

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

The Uptown Urban Village

Technical Assistance Panel
for the City of Fort Lauderdale, Florida



August 12 and 13, 2014
Fort Lauderdale, Florida

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

What Are Technical Assistance Panels (TAPs)?

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

How Do TAPs Work?

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

Who Is ULI?

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

Sponsors and Panel Members

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Special Thanks To ~

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

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

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Panel Process and Agenda

Panel Process

The City of Fort Lauderdale Riverwalk TAP process centered on the following five steps:

- Representatives from the ULI Southeast Florida/Caribbean District Council met with city staff to discuss issues related to developing strategies to drive more intense growth to the Uptown Urban Village area.
- ULI Southeast Florida/Caribbean District Council staff researched the city's goals for the TAP and, based on that research, selected the TAP members who had the expertise most tailored to addressing the issues raised by city staff.
- The TAP received a complete set of pre-meeting briefing materials about the Uptown Urban Village area and its planning history.
- The TAP session extended over two days. Its work sessions and public comment meetings were held at offices of the Broward Metropolitan Planning Organization (MPO).
- The TAP, under the leadership of the ULI Southeast Florida/Caribbean District Council, prepared a report on its recommendations and conclusions.



Figure 1



Figure 3



Figure 2



Figure 4

Above: The TAP's tour of the study area ended with experiencing crossing Cypress Creek Road as a pedestrian (Figure 1). The TAP also worked collaboratively to develop its recommendations (Figure 2) and sketch out its ideas through a series of illustrations (Figure 3). Time was also given to hearing from stakeholders and interested citizen, businesses, and community groups (Figure 4).

Panel Agenda

The agenda (included as Appendix A) for the two-day TAP was organized as follows.

On August 12, the panel began its orientation with a lunch meeting and bus tour of the Uptown Urban Village study area. Fort Lauderdale staff used the tour route (Appendix B) to acquaint the panel with the study area. The tour included the experience of trying to walk across Cypress Creek Road (Figure 1). Following the tour, the TAP held an organizational work session. During that time, the TAP learned more about the study area from MPO and city staff. After that, the panel held an organizational discussion (Figures 2 and 3) and met with stakeholders from the area to hear their views (Figure 4). That evening, panel members participated in a working dinner meeting.

On August 13, the panel spent the morning and afternoon working on the issues that the city staff had asked it to address (page 17). Illustrated in Figure 5, the TAP began its work session brainstorming a broad range of ideas. During the day it narrowed and organized those ideas into a meaningful set of priorities. In the late afternoon, the panel members presented their observations and recommendations to an audience of interested citizens and community groups, who also had the opportunity to ask questions and provide feedback.

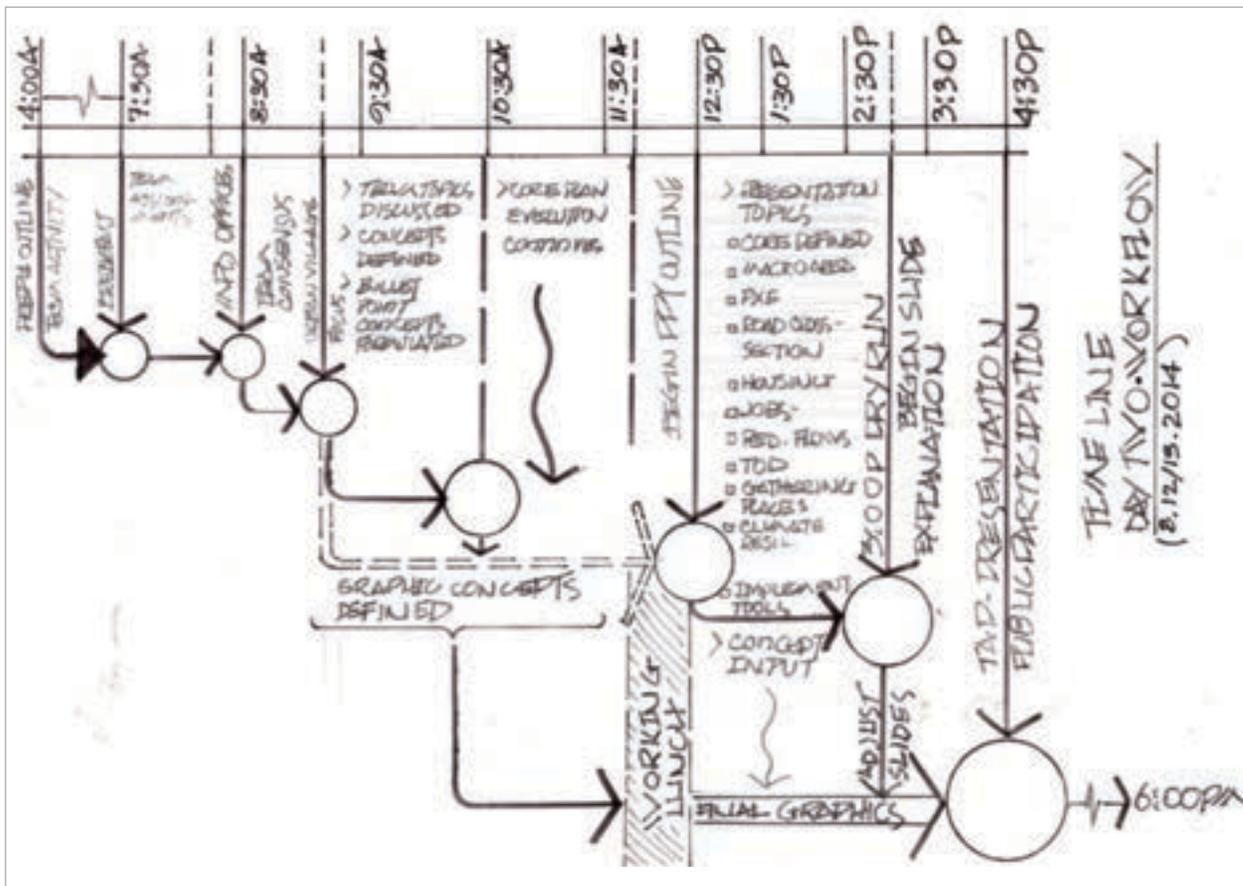


Figure 5: TAP Process Day Two – The timeline reflects the process that managed all ideas converging into a cohesive blend of form and findings.

Background: Creating an Uptown Urban Village as Part of a Long-Term Strategy for Climate Resiliency

The Climate Change Context

The Uptown Urban Village TAP is the second of two Fort Lauderdale TAPs presented by the ULI Southeast Florida/Caribbean District Council. The TAPs are part of the city's focus on planning for climate resiliency. The TAPs centered on a different location and development type, each of which requires a different approach.. The selection was guided by the recommendation to address areas vulnerable to climate change "adaptation action areas" and areas less vulnerable "growth" areas, as defined in the and Southeast Florida Regional Climate Action Plan.

The first TAP (held in June 2014) examined how redevelopment over time could be designed to adapt the low-lying Riverwalk to the impacts of sea level rise, coastal flooding, and more extreme weather patterns.

The second TAP concentrated on the strategies that could be put in place to drive growth to the higher elevation Uptown neighborhood which has the existing public and transportation infrastructure to facilitate future growth and is designated in city plans (see page 14) as an employment corridor.

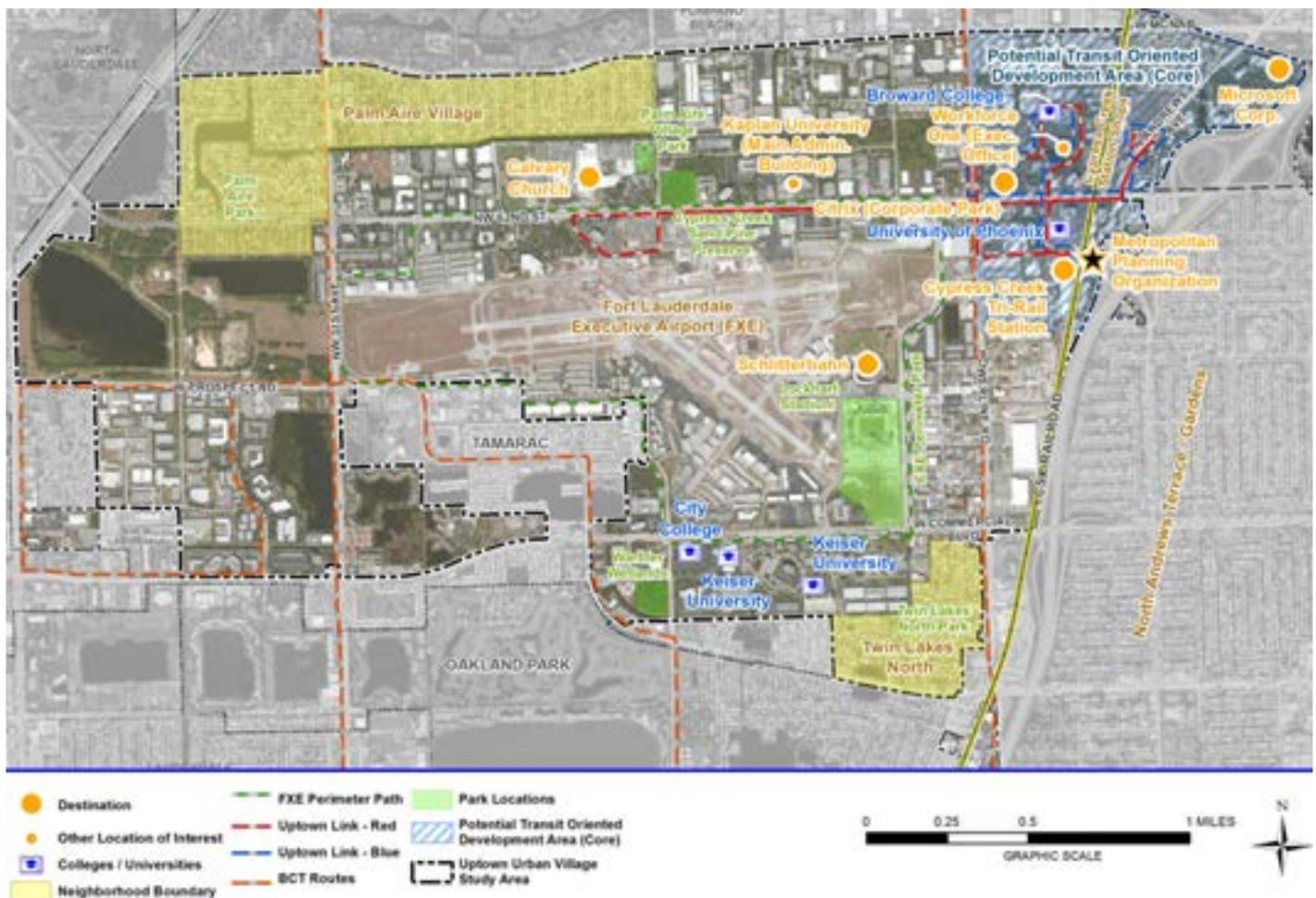


Figure 6: The Uptown TAP investigated strategies that could be used to create a walkable, livable urban village core within the Uptown neighborhood – an area that is located in and around the Fort Lauderdale Executive Airport and the Andrews Avenue and Cypress Creek Road intersection. The area's core is flanked by the C-14 Canal and McNab Road to the north, 57th Street to the south, one block west of Powerline Road to the west, and I-95 to the east. It is also well-served by regional transportation facilities.

The Strategic Importance of Uptown: Location, Location...

The Uptown neighborhood is well-positioned for future investment. It is a dynamic growth area that has excellent access to regional transportation facilities, contains a concentration of higher education institutions, and is the location of major corporate facilities that are key job generators. Important in low-lying Fort Lauderdale, it is also at a higher elevation than much of the surrounding area, making it potentially more resilient to sea level rise.

