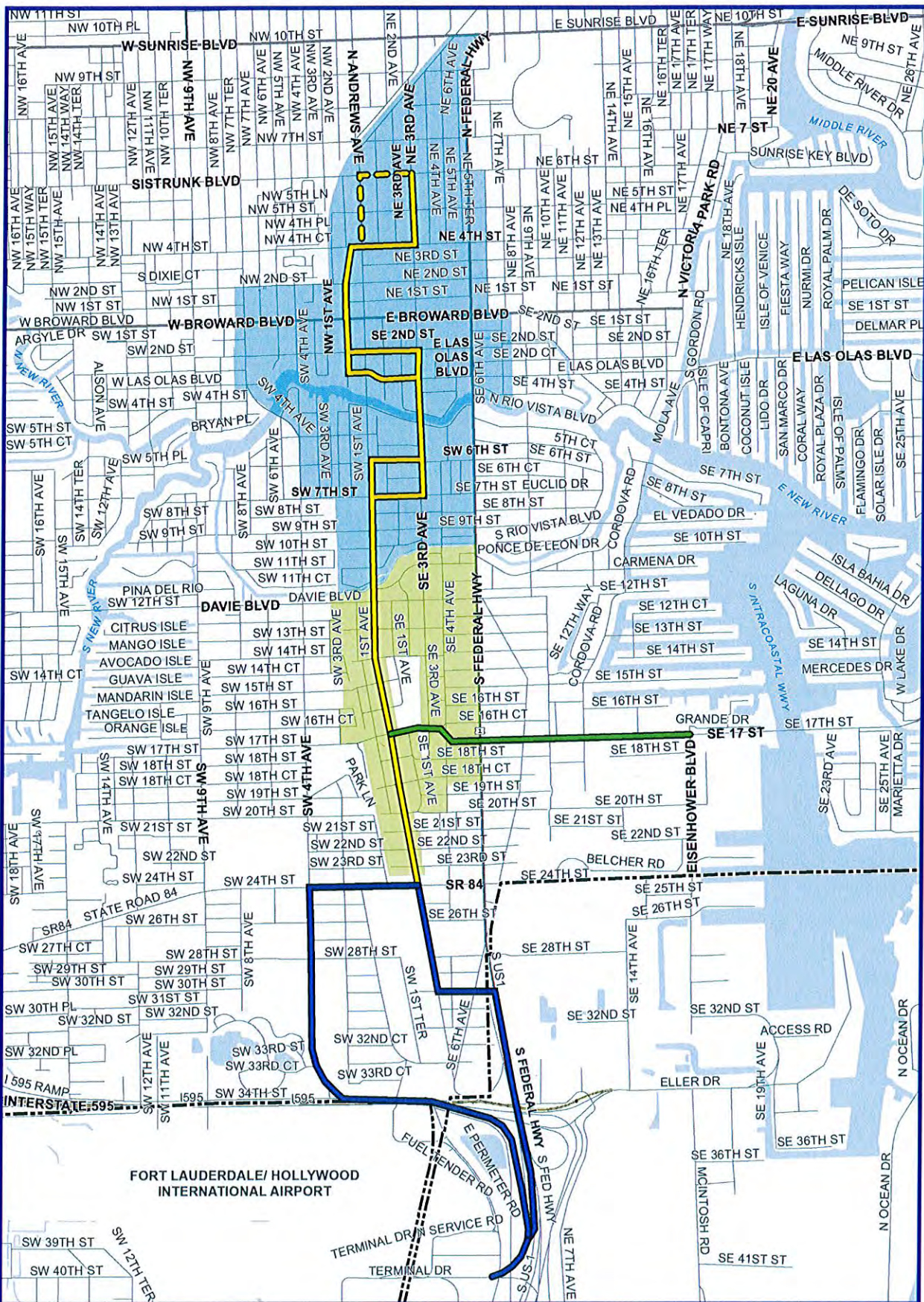
Attachment:

Exhibit 1: North Loop Route Map

Exhibit 2: NPF CRA 5-Year Strategic Program

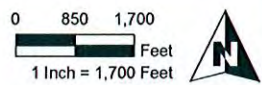
Prepared by: Elizabeth Van Zandt, Mobility Manager

Department Director: Diana Alarcon, Transportation and Mobility



Legend

- Fort Lauderdale Boundary
- Downtown RAC
- Southern RAC
- WAVE 1C North Loop
- WAVE Alignment
- WAVE Airport Extension Alternatives
- WAVE Convention Center Extension



WAVE Streetcar All Routes

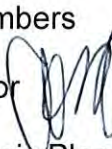


ITEM VII



Venice of America

CITY OF
FORT LAUDERDALE

DATE: October 22, 2014
TO: NPF CRA Advisory Board Members
FROM: Al Battle, Jr., NPF CRA Director 
SUBJECT: Economic Development Strategic Plan

The Fort Lauderdale City Commission identified the creation of an Economic Development Strategic Plan (EDSP) as an Annual Action Plan priority for Fiscal Year 2014. An Economic Development Strategic Plan was identified in the city's strategic plan – *Press Play 2018* in the Business Development Cylinder of Excellence; and aligns with the Fast Forward 2035 Vision Plan under the “We Are Prosperous” statement. The EDSP project was broken up into two phases:

- **Phase I** – was the development of an economic development profile report of economic and demographic trends for the City of Fort Lauderdale and six specifically selected subareas – Galt Ocean Mile, North Beach, South Andrews/17th Street, Sistrunk Boulevard, Downtown and Cypress Creek/Uptown.
- **Phase II** – included public stakeholder meetings held in December 2013 and January 2014 to solicit input and feedback in a SWOT analysis format and a Retail and Commercial market assessment report of the entire city, with additional analysis provided for the selected subareas.

The final version of the EDSP will include the following components:

A Comprehensive mission statement and core set of values for the City of Fort Lauderdale including a snapshot of the Fort Lauderdale economy and associated development trends, including insights on tourism, marine industry, foreign direct investment/trade, infrastructure investment, technology and residential development. An economic dashboard was developed to comparatively evaluate economic prosperity against other competitive cities across the state and country.

The plan will also include a strategic implementation plan for economic development that can be applied citywide, with specific emphasis on the retail development activities in the six subareas. Some of the strategic initiatives will include:

- Continued use of the Qualified Targeted Industry Incentive Program to support growth of local companies that are adding high paying jobs to the local economy.
- A Small Business and Entrepreneurial Development Strategy that involves local community partners in a variety of ways, including but not limited to alternative financing programs, including a revolving loan fund, crowdfunding, business education and technical assistance through the Kauffman Foundation and the national economic gardening initiative sponsored by the Edward Lowe Foundation.
- Implementation of a Retail Recruitment Strategy for six specific subareas – Galt Ocean Mile, North Beach, South Andrews/17th Street, Sistrunk Boulevard, Downtown and Cypress Creek/Uptown. For example, securing a grocery store anchor for Galt Ocean; recruiting a big box retailer for the downtown area and activating the storefronts and vacant buildings on the Sistrunk corridor.
- Initiate sub-area parking assessments to help implement the retail recruitment strategy
- Implementing a citywide marketing and branding campaign focused on the importance of economic development and help further define Fort Lauderdale as a unique brand to live, work and play.
- Proper Organizational and Institutional Resources – a goal of the EDSP is to use the implementation plan for justifying investing resources to create a professional economic development team focused on sustained actions that promote a standard of living and economic health for the City of Fort Lauderdale.