Transportation Access

In a traffic-congested region where access to a range of transportation options is still a rare commodity, Uptown has the potential framework to become well-connected for arrival by train, plane, car, and bus:

- **Train** – The well used Cypress Creek Tri-Rail Station is on the eastern edge of the Uptown area and located alongside North Andrews Avenue, just north south of Cypress Creek Road.
- **Air** – The Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the country, serving over 160,000 aircraft operations per year.
- **Road** – Uptown is located just west of I-95 and is well-served by major north/south and east/west arterials including Andrews Avenue and Cypress Creek Road. Where the roadways come together creates the economic hub of Uptown.
- **Bus** – Bus – Bus – The area is serviced by Broward County Transit bus service. The bus system service for the area recently added a new free midday shuttle bus service for the Uptown Business District. The two routes originate at the Cypress Creek Tri-Rail station and run along Cypress Creek Road between Calvary Chapel to the west and the Radica Corporate Park to the east and provide convenient access to restaurants, jobs, educational campuses, and the Fort Lauderdale Executive Airport.



Figure 7: Cypress Creek Tri-Rail Station



Figure 8: Fort Lauderdale Executive Airport



Figure 9: Andrews Avenue and Cypress Creek Road



Figure 10: New bus shuttle serving the Uptown Business District

Right: Transportation access by train, plane, bus, and car (the predominant mode) is one of the Uptown area's greatest strengths (Figures 7 through 10). The TAP was asked to look at strategies to provide the missing mode: walkability.



Figure 11: Broward College



Figure 12: Kaplan University



Figure 13: Keiser University



Figure 14: Phoenix University

The big transportation gap in the area is travel by foot and bicycle, a major focus of the TAP. Walkability is a significant ingredient in creating the walkable and bikeable urban environment desired by today's knowledge workers and the companies that employ them. Major contributors to the lack of walkability are the existing land use and zoning patterns that are typical of a suburban setting: auto-oriented and disconnected development, separation of uses, and lack of quality urban design elements that contribute to a positive pedestrian experience. The wide, high-speed roads have been designed to move cars rather than accommodate people to safely cross or walk creating are another barrier to walkability.

Education and Economic Access

Uptown offers a concentration of post-secondary educational institutions and serves as a regional employment hub.

Education

The educational institutions provide Uptown with an important asset in a knowledge-based job market along with the need for continuous learning. The institutions include Broward College, Kaplan University, Keiser University, Phoenix University, and Sanford Brown Institute. An additional asset is CareerSource Broward. Also in the area is Calvary Christian Academy, a K-12 institution located on Cypress Creek Road next to Calvary Chapel Fort Lauderdale.

Economic

Located at a mid-point between downtown Miami and West Palm Beach and with direct access to I-95 and Tri-Rail, the Uptown area has evolved into a corporate center that, according to Envision Uptown (described later in this report), employs approximately 70,000 people. Examples of the companies established in the area include Citrix, Microsoft (the Latin American headquarters), Nipro Diagnostic, and other technology oriented companies.

Left: The Uptown area is well-served by opportunities for higher education and continuous learning, important to both employers and employees (current and prospective) in today's job market (Figures 11 through 15).



Figure 15: Career Source Broward



Figure 18: Microsoft



Figure 16: Bosch



Figure 19: Fort Lauderdale Executive Airport



Figure 17: Citrix



Figure 20: Executive Airport Perimeter

Above: Uptown is a regional employment hub that has been created by the area's excellent access to transportation by air, rail, and roads (Figures 16 through 20).

The Fort Lauderdale Executive Airport also is a major economic driver. It provides just over 5,000 jobs and generates more than \$815 million annually in total economic activity, with a total payroll of approximately \$176 million. The airport is also the hub of Fort Lauderdale Foreign Trade Zone 241, which offers numerous economic incentives to businesses and contains a 200-acre Industrial Airpark that provides more than 1.5 million square feet of office, warehouse, and manufacturing space. It controls much of the vacant land in the area contiguous to the airport.

Higher Elevation

Having a higher elevation than much of the surrounding area, the Uptown area is much less vulnerable to the effects of increased water levels, which in turn reduces the risk of property loss due to water level rise. For the city it reduces the costs associated with constructing and operating an infrastructure capable of keeping streets and property drained. The one- and three-foot sea level rise maps (Figures 21 and 22) of Uptown show that it is largely unaffected. Even at five feet (Figure 23) of sea level rise, Uptown shows minimal effect compared to other parts of the county and city.

Although Uptown is not under immediate or as impactful a threat from sea level rise in comparison to other areas of the City, it is subject to the impacts of extreme temperatures because of the presence of urban heat islands (Figure 24) due to its large expanses of impervious surface (office buildings, major roadways, and the airport). An urban heat island is a substantial mass of asphalt, concrete, and buildings (conditions usually found in urban areas) that absorb short wave radiation from the sun and re-radiate it out slowly at night as long wave radiation, reducing the effectiveness of nighttime cooling. A warmer climate magnifies that effect. Tree canopies can help reduce the heat island effect, but trees in Uptown are sparse. The increased heat level makes the HVAC equipment run at a higher capacity and longer than necessary, thereby increasing utility costs. It also makes the ambient spaces less pleasant, thereby reducing the interaction of pedestrians with retail areas and making walkability more difficult.

The Civic Capacity and Planning Context

In addition to its strategic location, Uptown benefits from two essential ingredients for long-term success – strong, committed civic leadership and a supportive public planning environment.

Civic Capacity

The newly formed non-profit organization Envision Uptown, Inc., is in position to serve as the nucleus of civic leadership in the Uptown area. It was established in early 2014 to collaborate with landowners, business and civic leaders, and officials and staffs of local, regional, state, and federal agencies to develop a specific physical vision plan for the transformation of the Uptown area. The goal is take the steps that will turn the current workplace-based and car-dependent development into a walkable, transit-ready urban

neighborhood of offices, residences, retail, hospitality, civic buildings, large and small civic spaces and parks, and public plazas.

Envision Uptown is committed to more than creating the vision. In order to implement the vision, the organization will work with all levels of government and quasi-governmental agencies that control and/or could impact vision achievement. The group's focus is on securing the changes to agencies' plans and budgets that are requisite to facilitating the implementation, maintenance, and growth of the vision plan. That includes working with the City of Fort Lauderdale to see that the vision plan is adopted as part of the city's codes including the Unified Land Development Regulations. Envision Uptown is also positioned to promote and help grow Uptown consistent with the City's vision plan, Fast Forward Fort Lauderdale.

Planning

The development of Uptown as a walkable, transit-accessible, and livable 24-hour urban village center is supported by numerous local and regional plans.

City of Fort Lauderdale

A number of city plans call for the redevelopment of Uptown as the connected, livable urban village center desired by Envision Uptown:

- *Fast Forward Fort Lauderdale* – the city's 2035 vision plan that is the culmination of a three-year initiative to develop a shared vision for the future and draws on more than 1,500 ideas submitted by a diverse cross-section of the community. Common themes from the process highlight the public's desire to create a more resilient and connected city where people move easily and seamlessly through a safe transportation network, cultivate educational excellence, foster economic prosperity, and strengthen innovative partnerships – all themes consistent with the goals of Envision Uptown. The Fort Lauderdale Executive Airport and surrounding business area are specifically mentioned in the plan. *Fast Forward Fort Lauderdale Rewind: Year in Review* documents progress in achieving the Fast Forward plan. In addition to the creation of Envision Uptown, the report cites the city's successful grant application for a community bus route (now in service) to provide a mid-day service to link commuters, students, employees, and guests in the area to the Cypress Creek Tri-Rail station and surrounding restaurants, shops, educational



Figure 21: Sea Level Rise at 1 Foot



Figure 22: Sea Level Rise at 3 Feet



Figure 23: Sea Level Rise at 5 Feet

Although Uptown is not threatened by sea level rise because of its higher elevation (Figures 21, 22, and 23 above) it is vulnerable to rising temperatures associate with climate change because of the number of heat islands in the area (Figure 24, next page).

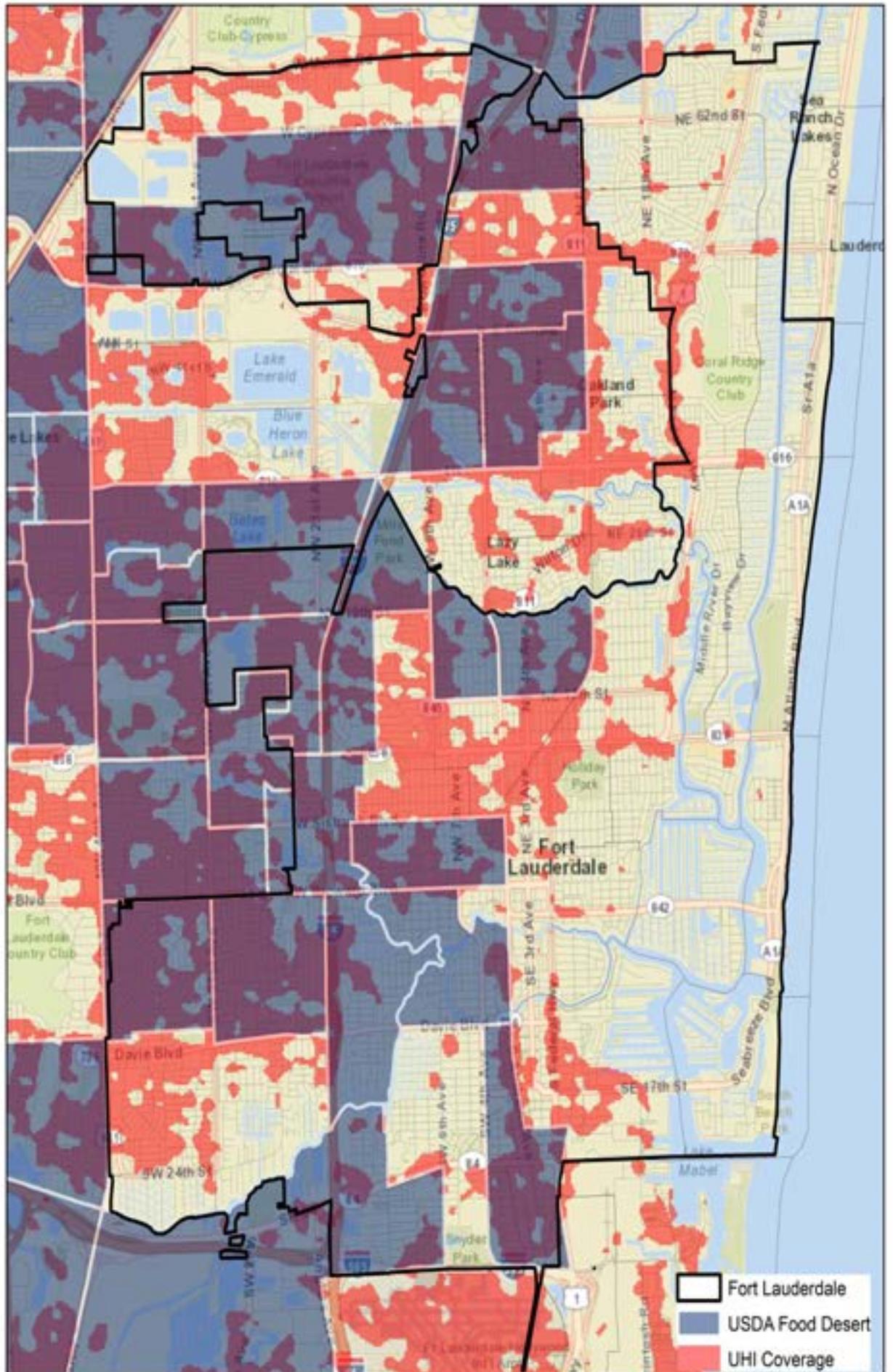


Figure 24:
Urban Heat
Islands are
shown in red.



Figure 25: City of Fort Lauderdale staff and local leaders attend an Uptown Fort Lauderdale Focus Group meeting held as part of the Press Play planning process. That focus group led to the creation of Envision Uptown.

campuses, the Fort Lauderdale Executive Airport, and other destinations. The goal is to reduce congestion, promote the use of public transit, and encourage business development in the area.

- Press Play Fort Lauderdale: Our Strategic Plan 2018* – the city’s five-year strategic plan that connects the dots between the community’s Fast Forward vision and its day-to-day operations. The plan, which provides city staff with a road map of actions to move the city toward 2035, calls for a pedestrian-friendly, multi-modal city where residents move seamlessly and easily through a safe transportation system where the pedestrian is first. It also recognizes that by making targeted investments in developing the Uptown District and expanding the potential of the Fort Lauderdale Executive Airport, the city will be primed for attracting more domestic and international businesses.
- City of Fort Lauderdale Comprehensive Plan, Volume I, Future Land Use Element Map* – The underlying land use for the Uptown core is mostly Employment Center (meant to encourage employment-based development) with pockets of Commercial and Industrial. To the west, around the airport, the land use is mostly Transportation and Employment Center.
- Connecting the Blocks: Creating Options for Moving People* – the city’s 20-year mobility infrastructure plan, *Connecting the Blocks* examines the degree of connectivity for different areas of the city, and identifies enhancements needed to improve connectivity. Uptown did not come out well. It had the second lowest pedestrian and bicycle connectivity of the 11 areas of the city analyzed and received a score of 3 for transit-connectivity, well below a score of 25, the number that indicates an area with good transit connectivity.
- Complete Streets* – Fort Lauderdale is working to transform itself into a fully connected, pedestrian-friendly, multi-modal city that improves pedestrian, bicyclist, and motorist safety through a Complete Streets approach. That is one of the top priorities outlined in the Vision Plan and Strategic Plan. Consistent with the goals for the Uptown Urban Village, Complete Streets offer safe access for all users, including pedestrians, joggers, bicyclists, motorists, and transit riders of all ages and abilities.

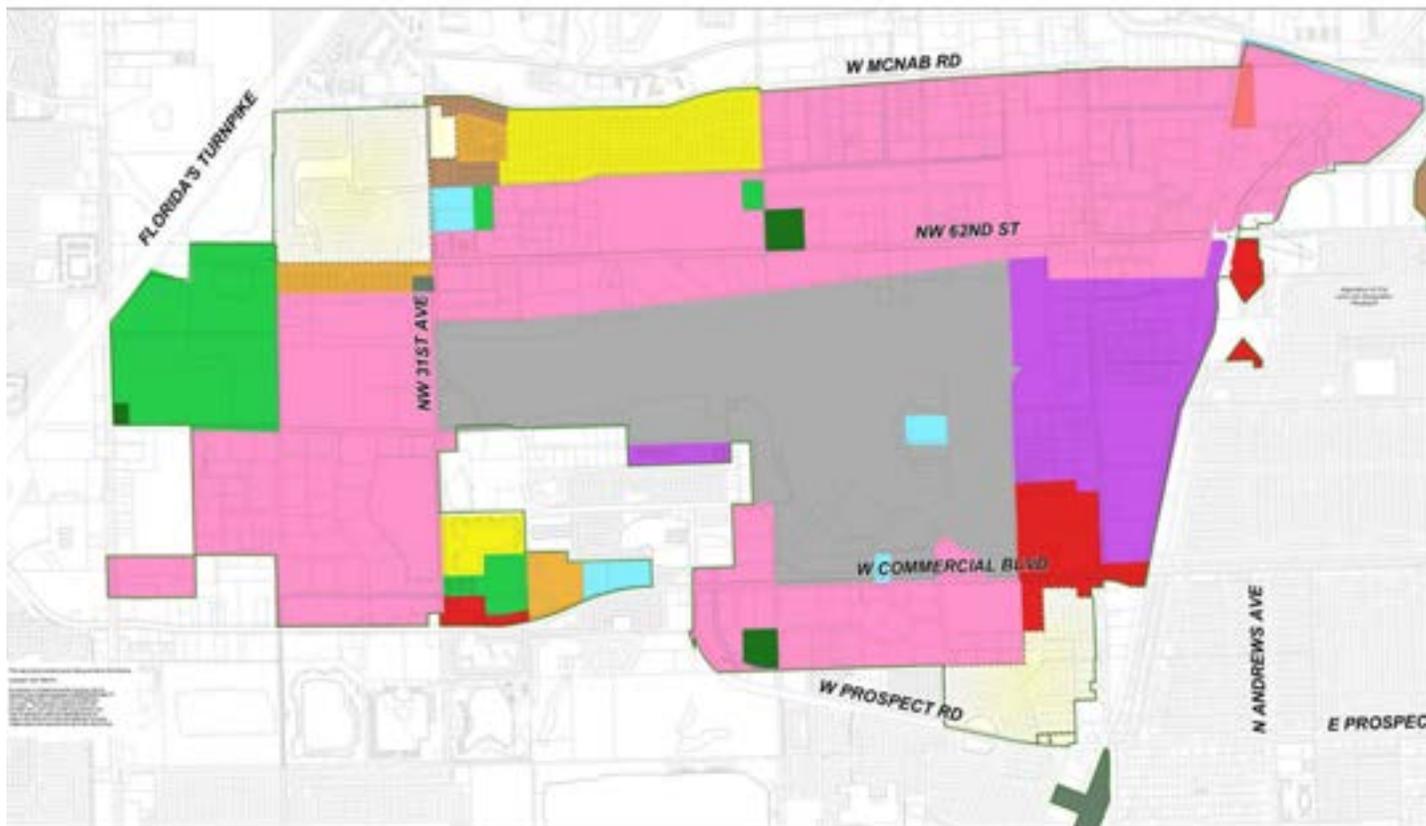


Figure 26: The city's land use map for the Uptown Urban Village Core.

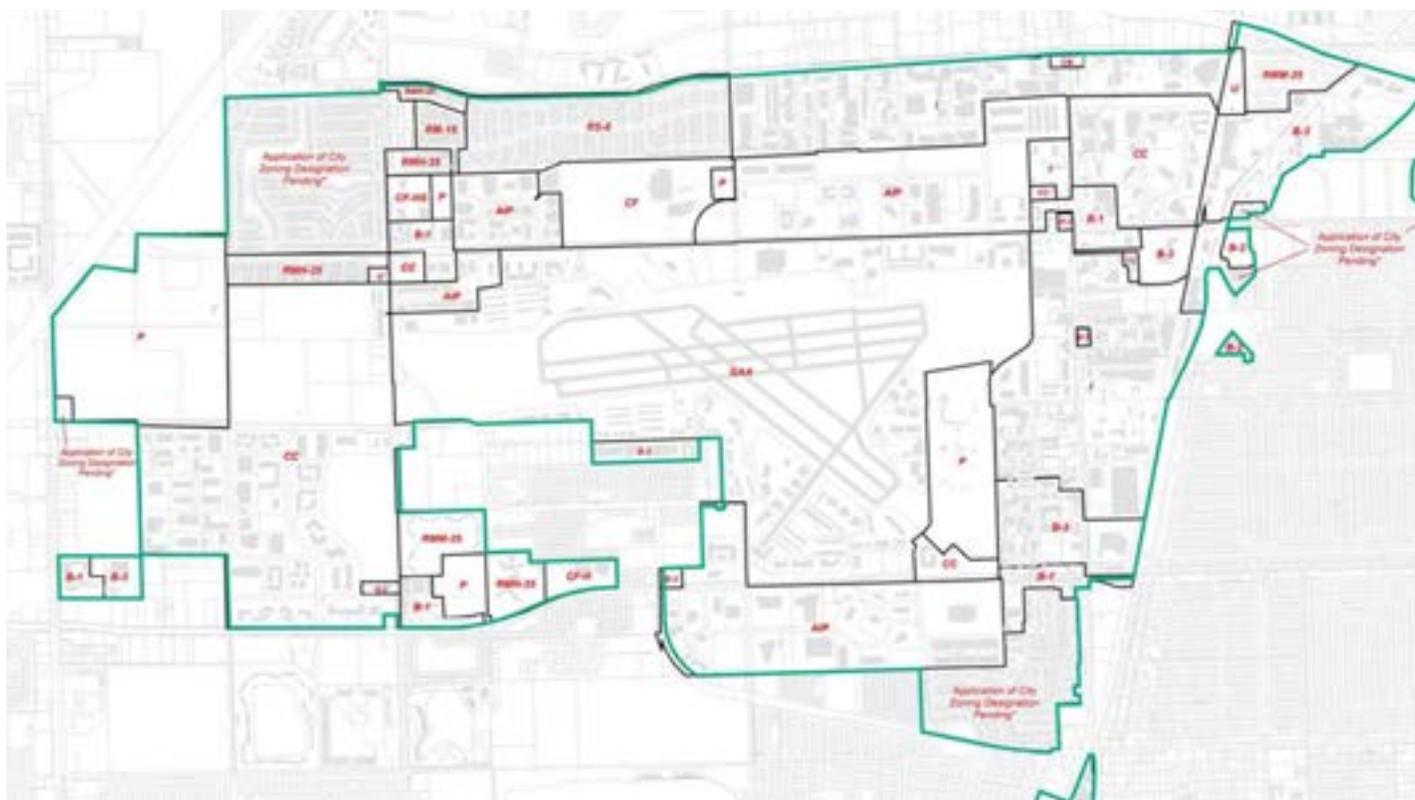


Figure 27: The city's zoning map for the Uptown Urban Village Core.

Broward Metropolitan Planning Organization (MPO)

The Broward MPO has designated the TAP study area as the Cypress Creek Mobility Hub (Figure 29) that contains a mix of land uses. The MPO defines a mobility hub as a place where people can make transportation connections within a multi-modal system; it also provides connections to concentrations of activities including housing. It also sponsors a Complete Streets program

Seven50

Developed through a broad-based regional planning process led by the South Florida and the Treasure Coast regional planning councils, the Seven50 Prosperity Plan presents a regional vision of the future that considers includes a number of key elements, including climate resiliency and transit-

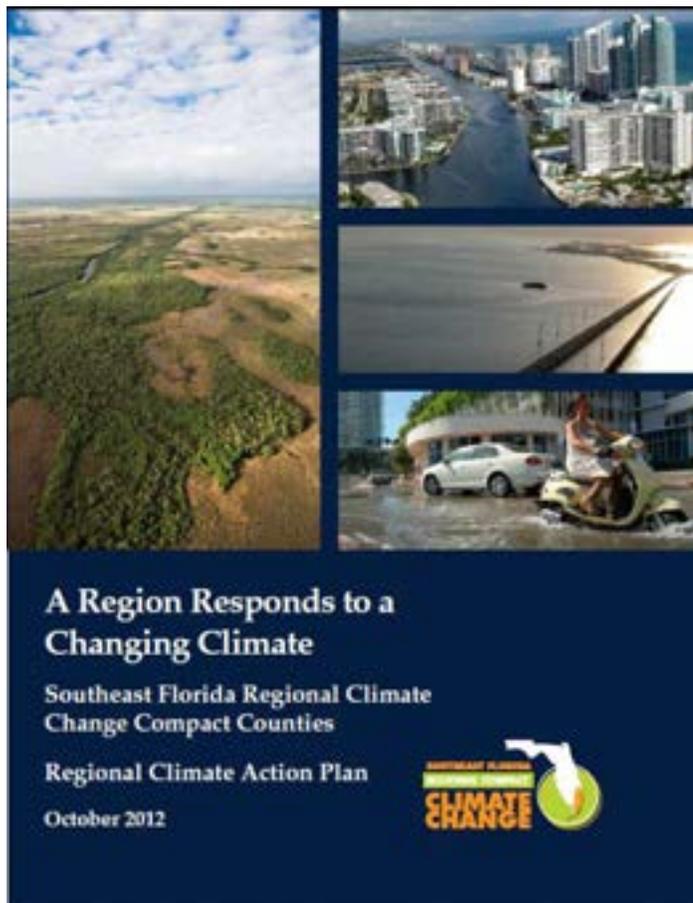


Figure 28: The Regional Climate Action Plan contains recommendations for moving toward a more resilient South Florida.

oriented design. One of the regional priorities of the plan is to integrate land use and transportation planning and plan more transit-oriented development areas to support transit. To further that goal, Seven50 used the Cypress Creek Tri-Rail station as a test case to document the process of creating an attractive transit-oriented development. The results of the test are contained in the report, *Cypress Creek TOD, Seven50 TOD Pilot Project*. The Cypress Creek station was selected because it is one of the busiest stops in the Tri-Rail corridor between West Palm Beach and Miami and is located in a hub of commerce.