A final version of the draft plan was presented to the City Commission on October 7, 2014. Upon the conclusion of that meeting the City Commission requested a workshop on this topic to be held on December 2, 2014, an hour and a half before the regularly scheduled City Commission conference meeting.

Since the October 7, City Commission meeting subsequent presentations have been given to the Economic Development Advisory Board and the Chamber of Commerce Business First Committee. Other presentations are being scheduled with other community-based and partner organizations prior to the December workshop meeting.

A copy of the presentation made by Molly McKay with Willdan Financial Services to the Fort Lauderdale City Commission is attached and a copy of the draft report can be viewed at:

<https://fortlauderdale.legistar.com/View.ashx?M=F&ID=3275241&GUID=AE10DC20-DB53-4E4B-A3A2-C60ECO0FA36>

FORT LAUDERDALE ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN



***Draft Implementation Plan
FY2014 - FY2019***

October 7, 2014

PRESENTATION OVERVIEW

Introduction

Economic Development Plan Framework

Economic Benchmarking Dashboard Overview

Economic Performance

Workforce

Innovation

Livability

Healthy Business Environment

Economic Development Strategic Action Plan Initiatives

Retail Development Strategy Recommendations

*Examples: The Downtown Regional Activity Center /
East Las Olas
Sistrunk*

Targeted Industry & Entrepreneurial Development Strategy

Implementation Plan Recommendations

Organizational & Institutional Assessment

Economic Development Financing Plan

Funding Sources & Eligibility Requirements

Next Steps



**We are the City
you never want
to leave.**



➤ Introduction

➤ **ABOUT THE PLAN**

Economic Development Strategic Action Plan (EDSAP) connectivity:

- Annual Action Plan Priority for Fiscal Year 2014
- Press Play: 2018 Strategic Plan – Business Development Cylinder
- Fast Forward: 2035 City Vision Plan – “We Are Prosperous”
- Echoes Broward County Six Pillars Community Plan

▶ ABOUT THE PLAN

Phase I:

- economic profile report
- community and stakeholder input
- strengths/opportunities & challenges/threats by sub-area
- retail and commercial market assessment
- national case studies

Phase II:

- mission statement & values
- macroeconomic trends
- economic development Benchmarking
- 13 economic development initiatives:
 - entrepreneurial development & business incubation strategy
 - targeted industry growth strategy
 - retail recruitment strategy
 - alternative business incentives
- implementation program
- next steps

Economic Benchmarking Dashboard



ECONOMIC BENCHMARKING RESULTS

- **Economic Performance: 3rd**
- **Workforce: 3rd**
- **Innovation: 2nd**

- **Livability: 8th**
- **Business Environment: 4th**

Economic Performance Index	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
	93	72	65	51	46	43	29	24	14	9
	Austin, TX	Nashville, TN	Fort Lauderdale, FL	Virginia Beach, VA	Tampa, FL	Orlando, FL	Miami, FL	Savannah, GA	Daytona Beach, FL	Memphis, TN

Workforce Index	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
	96	77	64	64	64	48	47	27	24	3
	Austin, TX	Orlando, FL	Fort Lauderdale, FL	Nashville, TN	Tampa, FL	Virginia Beach, VA	Miami, FL	Savannah, GA	Memphis, TN	Daytona Beach, FL

Innovation Index	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
	100	52	51	43	38	35	20	16	14	11
	Austin, TX	Fort Lauderdale, FL	Tampa, FL	Orlando, FL	Virginia Beach, VA	Nashville, TN	Daytona Beach, FL	Miami, FL	Memphis, TN	Savannah, GA

Livability Index	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
	61	59	57	52	51	45	42	40	37	27
	Nashville, TN	Virginia Beach, VA	Savannah, GA	Austin, TX	Tampa, FL	Memphis, TN	Daytona Beach, FL	Fort Lauderdale, FL	Orlando, FL	Miami, FL

Business Environment Index	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
	72	71	68	65	65	57	57	43	43	39
	Austin, TX	Nashville, TN	Savannah, GA	Fort Lauderdale, FL	Orlando, FL	Tampa, FL	Virginia Beach, VA	Daytona Beach, FL	Memphis, TN	Miami, FL



▶ Proposed Economic Development Strategic Action Plan Initiatives

SUMMARY ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN

IMPLEMENTATION INITIATIVES

Economic Performance Initiatives

- Economic 1: Establish a Revolving Loan Fund Targeted for Retail/Entrepreneurial Development Activity
- Economic 2: Design, Implement & Manage an Expedited Planning Approvals Program for Qualified Sustainable Development Projects
- Economic 3: Design, Implement & Manage a Qualified Target Industry Lead Capture Management System

Workforce Initiatives

- Workforce 1: Sponsor Economic Gardening Pilot Program for 2nd Stage Entrepreneurial Companies
- Workforce 2: Sponsor/Co-Sponsor a Soft Skills Training Program Targeting Qualified Target Industries

Innovation Initiatives

- Innovation 1: Design, Implement & Manage a Business Accelerator Program
- Innovation 2: Sponsor the Kauffman Foundation FastTrac Program in Fort Lauderdale
- Innovation 3: Sponsor the Kauffman 1 Million Cups Pilot Program in Fort Lauderdale

Livability Initiatives

- Livability 1: Advocate for Wave Expansion to Connect Downtown to the Airport, Convention Center, Seaport and the Beach
- Livability 2: Design, Implement & Manage an Urban Culture Curation Program

Healthy Business Environment Initiatives

- Business 1: Design, Implement & Manage a Citywide Placemaking Marketing/Branding Campaign
- Business 2: Design, Implement & Manage a Citywide Retail Recruitment Program
- Business 3: Conduct a Sub-Area Level Parking Assessment

► ECONOMIC PERFORMANCE INITIATIVES

Proposed Initiatives	Scale of Program	Funding Sources	Key Staff/ Partners	Time-frame
Economic 1: Establish a Revolving Loan Fund Targeted for Retail/Entrepreneurial Development Activity	\$500K in seed capital (matched by \$1 million from EDA) and private funding	Local Financial Institutions, General Fund, CRA Districts, CDBG, and Airport Fund	DDA, Chamber of Commerce, Uptown Development District, Merchant Associations, Local Commercial Brokers, Property Owners	Year 1
Economic 2: Hire an Expedited Planning and Development Case Worker	1 FTE \$60K-\$80K	General Fund, Building Fund, CRA	DSD	Year 1
Economic 3: Design and Implement a Qualified Target Industry Lead Capture Management System	1 FTE at \$30K-\$60; 1 FTE at \$60K-80K + software license cost	General Fund, CRA	DSD	Year 1

WORKFORCE QUALITY INITIATIVES

Proposed Initiatives	Scale of Program	Funding Sources	Key Staff/ Partners	Time-frame
<p>Workforce 1:</p> <p>Sponsor Economic Gardening Pilot Program for 2nd Stage Entrepreneurial Companies</p>	<p>Approximately \$5,000 for Economic Gardening Certifications:</p> <p>(General Track, Team Leader, and Web/Social Media Training) in Year 1 plus \$4,290 x minimum of 5 Second Stage Companies covers:</p>	<p>General Fund, CRA, CDBG, Airport Fund, Tourism Tax Allocation, DDA, Chamber, Alliance</p>	<p>General Fund, CRA, Tourism Tax Reallocation</p>	<p>Year 1-5</p>
<p>Workforce 2:</p> <p>Sponsor a Soft Skills Training Program Targeting Qualified Target Industries</p>	<p>\$5,000 per train-the-trainer certification (including travel) to \$30,000 per year for custom on-site training; cost varies with training level and participants (from 1/2 day to 3 days, with online support options)</p>	<p>General Fund, CRA, CDBG, Airport Fund, Broward County, DDA, Chamber, Alliance,</p>	<p>DSD, WorkforceOne, DDA, Chamber, Alliance, South Florida Marine Industry</p>	<p>Year 2-5</p>