Southeast Florida Climate Action Plan

The action plan, *A Region Responds to Changing Climate, Southeast Florida Regional Climate Change Compact Counties, Regional Climate Action Plan*, is the product of an agreement between Palm Beach, Broward, Miami-Dade, and Monroe counties to work collaboratively on regional climate concerns. The City is committed to the active implementation of the plan and overall efforts of the Compact as the first municipal government with representation on the Compact's Staff Steering Committee. Reinforcing the goals for the Uptown Urban Village, the sustainable communities section of the plan calls for reducing financial and physical losses to the city's building stock by reshaping where and how the city builds.

A specific action under that goal calls for designating or otherwise recognizing what the plan calls *Growth Areas* – places outside *Adaptation Action Areas*, or other areas subject to adaptation planning efforts, where growth is encouraged due to higher topographic elevation and the presence of existing infrastructure, such as transportation and water and sewer infrastructure. Under the plan, *Growth Areas* should be developed with urban design guidelines that address character of urban place and provide a high quality pedestrian experience through landscaping and the creation of public space. An *Adaptation Action Area* is an optional designation in local comprehensive plans for those identified areas experiencing coastal flooding and are vulnerable to the related impacts of sea level rise for the purpose of prioritizing funding for infrastructure needs and adaptation planning.

Issues for the TAP: Creating an Uptown Urban Village

Listed below, the questions that the TAP was asked to address focused on how the city could drive more intense growth, including housing, to the area described as the Uptown neighborhood. The questions looked at how the city could build on the area's strong existing employment base and transportation assets and provide solutions to the lack of walkability, multifamily residential housing, and amenities usually found in vibrant urban neighborhoods.

1. What strategies should be employed to retain the energy evident in this high-traffic corridor while making the streets/area workable for a wide range of mobility needs (pedestrians/bikes/cars/transit)?
2. What location is the best starting point for implementing redevelopment and what is the best development strategy to establish the momentum needed to keep the evolution going?
3. What strategies will encourage/achieve the densities needed to make the core a workable neighborhood, while also providing a variety of housing types for those seeking to live in or near Uptown?
4. How can residential at multiple price points, including workforce, be facilitated to serve the very diverse jobs base?
5. How and where should community spaces (civic & green) be created? What governmental services/locations should be located in the core? Schools? P3 incentives? What strategies will encourage cultural and entertainment options that would attract a variety of residents?
6. What climate resilient strategies should be employed for this area? (landscaping, urban heat island reduction, energy diversification, precipitation impacts, etc.)
7. How can the expansion of the existing concentration of "high tech" jobs be facilitated?
8. What restrictions are created by the airport for urban and residential development?
9. How should signage setback, zoning, and noise regulations evolve as part of the strategy for the Uptown Urban Village transformation and create a unique character for the area?
10. How should Uptown redevelopment anticipate and accommodate the expansion of commuter and intercity rail?
11. How should existing residential areas be linked to employment and commercial destinations within the area? What other transit or car sharing options/amenities are needed to complete the last segment of a trip started on transit ("the last mile")?

Panel Response to the City of Fort Lauderdale Questions

The TAP was asked to focus on strategies that could be used to drive real estate and economic growth, particularly residential, to the Uptown neighborhood and use that growth to transform the core of Uptown into a mixed-use, pedestrian-friendly urban village that is easily accessible by all modes of transportation.

The TAP Focus Area: How It Is Viewed by Stakeholders and Existing Conditions

How the Uptown Area Is Viewed by Stakeholders

During the two TAP stakeholder and citizen input sessions, a number of common views emerged about the Uptown area and its future. They are captured in the following descriptions that were taken from the speakers' comments.

The Type of Area Desired: We want a live/work/play central hub environment that offers a clear point of entry and sense of arrival and creates a reason to visit day or night. That will require a mix of residential uses and increased walkability. It will also require more live/work/play choices that are integral to creating a 24-hour urban environment.

Transportation Connectivity: We want a transportation network that allows people to get to and move around the area without using a car. For instance, travelers on Tri-Rail should be able to bike and walk safely from the Cypress Creek Station to where their jobs are.

Since the city's leadership and its plans as well as regional plans call for transforming Uptown's core into a mixed-use, highly connected, and livable urban village means that half the job is already done. The challenge now is to make that future happen through collaborative agreement on an integrated set of strategic actions that build on Uptown's strategic position and transform it from a place for cars to a place for people.

The ULI Technical Assistance Panel



Figure 31: The TAP listens to the views of Uptown stakeholders and interested citizens.

Jobs: We should build on Uptown's potential as an incubator for high tech jobs. Attracting and keeping talent will require creating the walkable, mixed-use environment and greater corporate/university connections that millennials will respond to.

Housing: People need a reason to live in the area, but now all they see is a sea of cars. New generation housing products that offer a variety of housing types and prices and convenient access to needed services such as a restaurants, groceries, dry cleaners and a pharmacy.

Implementation: We want the “how-to-do-it” information, including the relevant enabling codes and regulations. West Palm Beach, Miami, and Miami-Dade County's form-based codes are good examples of such enabling regulations.

Existing Conditions: A Host of Strengths and Big Gap to Fill

Strengths: As outlined in the prior section, Uptown is exceptionally well located for sustained growth. It already has the following features:

- An existing public infrastructure to facilitate future growth. That includes immediate access to I-95 and the Cypress Creek Tri-Rail station that can be the catalyst for growth in the form and fabric recommended by the TAP. Transit-oriented development (TOD) is the future of the Uptown Urban Village.
- Major economic generators that include an established and growing urban office market and the Fort Lauderdale Executive Airport.
- A concentration of higher education institutions (important in a knowledge-based economy requiring continuous learning and re-learning) and high-tech corporations such as Citrix and Microsoft.
- A higher topographic elevation compared to much of the surrounding area which makes Uptown less vulnerable to the impacts of higher water levels associated with sea level rise and, therefore, a logical area to target for growth. It is also removed from the many low-lying coastal areas of the city.

Most important, the development of Uptown as a highly connected mixed-use, walkable, and transit-oriented urban village and employment center is supported by city and regional plans and by the business community through organizations such as the Uptown Council for the Greater Fort Lauderdale Chamber and Envision Uptown, the strong civic leadership organization dedicated to achieving the desired outcome of an urban village.

The Big Gap: Because Uptown was designed and its infrastructure was planned when car-oriented disconnected suburban development patterns predominated, the area lacks walkability and presents a hostile pedestrian environment. It is also missing the compact residential alternatives in an urban village setting that support transit and would be attractive to the future work force (currently the 18-33 year old millennial generation born between 1981 and 1996) who are a significant driving force in the high tech job market. Unlike prior generations who moved to where they could get a job,

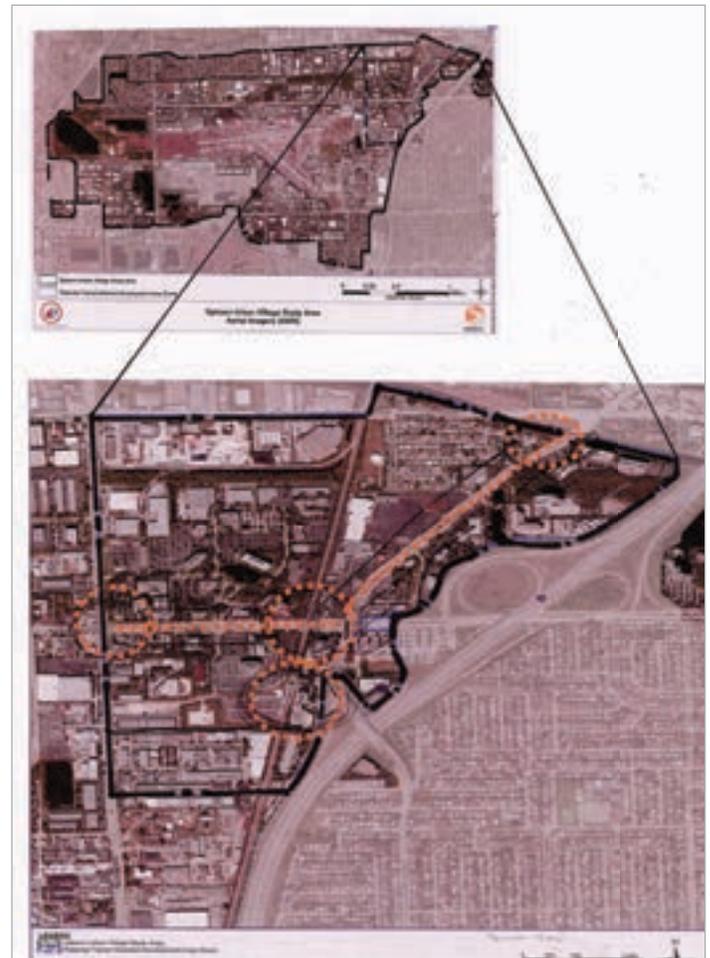


Figure 32: The TAP considered a variety of locations and determined that the core area of Cypress Creek Road from I-95 to the east and one block west of Powerline Road was appropriate for an urban village core. The area was further defined as extending to the C-14 Canal and McNab Road to the north to and including the Cypress Creek Tri-Rail station to the south.



Figure 33: Cypress Road and its multiple lanes, traffic, and wide street crossings. Image © Google Maps.

the millennials choose a location that offers the quality of life they want and then find a job. They look for cities that provide an exciting and interesting urban environment: the connected places where they can live close to work and have convenient access to shopping, dining, transit, education, and places to gather. The same qualities are important to the companies that seek to employ those workers.

Figure 34: To attract today's knowledge-based employees and companies, the Uptown area needs a make-over. It needs to transform from a disconnected car-oriented daytime only environment (above) to a walkable, connected 24/7 one. The TAP's vision plan (below) provides a framework for doing that by creating an integrated multi-modal mixed-use urban village environment: that place people want to visit, live, work, or locate a business in.



The Vision Framework and Description

To develop its recommendations for reinventing Uptown, the TAP first developed a vision of a planning framework (Figure 33) for what Uptown could look like in the future if the TAP's recommendations are implemented. The plan provides the antidote to the Uptown area's two greatest deficiencies if it is to be a competitive location: walkability and multiple housing options. The TAP also put the vision into words describing the Uptown Urban Village of the future.

Using the future vision as its organizing mechanism, the TAP grouped its ideas into a series of strategic actions that are outlined in its recommendations.

Uptown of the Future: A Framework for Action Strategies

The Uptown of the future has been transformed from its present workplace-based and car-dependent form of development into a walkable, bikeable, transit-oriented urban neighborhood composed of offices, residences, retail, hospitality, civic, and educational buildings, and both large and small well-defined public gathering spaces and parks.

The critical element in creating that future was enabled by the decision to make it walkable and bikeable, a quality that was achieved not by diverting traffic away from Uptown but by transforming Cypress Creek Road, Andrews Avenue, and Powerline Road within the Uptown core from highways into the multi-way urban boulevards (a type of urban street) established in the latter 19th century. Features include edges that support a main street mix of uses along pedestrian-safe, low-speed access streets with on-street parking and moderate-speed through lanes in the center providing auto mobility.

That transformation from highway to boulevard design for the several blocks of Uptown's urban core informs drivers that they are entering a pedestrian public realm. The surface parking lots that were predominant are now filled with new, urban form buildings that support walkable sidewalks and streets and a connected system of greenways, parks, and civic spaces are in place. Parking needs are met with on-street spaces and parking structures that are wrapped with liner buildings of residential and commercial uses that support walkability.

The important elements of Uptown's future were possible because they had already been called for in two city of Fort Lauderdale plans – *Fast Forward Fort Lauderdale* (a 2035 vision plan) and *Press Play Fort Lauderdale: Our Strategic Plan 2018*. Those elements were also possible because they were detailed in a specific physical vision plan called a regulating plan that was adopted by the city commission as part of the land development code for the Uptown compact urban core. Applications for development that conform to the regulating plan were approved by city staff, without the need for additional public hearings. The most important attribute that made the Uptown future vision possible was the sustained, committed leadership of Envision Uptown and other stakeholders.

TAP Recommendations

The TAP recommendations are organized around seven overall themes: (1) climate resiliency, (2) land use and vision alignment, (3) transportation choices, (4) healthy walkable places and greenways, (5) development and redevelopment, (6) employment and innovation, (7) implementation tools, and 8) leveraging resources.



Figure 35



Figure 36



Figure 37

A tree canopy provides much needed shade in sunny South Florida. Awnings and arcades do the same (Figures 35 through 37).

Creating a Climate Resilient Community

As highlighted in the prior section, Uptown's higher topographic elevation gives it a unique competitive edge in a generally low-lying region and supports its ability to attract new investments and accommodate new growth. Directing growth to the area is consistent with the recommendations of the Southeast Florida Climate Action Plan (described in the background section) to:

- Reshape “where and how we build” in order to reduce financial and business losses.
- Designate Growth Areas where growth is encouraged because of the higher elevation and presence of existing infrastructure.

Action strategies recommended by the TAP include adding shading to reduce the heat island effect and conserve energy.

Shading

The Uptown Urban Village should focus on providing shade, an important feature in a sub-tropical climate and an area that is designed to encourage and facilitate walking. Shade can be provided through built (awnings and arcades, for example) and natural (tree canopy, what the TAP called a Floresta Urbana or urban forest) solutions. Lush shading to avoid direct solar radiation and landscaping should be featured throughout the site. If done with native trees and plants, the area could become an educational arboretum that also serves as a desirable destination. Unlike the open piazzas of Europe that encourage pedestrians to use solar radiation to make the colder temperatures more pleasant, open unshaded areas in South Florida are avoided by locals because of the hot sun. Shading of pathways is essential to encourage pedestrian travel and increase the enjoyment and asset value of a neighborhood.

Carefully planned interactions between people and nature, the TAP noted, allow the greater compactness of an area without compromising the asset value. The practice of planning those interactions is called biophilic urbanism, a modern design philosophy that postulates that people and all living things are

attracted to “life” and living things. In Singapore, for example, over 80 percent of the community lives in multi-family vertical housing, but because they are within close proximity to nature trails, the stress of the community is not overbearing. Tree lined/shaded pathways between buildings and to major gateways like the Tri-Rail station and express bikeways are a step toward achieving the goals of biophilic urbanism that add to the asset value of the community.

Another strategy to reduce the urban heat effect includes incentivizing “cool roofing” that has a minimum solar reflective index (SRI) of 78 in low-slope arrangements and an SRI higher than 29 for high-sloped arrangements. Hardscape elements should also have an SRI higher than 29. Other options would be to encourage vegetated roofing or rooftop photoelectric panels to minimize the urban heat island effect. A green roof, or rooftop garden, is a vegetative layer consisting of trees and other live vegetation that provides shade and absorbs and stores large amounts of heat, reducing the heat island effect.

Energy Conservation

A number of other energy conservation measures can be used to reduce the energy expended to create comfort. Those additional strategies can include installing photovoltaic panels and providing electric vehicle charging stations and car sharing (reduces car use and congestion in urban area). Two additional strategies that involve air conditioning and lighting are to:

- Provide central condenser water cooling systems for buildings. In general, water-cooled equipment is 30 percent more efficient than air-cooled equipment, the TAP emphasized. Current technology allows water-cooled heating, ventilation, and air conditioning (HVAC) equipment to achieve Energy Efficiency Ratios (EER) between 20 and 40, while standard equipment is in the range of 10 to 20. Central water-cooled equipment is almost twice as efficient as older technology. The urban planning element of such equipment is a community condenser water loop with connected loads paying a utility charge, much like a condominium shares condenser water for a fee. The community condenser water system could make use of storm water as a source for the make-up water to reduce water costs and reduce flooding in the area. The storm water to be used as condenser water could be collected in cooling ponds that function as an amenity and a heat sink. Circulation of the water to produce the cooling effect simultaneously decreases water temperature stratification, making



Figure 38



Figure 39

Example of a green roof building in Cleveland, OH (Figure 38). (Photo from the U.S. Department of Environmental Protection’s website on heat islands and is courtesy of the Portland Bureau of Environmental Services.) Example of green roof at the Chicago City Hall (Figure 39).

the aquatic ecosystem function more effectively. The approach of providing community condenser water has been implemented in the four city-block Miami Design District, a once abandoned area transformed into a community dedicated to art and design near midtown Miami. A utility or community board could possibly serve as the provider of a community water condenser.

- Install light-emitting diode (LED)-based technology street lighting. With an anticipated life expectancy of 15 years (compared to the 6 years for the mercury vapor type), there would be fewer streetlight outages and, therefore, lower labor costs to replace them. LED light provides a truer white light, which leads to better color rendering, and allows colors to seem more natural. LED light by nature has a more direct beam that minimizes the light trespass onto homes and businesses. Secondary optics can be used effectively on LED lights to evenly distribute light along the



Figure 40



Figure 41

Above, the use of central water-cooled equipment (Figure 40) and LED-based lighting (Figure 41) can help reduce energy consumption.

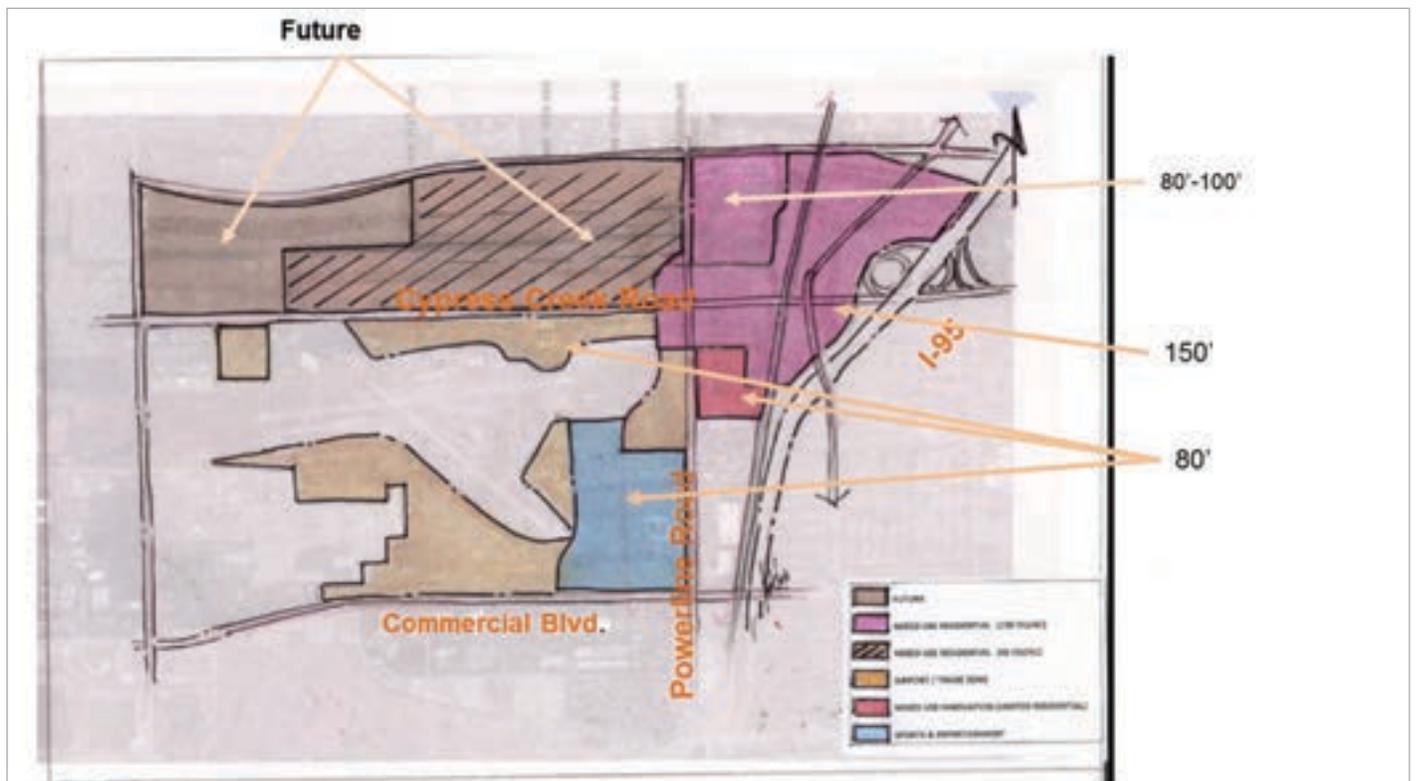
roadway at all distances from the pole, creating fewer hot and dark spots. The result of LED street lighting is an approximate 60 percent decrease in energy use and carbon emissions.

Aligning Land Use With the Vision

The TAP's land use recommendations present a number of concepts (Figure 41) that are critical to the overall framework of the Uptown Urban Village. The recommended land use categories include single family (existing inventory) residential, mixed-use residential, airport/trade zone, mixed-use innovation with limited residential, and sports/entertainment. The recommended height, use, and density for the urban village are substantially influenced by the height and distance constraints identified in airport regulations and a desire to protect the long-term prosperity of the Fort Lauderdale Executive Airport.

As shown in Figure 41, building heights are limited to 80 feet in the direct flight path and increase as distance from the

Figure 42, below: The proposed land use for the Uptown Urban Village is composed of a variety of residential choices including single family and mixed-use residential at different levels of density woven around the Fort Lauderdale Executive Airport and Foreign Trade Zone and a proposed innovative district and areas for sports and entertainment. The circled numbers show the proposed building height.



airport runway and separation from the flight path increase. Taller buildings limited to 150 feet in height would be located along Cypress Creek Road and Andrews Avenue. Similarly, the density of residential uses increases with distance from the runway and separation from the flight path. The area in the direct flight path around the Cypress Creek Tri-Rail station is recommended for a focus on innovation businesses with limited residential units. (Federal Aviation Administration regulations control land uses and building heights in the air space around airports to ensure that they are compatible with normal airport operations.) The Andrews Avenue and Cypress Creek Road corridors are recommended for a diverse mix of uses and intensities, with residential densities of 150 units per acre. It is important that the mix of uses be flexible and market-driven, with the land development regulations focused on the placement of buildings with active ground floors and building faces (parking structures must be lined with livable spaces/ground floor retail) to create a walkable urban core.

To make its land use concepts work, the TAP recommended the following city actions.