► INNOVATION INITIATIVES, CONTINUED

Proposed Initiatives	Scale of Program	Funding Sources	Key Staff/ Partners	Time-frame
Innovation 1: Design, Implement & Manage a Business Incubation Space/Accelerator Program	<p>Facility + Renovation Costs for Sistrunk Tech Business Incubation Space :(30 sq ft / \$3 million annual lease value (opportunity costs) + \$1 million capital + program operating cost contribution of \$50K/year)</p> <p>\$500K annually for program management labor contract labor and seed capital for initial launch to be self-funded through member dues within five years.</p>	<p>General Fund, Broward County/Career Source Broward; Philanthropic Sources, Kaufman Foundation FastTrac NewVenture Program Funding; other TBD.</p>	<p>DSD, CDBG, Fort Lauderdale Alliance, Chamber of Commerce, CareerSource Broward Collaborative Industry Forums, Kaufman Foundation</p>	<p>Year 2-5</p>
Innovation 2: Sponsor the Kaufman Foundation FastTrac Program in Fort Lauderdale	<p>1 PT FTE (Proposed Economic Development Program Manager and/or Assistant); 3 FastTrac Annual Program License Fees and 3 facilitator training fees for NewVenture, GrowthVenture, TechVenture and (\$4,850).</p>	<p>General Fund, CRA, Broward County</p>	<p>DSD, Fort Lauderdale Alliance, Chamber, Workforce Development, South Florida Regulatory and Planning</p>	<p>Year 1-5</p>
Innovation 3: Sponsor the Kaufman 1 Million Cups Pilot Program in Fort Lauderdale	<p>1 PT FTE (Proposed Economic Development Program Manager and/or Assistant) to serve as a liaison with CareerSource Broward and area entrepreneurs specifically geared to support Qualified Target Industries (cost is in kind staff space and marketing support and miscellaneous incidentals)</p>	<p>General Fund, CRA</p>	<p>DSD, CareerSource Broward, Greater Fort Lauderdale Alliance, Chamber of Commerce</p>	<p>Year 1-5</p>

▶ LIVABILITY INITIATIVES

Proposed Initiatives	Scale of Program	Funding Sources	Key Staff/ Partners	Time- frame
Livability 1: Advocate for Wave Expansion to Connect Downtown Fort Lauderdale to the Beach and to the Airport	Investment in feasibility planning, engineering and construction, and annual operations and maintenance (assuming 2 mile extension).	Special Assessment, MPO, Federal, City of Fort Lauderdale General Fund, Broward County General Fund, Tourism Tax Reallocation	Transportation & Mobility, DSD, DDA, Broward County Mass Transit, Broward County MPO	Year 3-5
Livability 2: Design, Implement & Manage a Citywide Urban Culture Curation Program	1 FTE \$60K-\$80K + marketing, event planning and other expenses (TBD)	General Fund / FAU / Broward College / NEA and AIA Grants / Other	DSD, Florida Atlantic University School of Architecture	Year 3

HEALTHY BUSINESS ENVIRONMENT INITIATIVES

Proposed Initiatives	Scale of Program	Funding Sources	Key Staff/ Partners	Time-frame
Business 1: Design, Implement & Manage a Citywide Placemaking Marketing/Branding Campaign	Minimum 3-year investment requirement: 1 FTE to serve as Economic Development Chief Marketing/Branding Officer (CMO) at \$60K to \$80K; consulting fees for initial program design: \$150K; ongoing marketing/ branding/ placemaking (signage, wayfinding, print, web, social media, event planning); \$75K annually.	General Fund, Broward County Tourism Tax Reallocation, CRAs, Airport Fund, DDA, Chamber of Commerce, Greater Fort Lauderdale Alliance, National Endowment for the Arts Our Town grant	DSD, City of Fort Lauderdale Office of Public Information, Transportation & Mobility, BIDS, DDA, Uptown Development District, Merchant Associations	Year 1-5
Business 2: Design, Implement & Manage a Retail Recruitment Program	\$150,000 for dedicated contract staff management, strategy planning, marketing, and operations over 3-5 years	DSD, Broward County	DSD	Year 2
Business 3: Conduct a Sub-Area Level Parking Assessment	\$60K for consulting fees; up to \$17K per space for municipally funded above grade parking structure.	DSD, Broward County Parking Fund	DSD, Transportation & Mobility (Public Parking)	Year 2



► **Retail Development Strategy &
Targeted Sub-Area
Recommendations**

CITY OF FORT LAUDERDALE RETAIL DEVELOPMENT STRATEGY

Sub-areas:

- Uptown Fort Lauderdale/FXE (surrounding the Executive Airport)
- The Galt-Ocean Mile
- North Beach
- Downtown Regional Activity Center (D-RAC)
- Sistrunk Boulevard
- SE 17th Street Corridor (Broward County Convention Center to the Broward Health Medical Center)

Retail Recruitment program Goals

- increase retail activity within the City
- improve the existing retail mix
- increase retail sales
- attract new retailers to the City without compromising existing viable retail businesses



CITY OF FORT LAUDERDALE RETAIL DEVELOPMENT STRATEGY

Program Goals:

- increase retail activity within the City
- improve the existing retail mix
- increase retail sales
- attract new retailers to the City without compromising existing viable retail businesses

Strategy Components:

- Retail Recruitment Program
- Citywide Placemaking Marketing/Branding Program
- Urban Culture Curation Program
- Expedited Permitting Approvals Program
- Sub-Area Level Parking Assessment



RETAIL STRATEGY EXAMPLE:

DOWNTOWN REGIONAL ACTIVITY CENTER (D-RAC)/EAST LAS OLAS

- Promote Wave construction/expansion & reinforce TOD development policies
- Leverage concentration of specialty retail, galleries and dining along East Las Olas
- Strengthen connectivity between employment centers, residential neighborhoods and cultural centers through placemaking
- Implement Riverfront Master Plan Project
- Focus retail recruitment efforts to attract new, high quality, urban format 'big box' and grocery chains

RETAIL STRATEGY EXAMPLE: SISTRUNK

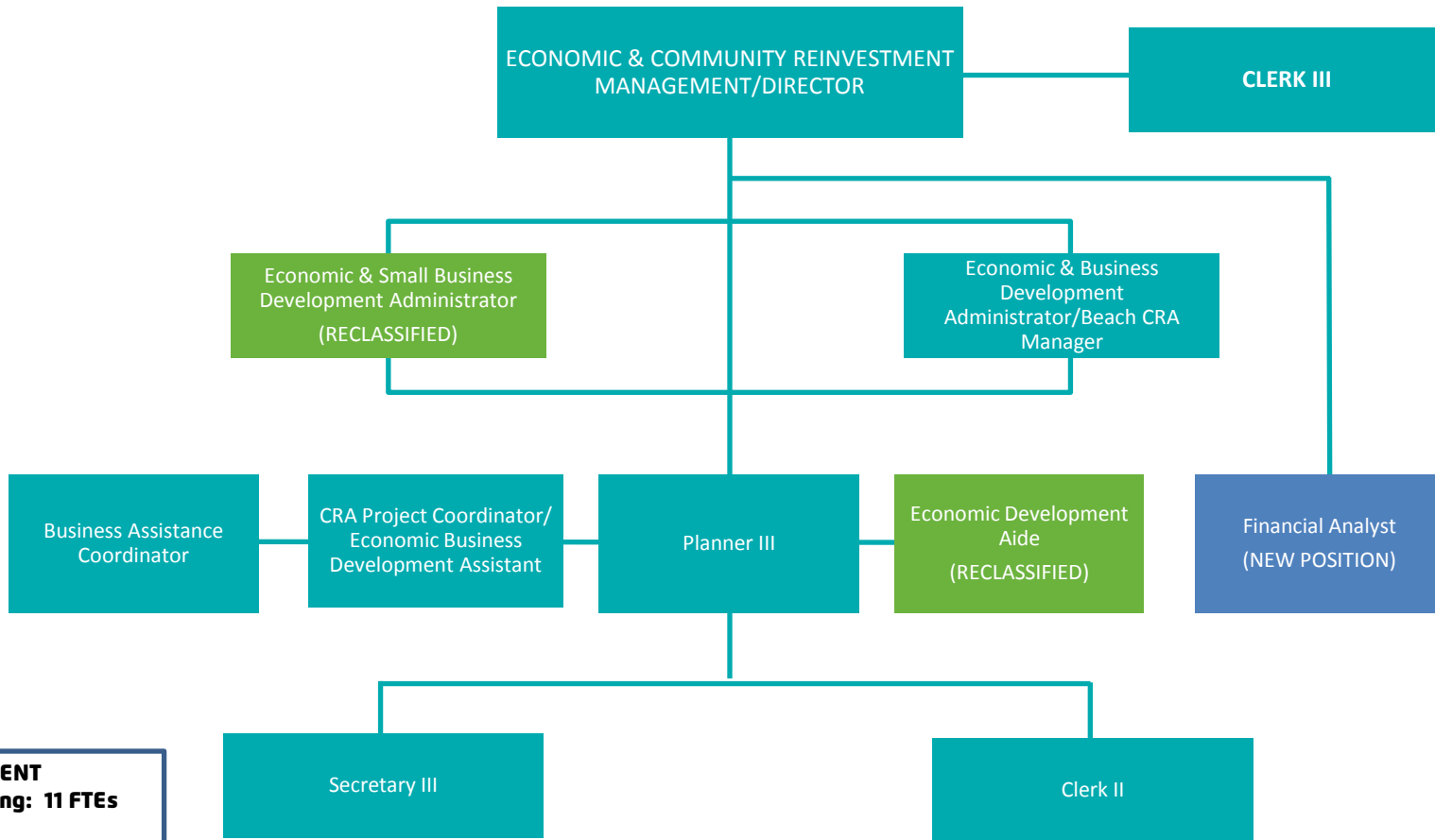
- Create multiple small retail nodes rather than one central commercial core
- Explore relocation strategy for light industrial uses to provide for infill projects
- Focus business development assistance, retail retention and recruitment in neighborhoods west of Andrews Avenue
- More aggressive incentive programming and public investments are needed to recruit and assist a healthy retail market
- Provide below market rate financing for construction and/or fit up/inventory (i.e., DC's Grocery Store inducement subsidy program)
- Underwrite job training costs for area workers to encourage local employment
- Abate property taxes for first five-ten years to reduce initial financial risks
- Consider low cost ground lease of City-owned property to reduce capital investment requirements
- Provide site improvements and infrastructure at low/no cost to developer



► Implementation Plan Recommendations

SUMMARY ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN

CITY OF FORT LAUDERDALE ECONOMIC & COMMUNITY REINVESTMENT ORGANIZATIONAL & INSTITUTIONAL ASSESSMENT
 FUTURE STAFFING & MANAGEMENT STRUCTURE (FY 2015)



Legend – CURRENT (FY2015) Staffing: 11 FTEs

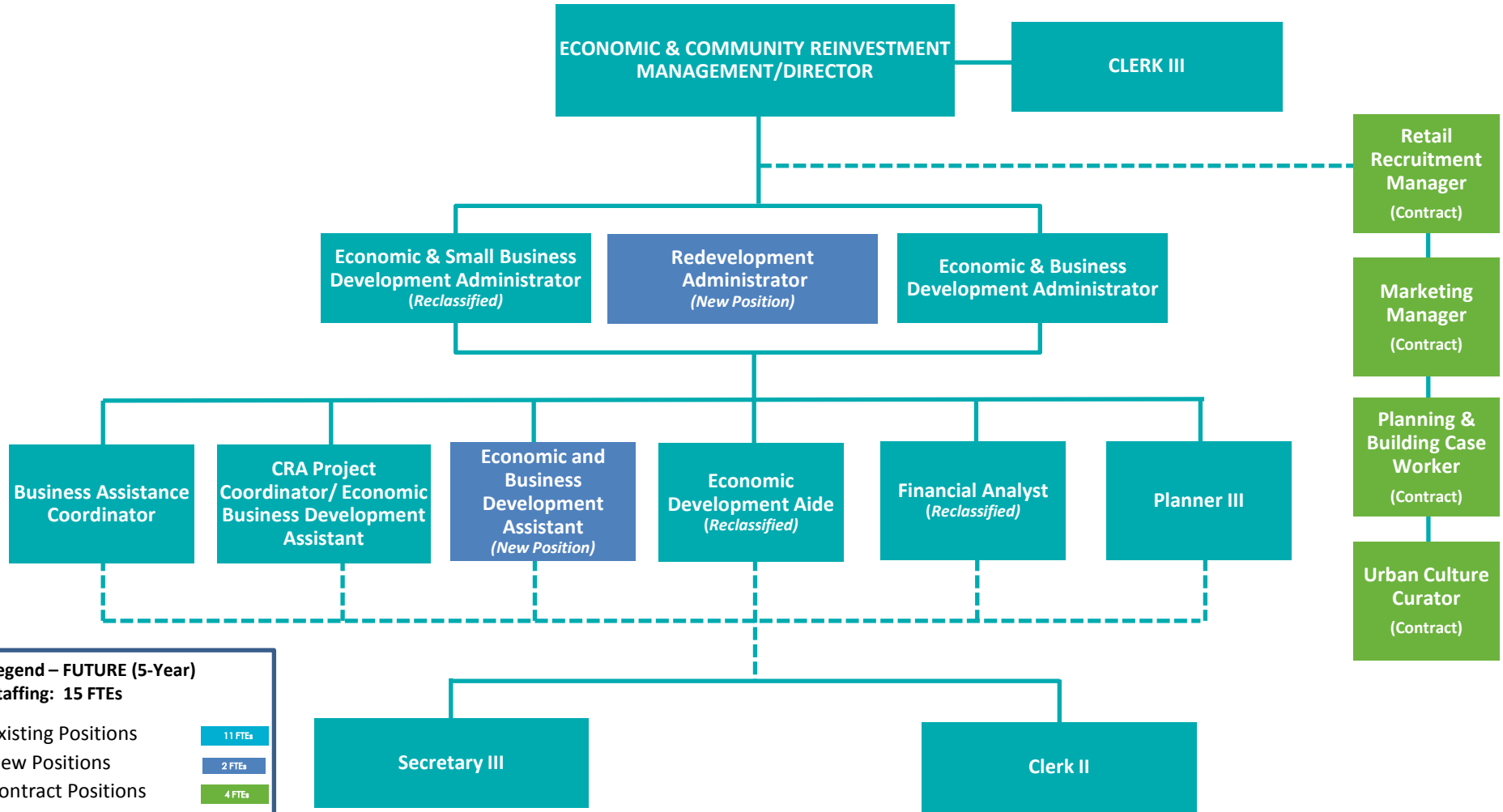
- Existing Positions 8 FTEs
- Reclassified Positions 2 FTEs
- New Positions 1 FTE