- Modify its Comprehensive Plan and Future Land Use Map to promote a district along Cypress Creek Road and north along Andrews Avenue to the C-14 canal and south to the area identified with the Tri-Rail station. That designation would be a flexible mixed-use (MXD) designation supporting and encouraging MXD for all market sectors.
- Prepare and adopt a form-based code and regulating plan that will become the land development regulations

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulations.

The Form-Based Codes Institute
formbasedcodes.org

which emphasize the future physical form of the built environment. The approach increases the role of the city commission and stakeholders through a very public process to prepare and adopt in a public hearing the new code that will allow landowners to implement the community's plan for an urban village. The process also streamlines the project level approval process and places a premium on certainty for all stakeholders. Form-based codes are commonly used as a practical tool for communities that want to grow smarter. As they have evolved over the past 20 years, form-based codes have been used in redevelopment and revitalization planning as well as broader neighborhood or community planning.



Figure 43: The Downtown Kendall plan uses a form-based code that replaced the archaic suburban zoning code that encouraged sprawl. Credits: Dover, Kohl & Partners, Duany, Plater-Zyberk & Company, Hall Planning & Engineering

In Miami-Dade County to the south, Downtown Kendall chose a bold course of developing a master plan for the area around the Dadeland Mall. In 1999 the Miami-Dade County Board of County Commissioners approved and implemented a form-based code to implement the plan with both building placement and street designs established in the code. To the north, in 1994 the city of West Palm Beach adopted a form-based code for its entire downtown. Those are just two of the many cities and counties across the country that are replacing parts of their zoning and development regulations for specific areas with tools to allow them to carry out the visionary place-making that form-based codes enable.

The TAP also encouraged the city to go further:

- Establish with community participation a clear regulating plan and form-based code that is approved by the city commission after public hearings and provides staff approval of development applications that conform to the code. Applicants not conforming to the plan must go through the public hearing process.
- The regulating plan should establish street and civic space locations, greenways, build-to lines at the edge of the sidewalks, building placement, minimum and maximum heights, and massing. Other considerations include windows and doors fronting on sidewalks, retail-height first floors, no minimum residential unit size, and very flexible uses

Providing for Transportation Choices

The TAP's transportation recommendations are based on the freedom to choose one's mode of transportation, whether it is walking and biking or by rail or car. That emphasis on choice is very different from the last century's key design objective – vehicle mobility supporting the classic suburban style that was built throughout the United States, including Fort Lauderdale and Broward County.

Today's resurgence of travel diversity is seen as the new freedom for many travelers, including two specific age cohorts: recent graduates and senior citizens (the leading edge of the baby boomer generation). The former has strongly demonstrated a preference for living and working in environments that do not require cars, and the latter faces loss of the driving privileges as aging diminishes vision, motor skills and other capabilities. The return to and demand for increased transportation diversity requires a Complete Streets approach, encouraging more modes of travel on streets.

- Specify preapproved, conceptual thoroughfare cross-sections showing lanes, sidewalks, trees, cycling network, and parking.
- Identify opportunities for larger scale ground up development opportunities for larger mixed-use projects.
- To encourage growth of the Uptown Urban Village, create a pool of entitlements to be allocated in the Uptown Urban Village that are as-of-right for projects conforming with the adopted code.

Another land use consideration includes the linkages between the Uptown Urban Village Center and nearby residential neighborhoods. The TAP recognizes that, although its focus is to create an urban core extended one block west of Powerline Road, a long term vision for the area should include the area west of Powerline Road to the Turnpike, both in terms of urbanization and land use intensity. That area, particularly north of Cypress Creek Road, has unique existing residential neighborhood characteristics that should be considered. One approach is to require a transition intensity zone or zones to buffer building intensity at the edge of the neighborhoods. Another technique is to incorporate the greenway system in a buffer zone. First steps in understanding existing neighborhood condition and character would be to conduct an inventory of the housing stock, infrastructure, and public facilities and hold community meetings to understand what the residents perceive as needs and priorities.

A national transportation renaissance is underway to provide Americans with much broader freedom of choice in travel options. The Complete Streets, New Urbanism, and Smart Growth Movements are reviving the atrophied modes of walking, biking, and transit ridership, all blended with motor vehicle travel in a new and balanced way. That national trend blends well with the vision articulated above for the Uptown Urban Village.

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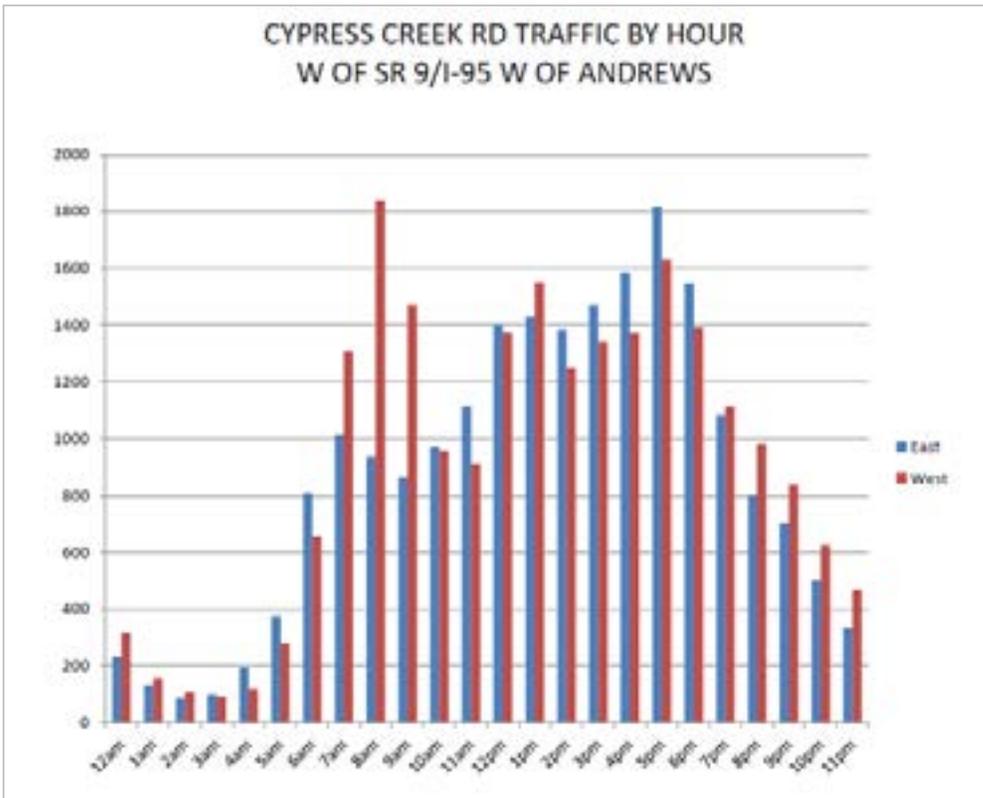


Figure 44: The capacity of Cypress Creek Road is currently higher than needed to handle existing and anticipated future demand. For the eight-lane portion of Cypress Creek east of Powerline, the daily profile of traffic counts for each hour shows 1,800 vehicles per hour during the AM and PM peak hour directions. That type of facility has the capacity for over 900 vehicles per hour in a single lane, therefore, current traffic demand requires only two lanes in each direction (four total lanes). Two lanes in each direction would provide a sufficient cushion for growth,

The new, emerging design vision as recommended by the TAP and the contemporary, broadly accepted vision of transportation are in stark contrast.

- A compact urban context calls for a healthier balance of relative speeds between modes. Slower motor vehicle speeds of 35 mph and lower are preferred on many streets. Good urban design for buildings framing the street is also essential to complete the vision.
- In contrast, a suburban pattern, with a less connected network, calls for more physical separation of modes due to incompatible operating speeds. That separation is achieved spatially, with widening the road and use of curbs and medians, or temporally, with separate traffic signal phases.

The Uptown area of today features roads designed in the suburban pattern, resulting in one of the most significant challenges to walkability and the creation of a balanced mobility vision. The arterials are massive asphalt corridors such as Cypress Creek Road that were created as major high speed thoroughfares between the workplace, residence, and commerce. Over time, those arterial roads such as Cypress Creek Road were widened as traffic volumes increased. Rethinking roadway design to accommodate both the pedestrian and the automobile is a top priority for achieving the vision for the Uptown Urban Village .

Designing Healthy Walkable Places and Greenways

The Walkable Street Network

Creating a walkable street network is at the heart of the TAP's recommendations. Continuing and building on its Connecting the Blocks and Complete Streets initiatives, the TAP emphasized that the city should establish a mixed-use, walkable land development pattern with attention to creating a street grid network.

To achieve a successful walkable community, a full set of thoroughfare standards must be developed to realize the following objectives:

- Minimize street width and paved surface area.
- Enhance pedestrian access and safety.
- Maintain vehicle speeds at pedestrian-friendly levels.



Figure 45: By offering more choices, a network of smaller streets provides greater capacity than a disconnected hierarchy of large streets.

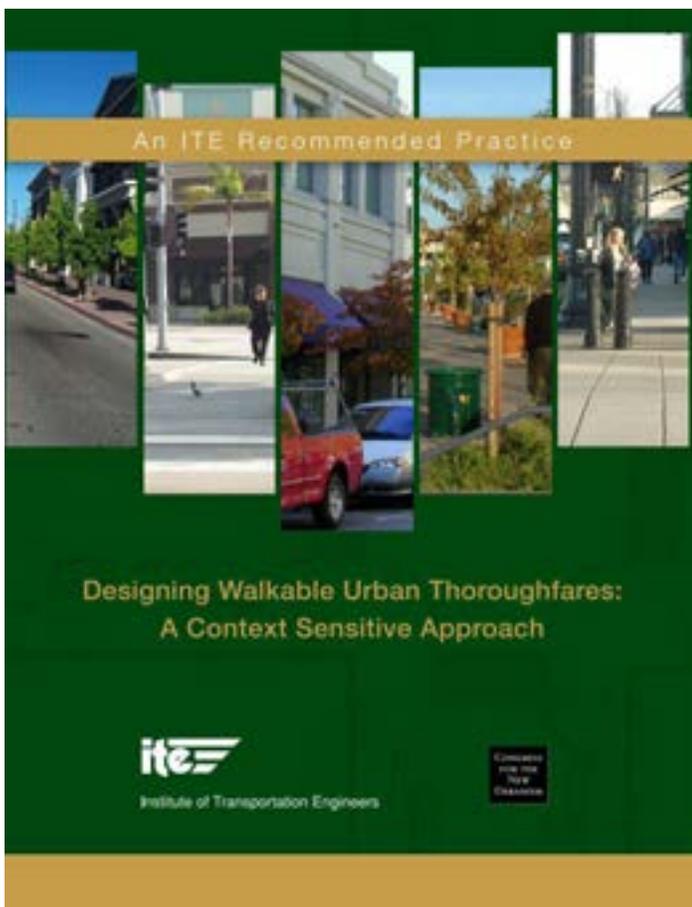


Figure 46: Wayfinding signs help pedestrians and drivers find their destination.

Also important to making walking more friendly is the use of:

- Pedestrian linkages and corridors
- Greenways, pathways, and linear parks
- Pocket parks and gathering places
- Shade through extensive tree canopy and building design
- Active ground floor uses
- On-street parking
- Consistent streetscapes (landscaping, lighting, signage, and street furniture)
- Safety and security

To achieve those objectives, the city's regulating plan should incorporate a community design charrette that leads to comprehensive plan policies and a form-based land development regulation that includes a complete suite of street sections appropriate for walkable areas. The form-based code street sections should incorporate the following key principles:



The single most significant challenge to the cohesive redevelopment of the Uptown area is the divide created by what would be considered by many transportation engineers as a well-functioning major traffic corridor. That is from the perspective of the car, not people.