Note: Assumes Full-Time Equivalent (FTE) Positions working 2,080 Hours annually)

SUMMARY ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN

ORGANIZATIONAL & INSTITUTIONAL ASSESSMENT

FUTURE CITY OF FORT LAUDERDALE ECONOMIC & COMMUNITY REINVESTMENT STAFFING & MANAGEMENT STRUCTURE: PLAN YEAR 5



Legend – FUTURE (5-Year)
Staffing: 15 FTEs

Existing Positions	11 FTEs
New Positions	2 FTEs
Contract Positions	4 FTEs

Note: Assumes Full-Time Equivalent (FTE) Positions working 2,080 Hours annually) including 4 contract positions

SUMMARY ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN IMPLEMENTATION TACTICS & FINANCING PLAN

Fort Lauderdale Economic Development Strategic Action Plan FY2015-FY2019							TOTAL 5-YEAR COST
TOTAL ESTIMATED COST	FTEs	Year 1	Year 2	Year 3	Year 4	Year 5	
Personnel Redevelopment Administrator	1		\$ 135,000	\$ 136,350	\$137,714	\$139,091	\$ 548,154
Economic & Business Development Assistant	1		\$ 92,000	\$ 92,920	\$ 93,849	\$ 94,788	\$ 373,557
Capital License fees, facility costs, seed capital, placemaking improvements		\$ 590,000	\$2,600,000	\$ 60,000	\$ 60,000	\$ 60,000	\$3,370,000
Operating Operating expenses (print, web, social media, event planning, initiative managers/coordinators - contract labor)		\$ 12,000	\$ 810,950	\$ 800,450	\$635,450	\$625,450	\$2,884,300
Total	2	\$ 602,000	\$3,637,950	\$1,089,720	\$927,013	\$919,328	\$7,176,011

IMPLEMENTATION PLAN – FUNDING SOURCES & ELIGIBILITY REQUIREMENTS

What public, private, civic and institutional funding resource are available to implement the plan?

- City of Fort Lauderdale General Fund
- Community Redevelopment Area (CRA)
- Community Development Block Grant (CDBG)
- Federal Grants
- Broward County (to be determined)
- Business Improvement District (BID)
- Local Financial Institutions
- Private/Philanthropic (to be determined)



▶ Next Steps

IMPLEMENTATION PLAN – NEXT STEPS

1. City Commission adopts EDSAP via resolution.
2. City Commission serves as the stewards of the EDSAP citywide.
3. Funding sources subject to annual budget appropriation each year.
4. DSD serves as EDSAP implementers (hires staff/contractors and manages programs).
5. DSD monitors EDSAP and updates benchmarking dashboard annually.
6. DSD amends plan annually to respond to market conditions and public resources.

FORT LAUDERDALE ECONOMIC DEVELOPMENT STRATEGIC ACTION PLAN



ITEM VIII

TURNSTONE DEVELOPMENT CORPORATION

Wisdom Village Crossing

October 17, 2014

Developer: Turnstone Development Corporation / Wisdom Village Crossings, LP
Project Name: Wisdom Village Crossing
Address: 615 N. Andrews Avenue (northwest corner of Andrews Ave. and NE 6th St.)
Folios: 504203090060 / 504203090070
Development: 105 units, 9 story building

1. **Developer information.** The developer of Wisdom Village Crossing (the “Project”) is Turnstone Development Corporation (“Turnstone”), a Chicago-based development company which focuses on creation and preservation of affordable housing opportunities. Turnstone was established in 1998 and since that time has developed approximately 1,400 affordable housing units for families and seniors.

2. **Description of proposed development.** The development site is located at 615 N. Andrews Avenue at the northwest corner of Andrews Avenue and NE 6th Street/Sistrunk. The Project is proposed as an affordable housing community to consist of 105 housing multifamily units in a 9-story building (including a 4 level parking garage). The dwelling units will be a combination of studio, one and two bedroom floor plans together with common area amenities such as fitness center, a resort-style swimming pool located on the 5th level, and other resident amenities typically associated with modern multifamily developments. The unit breakdown as currently proposed is as follows: Studio: 1 unit; One Bedroom: 91units; Two Bedrooms: 13 units. In total the estimated capital investment \$18,608,774.

3. **Project construction schedule.** Below is the estimated project completion schedule.

<u>Task</u>	<u>Date</u>
Award of Credits by FHFC	June 2014
Entitlement process	October 2014 –December 2014
Commence Construction	April 2015
Leasing Commences	March 2016
Construction Completion	June 2016

4. **Conclusion.** The proposed project is consistent with and furthers the objectives of the Northwest-Progresso-Flagler Heights Redevelopment Plan by expanding housing opportunities and in particular providing affordable housing opportunities.

PRELIMINARY DESIGN FOR:
WISDOM VILLAGE CROSSING
615 N. ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA

DEVELOPER:



10 SOUTH LASALLE STREET, SUITE 3510
CHICAGO, IL 60603
TEL. (312) 453-0610 FAX (312) 453-0622

OWNER:

WISDOM VILLAGE CROSSING, L.P.
10 SOUTH LASALLE STREET, SUITE 3510
CHICAGO, IL 60603
TEL. (312) 453-0610 FAX (312) 453-0622

ARCHITECTURE:



8085 N.W. 155TH STREET
MIAMI, FLORIDA 33016
TEL. (305) 826-3999 FAX (305) 826-4155

ZONING ATTORNEY:

LOCHRIE & CHAKAS

1401 E. BROWARD BLVD SUITE 200
FORT LAUDERDALE, FLORIDA 33301
TEL. (954) 779-1119 FAX (954) 779-1117

CIVIL ENGINEERING

BOTEK THURLOW ENGINEERING INC.
3409 NW 9TH AVENUE, SUITE 1102
FT. LAUDERDALE, FLORIDA 33309
TEL. (954) 568-0888 FAX (954) 568-0757

LANDSCAPE ARCHITECTURE

RHETT ROY LANDSCAPE ARCH. & PLANNING
412 NORTH ANDREWS AVENUE
FT. LAUDERDALE, FLORIDA 33301
TEL. (954) 462-0704 FAX (954) 462-0722

SURVEYOR

McLAUGHLIN ENGINEERING COMPANY
400 NE 3rd AVENUE
FT. LAUDERDALE, FLORIDA
TEL. (954) 763-7611 FAX (954) 763-7615



STRUCTURAL ENGINEER

M.A.S. AND ASSOCIATES
CONSULTING STRUCTURAL ENGINEERS
4869 S.W. 75th AVENUE
MIAMI, FLORIDA 33155
TEL. (305) 260-0363 FAX (305) 260-0364

MECHANICAL/ELECTRICAL ENGINEER

RPJ, INC.
4977 SW 74TH COURT
MIAMI, FLORIDA 33155
TEL. (305) 666-2131 FAX (305) 666-0131

COHEN · FREEDMAN · ENCINOSA & ASSOC.
Architects, PA
8085 N.W. 155th Street Miami Lakes, Florida 33016 305 826 3999
AA 0000778

PRELIMINARY DESIGN FOR:
WISDOM VILLAGE CROSSING
615 N. ANDREWS AVE., FORT LAUDERDALE, FLORIDA

DATE: 9/26/14

A.0

3206

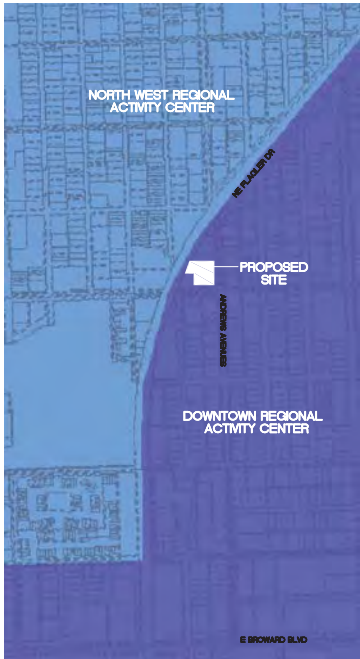




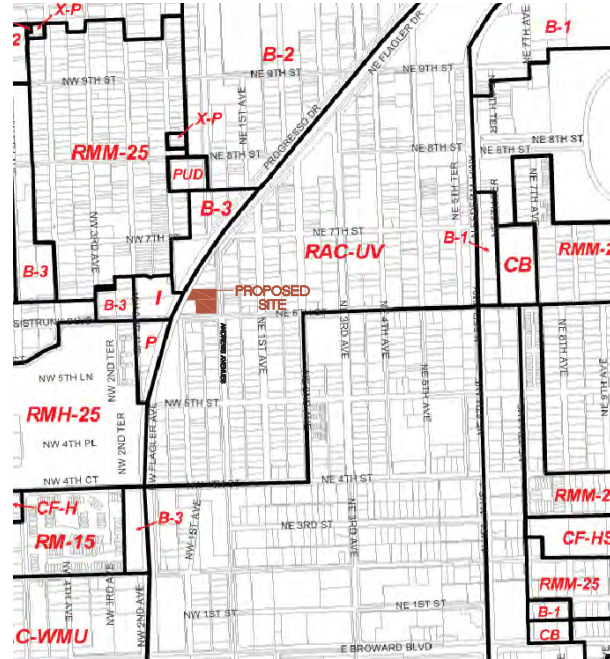
ANDREWS AVE

NE 6 ST
SISTRUNK BLVD





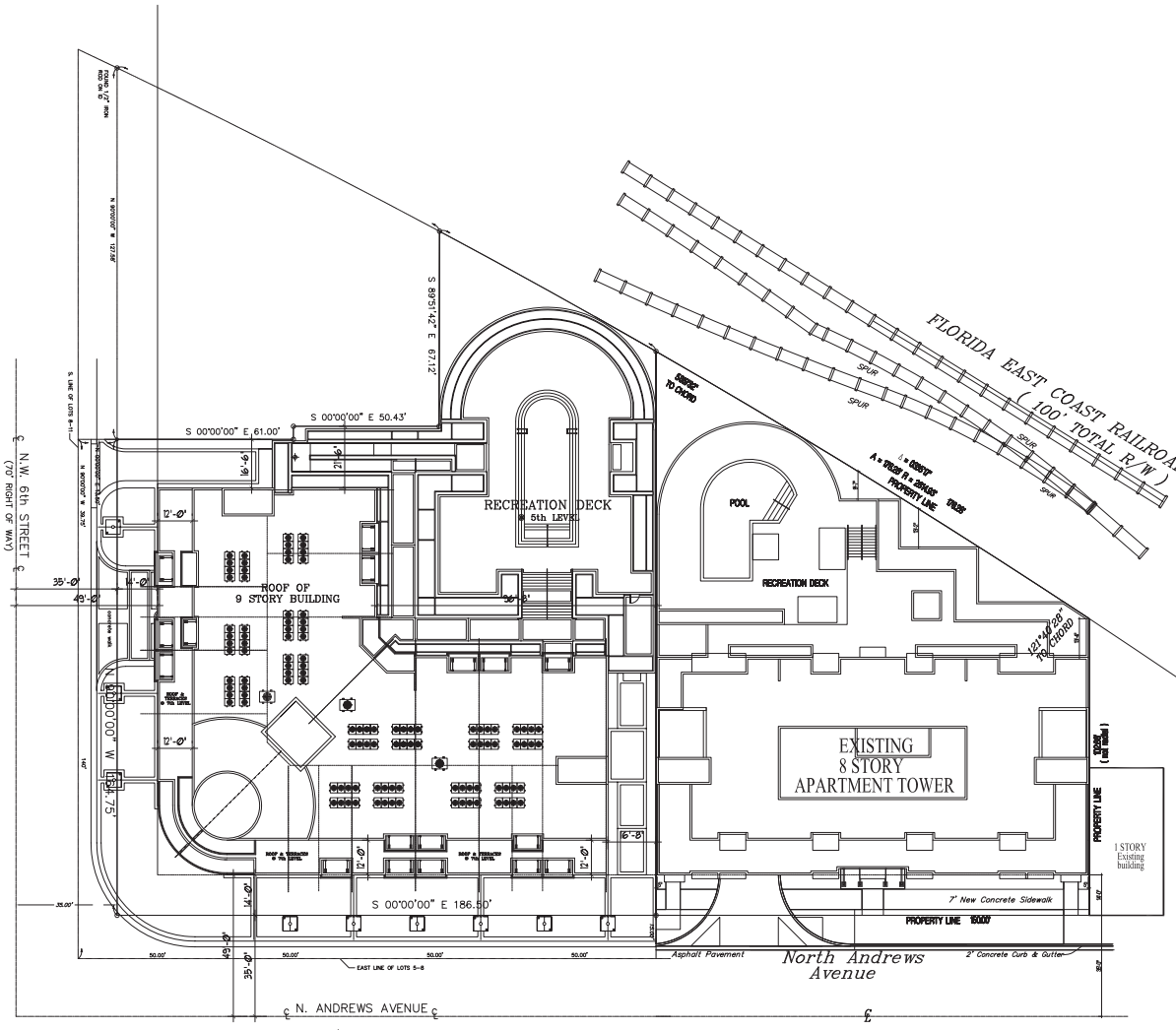
N
 LAND USE MAP
 N.T.S.



N
 ZONING MAP
 N.T.S.



N
 LOCATION MAP
 N.T.S.



SITE PLAN
SCALE: 1" = 20'

PROJECT DATA

CURRENT USE OF PROPERTY: COMMERCIAL
 LAND USE DESIGNATION: DOWNTOWN REGIONAL ACTIVITY CENTER
 ZONING DESIGNATION: RAC-UV
 CHARACTER AREA: URBAN NEIGHBORHOOD
 LOT AREA: 34,818 S.F. (0.799 ACRES)
 TOTAL UNITS: 105 UNITS

HEIGHT:
 CONDITIONAL: 12 STORIES
 PROVIDED: 9 STORIES

SETBACKS:

	REQUIRED	PROVIDED
FRONT (N. ANDREWS AVE)	14'-0"	14'-0"
FRONT (N.W. 6TH ST)	14'-0"	14'-0"
SIDE (NORTH)	0'-0"	0'-4"
SIDE (WEST)	0'-0"	0'-6"

LOT COVERAGE:
 ALLOWED: 90%
 PROVIDED: 28,400 S.F./34,818 = 81.5%

RESIDENTIAL FLOOR PLATE:
 PREPARED: 10,000 S.F.
 SHOWN: 12,882 S.F.