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- Build for everyone – not just for motor vehicles, but also for bicyclists, pedestrians, children, the elderly, and emergency responders. Streets that are enjoyable for people to live and work along, conducive to neighborly interaction, and beneficial in helping pedestrians feel safe crossing are those that encourage lower vehicular speeds and corresponding low noise levels. In turn, tree-shaded, pedestrian-friendly streets lead to higher levels of bicycling and walking.
- Choose the right target speed. According to the Institute of Transportation Engineers (ITE) and Congress for the New Urbanism (CNU) publication, Recommended Practice Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, the target speed of a thoroughfare (“the highest speed at which vehicles should operate on a thoroughfare in a specific context”) is directly related to pedestrian safety. Accordingly, minor residential streets should be consciously designed to maintain speeds of 20 miles per hour, while the higher-order thoroughfares should purposely be designed to speeds of 30 to 35 mph. One very effective technique in reducing speeds is to make the pavement no wider than necessary.

Figure 477: The ITE and CNU publication, Recommended Practice Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, provides guidance for planning and designing major urban thoroughfares for walkable communities. The Federal Highway Administration defines context sensitive solutions (CSS) as “a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.”



Figure 48: The Cypress Creek multiway boulevard (top image above) will be suitable for both people and vehicles. The multiway boulevard (top image below) is described in the National Association of City Transportation Officials Urban Street Design Guide. The bottom image below shows a typical multiway boulevard section and plan. Interconnectivity with the overall street plan is required, and the form-based code should call for correctly sized urban blocks and an interconnected street network.

- Create a highly connected street network that will provide a multitude of direct routes from one area to the next. For cyclists and pedestrians, a highly connected network creates shorter routes on quieter, more intimately scaled streets. For drivers, that translates into shorter trips on local routes, at lower speeds, while reducing congestion on arterial routes. Travel demand is less concentrated in a finer grained street network, especially during peak periods. That reduces the heavy point loading of the proposed Multiway Boulevard at any one location. A connected network also gives emergency providers multiple options for reaching a destination.

The Multiway Boulevard: A Tested Solution for Cypress Creek Road

Multiway boulevards have a strong history and are increasing in use. Older examples were built at the end of the 19th century in New York, and new multiway boulevards exist in San Francisco and Chico, California, and other locations. That grand multiway thoroughfare style is reemerging in the

field of urban design and is successfully being used around the country to blend high vehicle mobility in the center and pedestrian scale design on the edges. The multiway boulevard, the TAP highly recommended, should be the model for recasting the current multi-lane Cypress Creek Road, Powerline Road, and Andrews Avenue. That model will encourage the optimal balance of multimodal usage and capacity for the Cypress Creek corridor.

Use of a multiway boulevard design:

- Will streamline and improve traffic flow along Cypress Creek Road by providing new side medians and access lanes that strictly control future connections to the boulevard.
- Simultaneously permit substantial volumes of through traffic at its center while encouraging the commercial, street-front development pattern appropriate for viable, walkable community design.



Figure 49

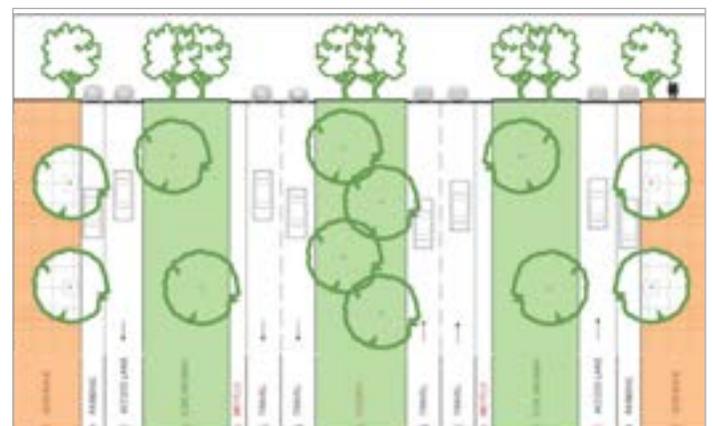


Figure 50

In a multiway boulevard design, the central lanes and access lanes are separated by generous side medians. The concept and operating characteristics of multiway boulevards are described most fully by Allen Jacobs, Elizabeth McDonald and Yodan Rofè in *The Boulevard Book* and also in *ITE/CNU's Designing Walkable Urban Thoroughfares* described earlier. The generic section and plan of a multiway boulevard is illustrated in Figure 50.

Core design features of a multiway boulevard include the following:

- The center of the multiway boulevard is typically four-to-six lanes (current traffic on Cypress Creek can be accommodated with four lanes) that serve the traditional function of an arterial street – to move longer automobile and bicycle trips safely through an area. The center lanes are considered the “vehicular realm,” and design considerations on those lanes place priority on the through movement of motor vehicles, as with contemporary suburban arterial design. Pedestrians are encouraged to cross the center lanes because speeds are managed in the 30-35 miles per hour range (speeds that also create a safe environment for those traveling by bicycle).
- On either side of the existing central through lanes are wide park-like medians with street trees and shared-use paths or sidewalks. At the edge, a single one-way access lane provides access to on-street parking. A wide sidewalk and street-front development complete the boulevard’s pedestrian realm.
- The entire area from the edge of the central lanes to the building faces, provide a real sense of place where pedestrians feel comfortable. The one-way access lane is designed for speeds of 15 miles per hour. Within the pedestrian realm, design considerations place priority on pedestrian mobility. The table in Figure 5 summarizes the functional elements of the proposed multiway boulevard. Below that are illustrations (Figures 55



Figure 51

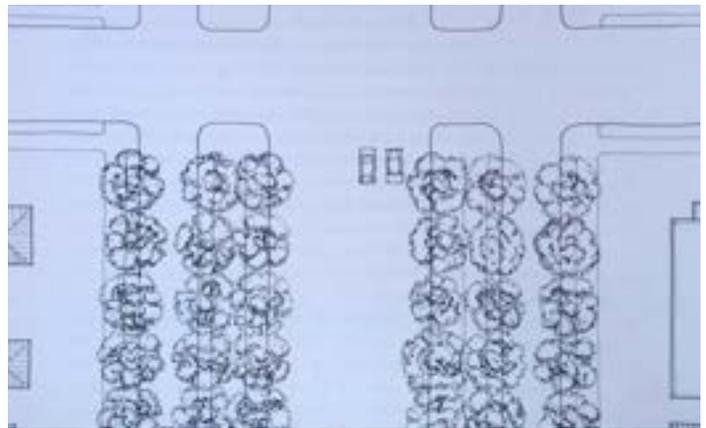


Figure 52



Figure 53

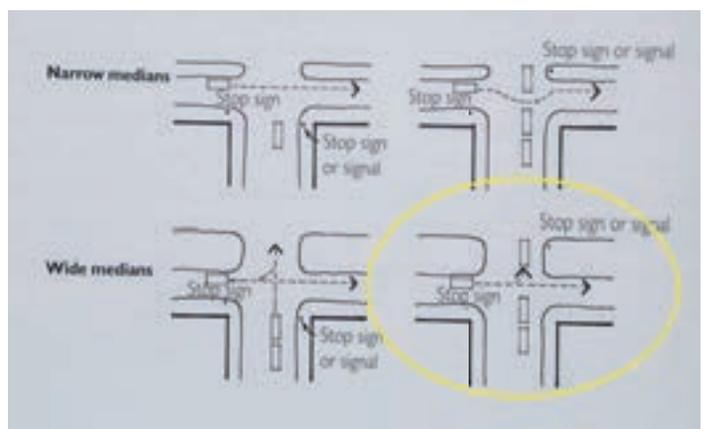


Figure 54

By maintaining the functionality of the roadway facility with central through lanes and creating through lanes and a pedestrian/on-street parking corridor with shade for the pedestrian, the city will provide a convenient, safe, secure, and enjoyable pedestrian realm and a functioning street. Two important design and land use strategies to achieve such a road require adoption of a form-based code and regulating plan that will result in buildings brought to the sidewalk to further encourage pedestrian movement.

through 58) depicting a range of multiway boulevards. Figures 59-64 shows the conversion over time of a multi-lane road designed to serve cars into to a multiway boulevard.

required to complete the analysis to determine if the roadway could undergo a lane diet (a reduction in vehicle travel lanes). Data from the Florida Department of Transportation and Broward MPO will be necessary to inform the operations analysis.

A first step in pursuing a multiway boulevard design for Cypress Creek Road is to assess the operational performance of the future Cypress Creek Boulevard and resulting operation of the I-95 interchange. The recommended travel study can be conducted using micro-simulation software such as Synchro™. Cross streets should be based on the interconnectivity street network. Travel demand levels are also

Table 1 - Multiway Boulevard Functional Elements

| | | |
|----|---------------|---|
| 1. | Central Lanes | Provide traffic through movement, allowing longer trips to pass through the area. They also bring potential customers within viewing distance of the shops and storefronts along the edge. |
| 2. | Side Medians | Park-like medians establish the beginning of the pedestrian realm. Planted rows of trees provide enclosure, helping manage the central lane thoroughfare speeds. Medians also provide shade and protection for pedestrians, cyclists and space for transit stops. The shared-use path allows bicycling, roller-blading, and strolling, with ample benches and lighting. |
| 3. | Access Lanes | The narrow one-way access lanes serve vital on-street parking. They parallel the central lanes and can provide some circulation between elements of the street network, however this function is minor. They provide a quiet, pedestrian friendly street for the store fronts facing the Boulevard. Total curb face to curb face width will not exceed 18 feet. |
| 4. | Wide Sidewalk | Allows pedestrian traffic to circulate freely between the store fronts and buildings along the median park and crossing areas. The wide sidewalks provide necessary space for pedestrian mobility, shopping and outdoor dining. Street trees and other plantings also greatly enhance the spaces. |
| 5. | Store fronts | Provide economic viability. Development located adjacent to the sidewalks, is accessible via all modes. The store fronts also send a clear message that this is an inviting place for people, a message that is not possible to convey with conventional arterial design. |

Figure 55: Multiway Boulevard Functional Elements.