STRUCTURE LENGTH:
 154'-0" X 174'-0"

OFF STREET PARKING:
 REQUIRED: 1.0 X 105U = 105

PROVIDED:

LEVEL 1	26 SPACES
LEVEL 2	27 SPACES
LEVEL 3	27 SPACES
LEVEL 4	27 SPACES
TOTAL	107 SPACES

LOADING:
 REQUIRED: NONE
 PROVIDED: 1 BERTH

OPEN SPACE:
 REQUIRED- 150 S.F. X 105 UNITS = 15,750 S.F.
 4 x 15,750 = 6,300 S.F. @ GRADE
 PROVIDED- 16,850 S.F. TOTAL
 6,320 S.F. @ GRADE

UNIT MIX

STUDIO	1B/1B	2B/1B	2B/2B	TOTAL
1	91	3	10	105
0.9%	86.7%	2.9%	9.8%	100%

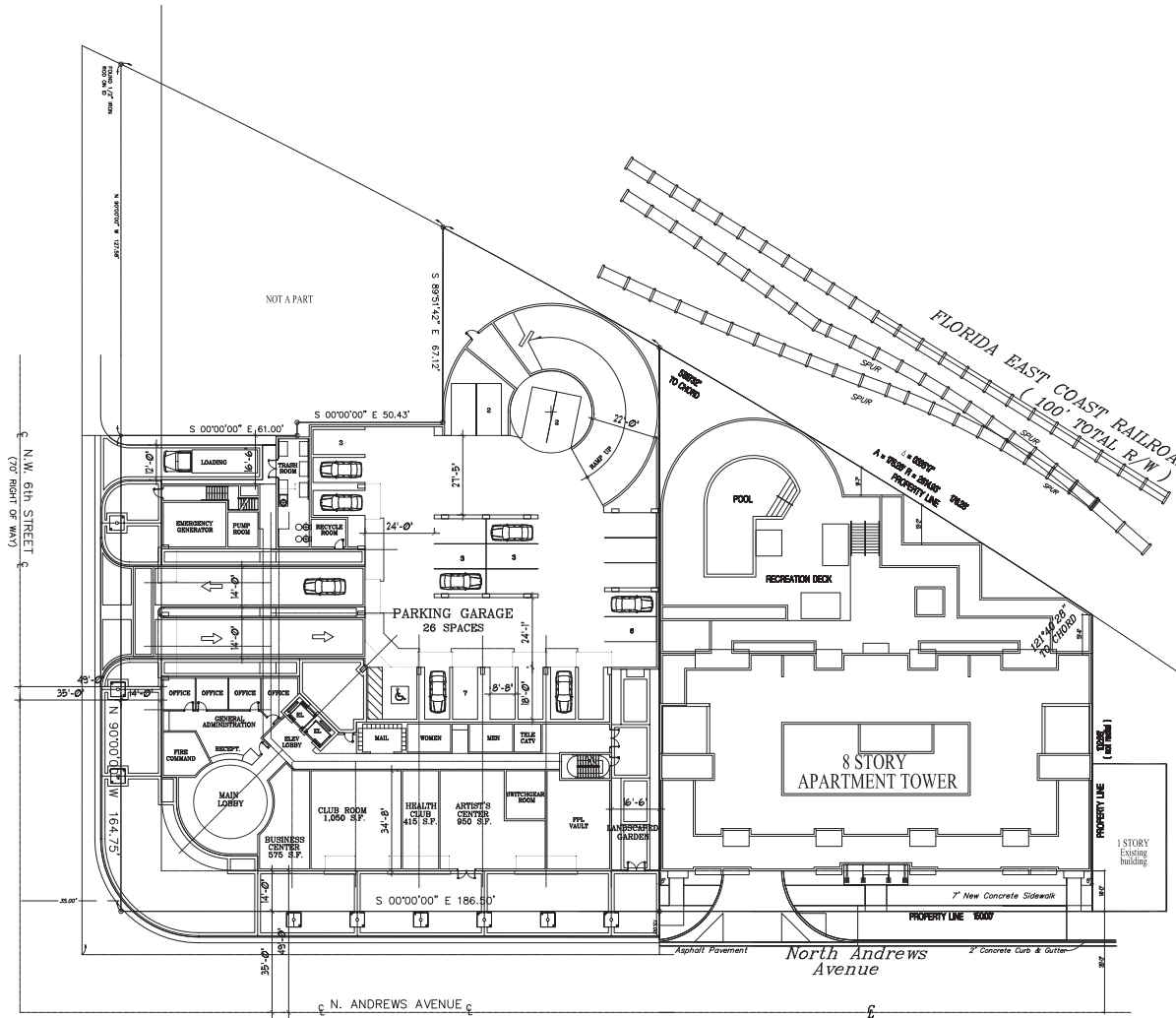
UNIT BREAKDOWN

UNIT TYPE	S.F.	1st	2nd-4th	5th	6th	7th-9th	TOTAL UNITS	NET SALEABLE
STUDIO 1	545	-	-	1	-	-	1	545
UNIT A1 (1B2/1B)	650	-	1x3=3	2	2	1x3=3	10	6,500
UNIT A2 (1B2/1B)	715	-	8x3=18	9	10	4x3=12	49	35,035
UNIT A3 (1B2/1B)	775	-	-	1	2	2x3=6	9	6,975
UNIT A4 (1B2/1B)	670	-	1x3=3	1	1	-	5	3,350
UNIT A5 (1B2/1B)	750	-	-	-	-	3x3=9	9	6,750
UNIT A6 (1B2/1B)	755	-	-	-	-	2x3=6	6	4,530
UNIT A7 (1B2/1B)	670	-	-	-	-	1x3=3	3	2,010
UNIT B1 (2B2/2B)	1000	-	1x3=3	1	1	-	5	5,000
UNIT B2 (2B2/2B)	1170	-	1x3=3	1	1	-	5	5,850
UNIT B3 (2B2/1B)	875	-	-	-	-	1x3=3	3	2,625
TOTAL			30	16	17	42	105	79,170

COHEN · FREEDMAN · ENCINOSA & ASSOC.
 Architects, PA
 8085 N.W. 155th Street Miami Lakes, Florida 33016 305 826 3999

PRELIMINARY DESIGN FOR:
WISDOM VILLAGE CROSSING
 615 N. ANDREWS AVE., FORT LAUDERDALE, FLORIDA

DATE: 9/26/14
A2.0
 3206

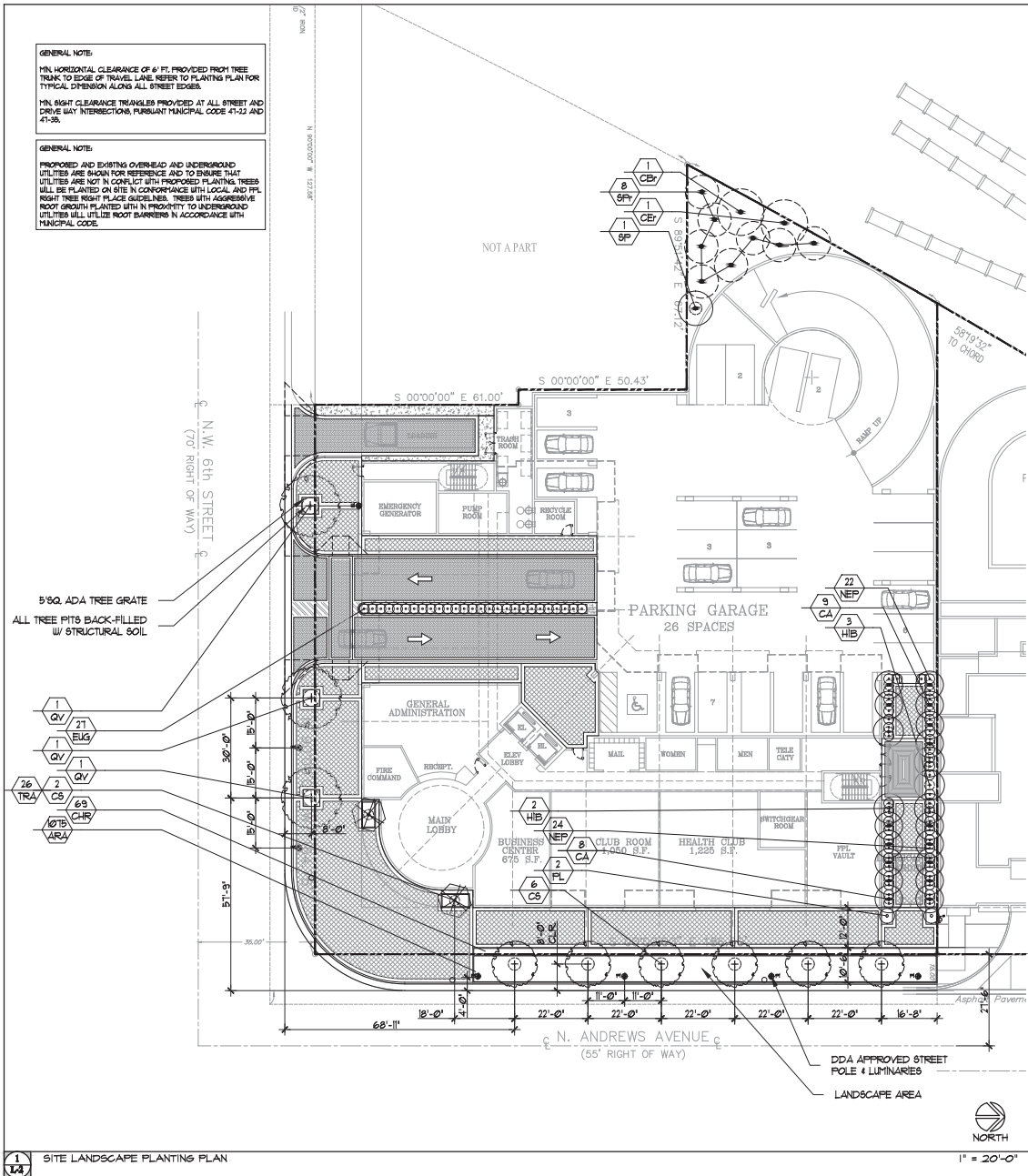


LOBBY LEVEL PLAN
 LEVEL 1 SCALE: 1" = 20'

COHEN · FREEDMAN · ENCINOSA & ASSOC.
 AA C000778
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 Miami Lakes, Florida 33016 305 826 3999

PRELIMINARY DESIGN FOR:
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 615 N. ANDREWS AVE., FORT LAUDERDALE, FLORIDA

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A2.1
 3206



GENERAL NOTE
 MIN. HORIZONTAL CLEARANCE OF 6' FT. PROVIDED FROM TREE TRUNK TO EDGE OF TRAVEL LANE. REFER TO PLANTING PLAN FOR TYPICAL DIMENSION ALONG ALL STREET EDGES.
 MIN. 8' FT. CLEARANCE TRIANGLES PROVIDED AT ALL STREET AND DRIVE WAY INTERSECTIONS, PURSUANT MUNICIPAL CODE 41-22 AND 41-28.

GENERAL NOTE
 PROPOSED AND EXISTING OVERHEAD AND UNDERGROUND UTILITIES ARE SHOWN FOR REFERENCE AND TO ENSURE THAT UTILITIES ARE NOT IN CONFLICT WITH PROPOSED PLANTING. TREES WILL BE PLANTED ON SITES IN CONFORMANCE WITH LOCAL AND FPL RIGHT TREE RIGHT PLACE GUIDELINES. TREES WITH AGGRESSIVE ROOT GROWTH PLANTED WITH IN PROXIMITY TO UNDERGROUND UTILITIES WILL UTILIZE ROOT BARRIERS IN ACCORDANCE WITH MUNICIPAL CODE.

PROPOSED TREES

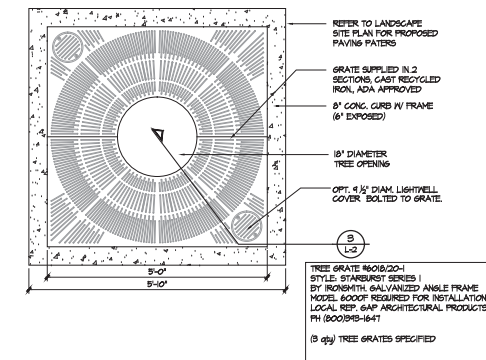
STREET	REQUIRED	PROVIDED
N.W. 6TH STREET (1000/1000 SF=2)	7 TREES	23 TREES PROVIDED 3 CANOPY TREES 8 SMALL-MED. TREES 2 SMALL-MED. FLK. TREES 10 (5-1) 9 PALMS

STREET TREE REQUIREMENTS

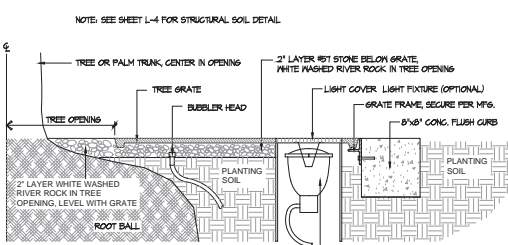
STREET	REQUIRED	PROVIDED
N.W. 6TH STREET (1000/1000 TREES)	4	2 STREET TREES 2 SK. FLOWERING
N. ANDREWS AVENUE (187/40=5 TREES)	5	6 FPL STREET TREES 1 SK. FLOWERING

V.U.A. LANDSCAPE REQUIREMENTS

CATEGORY	REQUIRED	PROVIDED
GROSS V.U.A. (1,130 S.F.)		
V.U.A. LANDSCAPE AREA (20% OF GROSS V.U.A. 1,130 S.F.)	226 S.F.	264 S.F.
V.U.A. TOTAL TREES (1 PER 1000 SF)(1,130/1,000)=1.1	1	1 TREES
V.U.A. TOTAL SHRUBS (6 PER 1000 SF) (6X1)=6	6	27
V.U.A. SHADE TREES - 2" CAL. (25% VIA TOTAL TREES)	1	1 TREES
V.U.A. SHADE TREES - 2-3" CAL. (25% VIA TOTAL TREES)	0	0 TREES
V.U.A. FLOWERING TREES (20% TOTAL VIA TREES)	0	0 TREES
V.U.A. PALMS (20% TOTAL VIA TREES)	0	0 PALMS



2 TREE GRATE DETAIL
 SCALE: 3/4"=1'-0"



3 TREE GRATE SECTION
 SCALE: 1 1/2"=1'-0"

1 SITE LANDSCAPE PLANTING PLAN
 SCALE: 1"=20'-0"

Wisdom Village
 601 N. Andrews Avenue, Fort Lauderdale Florida
 SITE LANDSCAPE PLANTING PLAN

PROJECT NAME
 Wisdom Village
PROJECT NO.
 14028.00
DATE
 9/1/2014
SCALE
 1" = 20'-0"
DRAWING NO.
 L-2

DRT / DRC

Florida License No. 0000098
 Drawn: JSC
 Project No.: 14028.00
 CAD File No.: 14028.00
 Date: 9/1/2014
 Scale: 1" = 20'-0"
 Drawing No.: L-2