Figure 56

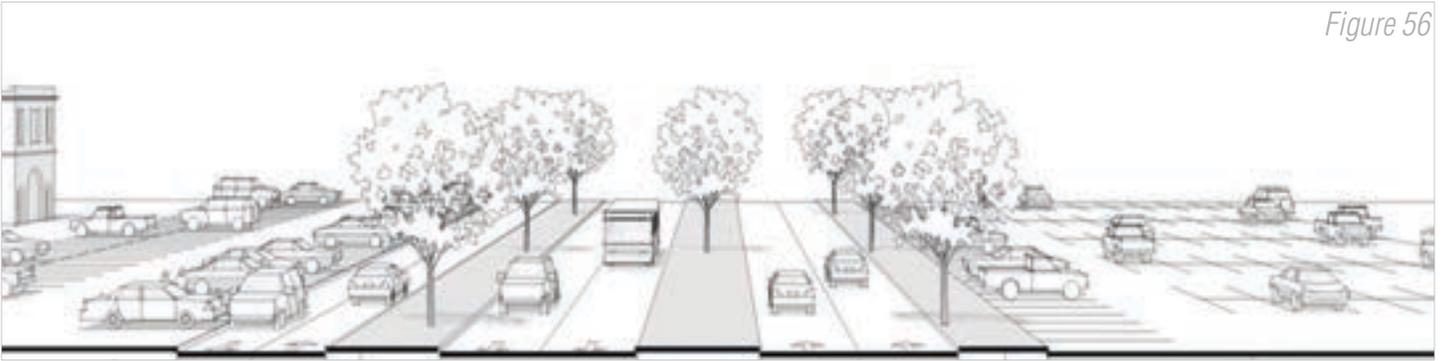


Figure 57

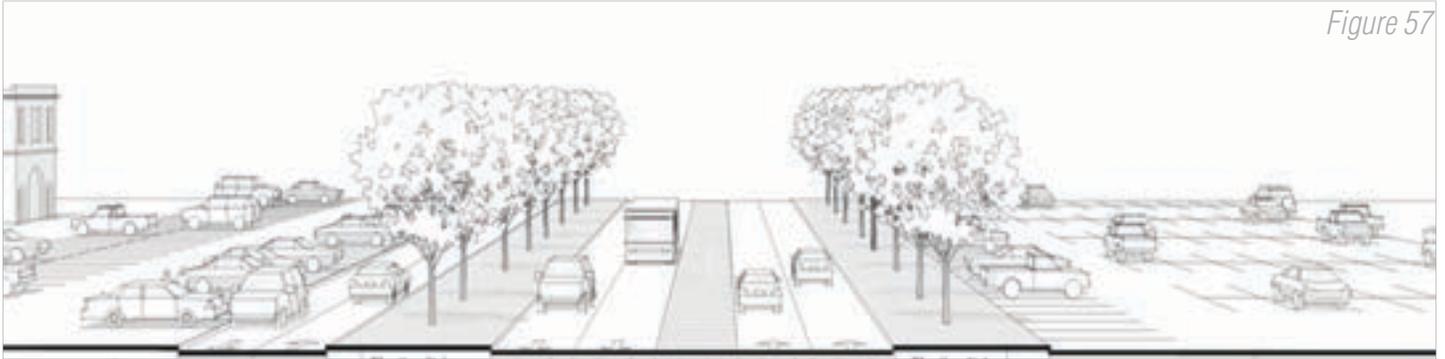


Figure 58



Figure 59



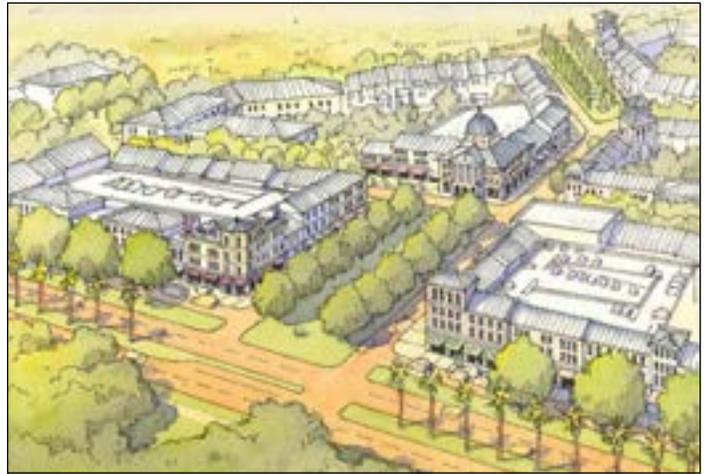
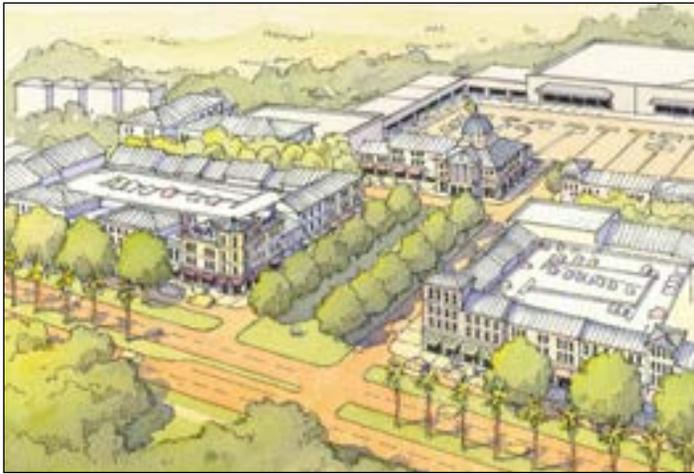
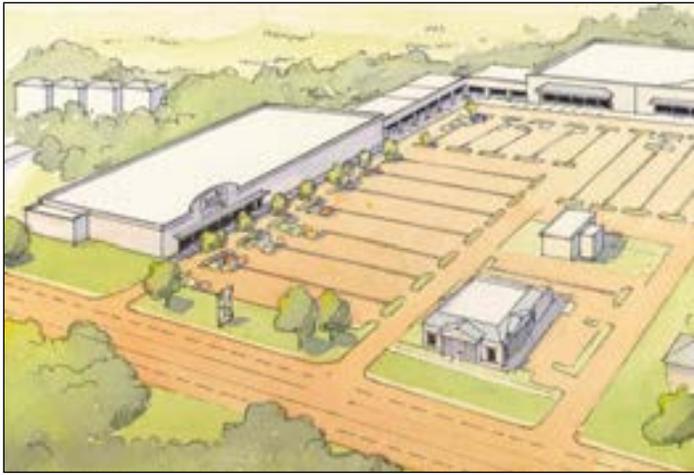


Figure 60: Change from a suburban to urban center over time.

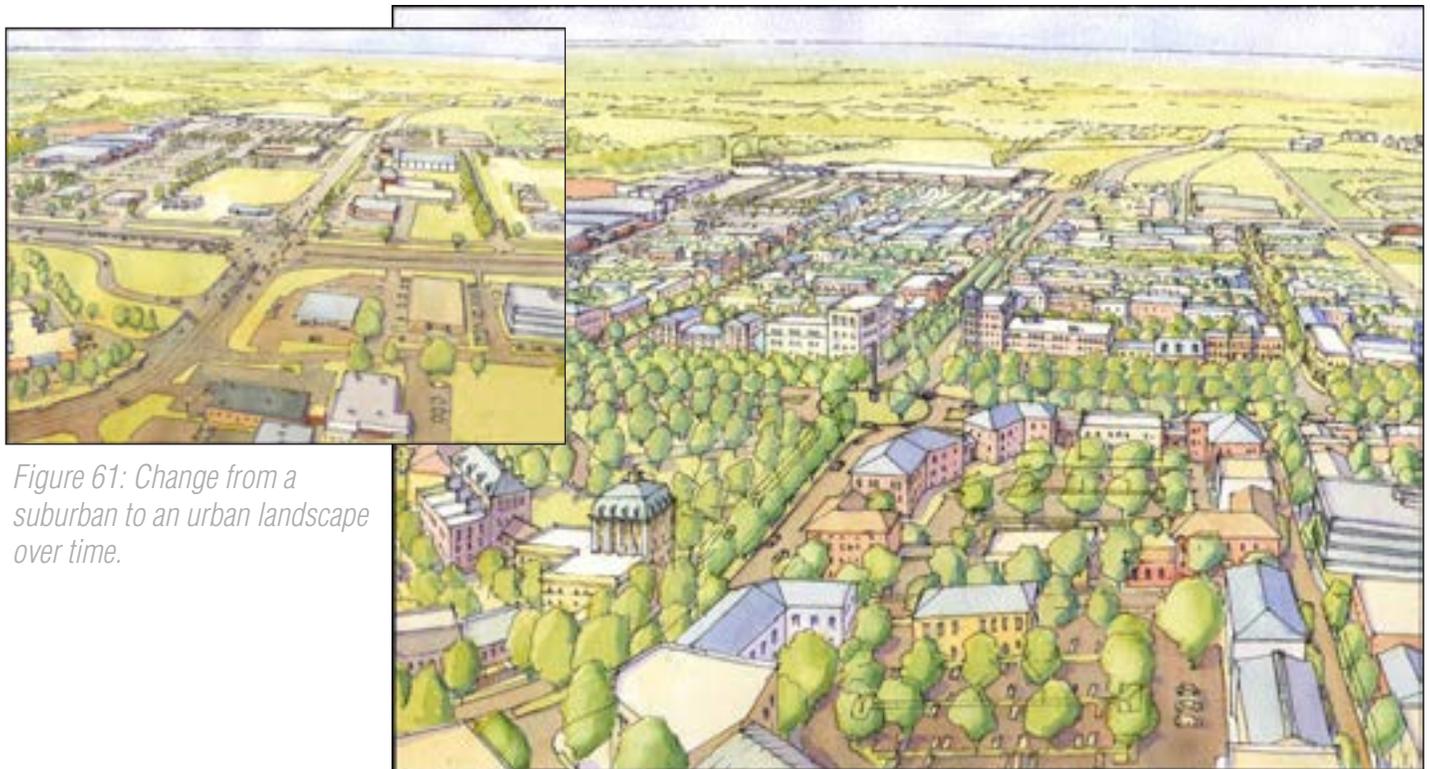


Figure 61: Change from a suburban to an urban landscape over time.

Creating Healthy Walkable Places and Greenways

The single most important component in the resurgence of any area is the people within it: how they feel about their experience while in the area and their desire to go back to that experience. As poet Wendell Berry wrote about place-making: “If what we see and experience... does not become real in imagination, then it never can become real to us, and we are forever divided from it... Imagination is a participating and a local force, native to the ground footprint.”

For the Uptown area, providing that positive experience means creating an environment that makes the pedestrian feel comfortable when moving around. One important way of doing that is establishing shaded pathways and making the experience of getting from one point to another convenient and safe. Creating such areas will also promote community health. In addition to strategies such as walkable streets described elsewhere in the TAP recommendations, several other examples that will lead to a healthier community are described below.

- Nature trails – Exercise and entertainment trails for biking, jogging, and walking could be routed through the heavily vegetated areas along I-95, east of Andrews Avenue between McNab and Cypress Creek Roads. The proposed trail system could connect existing paths that currently serve as office park amenities. Expanding and revitalizing the existing trail system would provide access to the entire community, including the multifamily areas as they are added to the Andrews Avenue corridor as recommended by the TAP.
- Community Gardens – A community garden adjacent to proposed multi-family residential areas could provide fresh food for the community in an otherwise fairly commercial area. In creating such a garden, other successful examples should be studied and an organization identified or formed to handle garden maintenance and insure long term success.
- Storm Water as an Amenity – Currently most property faces away from the stormwater collection areas or ponds along I-95. Those collection areas could be expanded and woven throughout the area as an amenity that would also increase property values by improving views and other aspects of biophilic urbanism (explained earlier in the TAP recommendations).

The idea of feeling comfortable and safe with our surroundings and the image we take away from our experience will help shape the way we store and recall the experience. And that determines if we are drawn back because of the impressions left. It is our imagination fueled by our experience that will measure our ability to create great places.

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Figure 62



Figure 63

- Air Quality – Increased vegetation will improve the air quality of the community as vegetation filters particulate pollution as well as acts as a carbon sink. Reduced vehicle trips will result in reduced carbon emissions, which will lead to lower ground ozone pollution levels.
- Shading/Daylight – The use of natural and constructed shade is an important amenity. An example is pathways covered with fabric or by tree shade that provides a naturally lit healthy space that is reasonably sheltered from inclement weather. The indirect light would also reduce exposure to direct radiation. Making the outdoor transportation avenues more comfortable will increase usage.
- Safe Street Crossings – Transforming the Andrews Avenue and Cypress Creek Road intersection into a pedestrian-adapted multiway boulevard intersection will make it safer to walk to the Cypress Creek Tri-Rail station. Relocating the on-ramp for I-95 southbound will also make walking from the park-ride lot to the Cypress Creek Tri-Rail station much safer. At present, walking across Andrews Avenue there and at the intersection is very dangerous.
- Safety – Redeveloping and infilling existing office and retail parcels north of Cypress Creek Road to include compact multifamily residential units as well as encourage more walk/bike access for the office building employees will increase the pedestrian volumes at the street level. Redeveloping existing office parcels south of Cypress Creek and encouraging buildings with ground floor retail to be developed closer to the sidewalk will also heighten pedestrian volumes. A by-product of higher pedestrian street movement can decrease the likelihood of crime.

The features described above should improve the health of the community through motion and exposure to nature, the TAP concluded. In addition, views of nature usually increase the asset value of the built environment, which in turn leads to higher tax revenue, which funds more community based improvements and the cycle continues.

Encouraging Development and Redevelopment
The city can take a number of steps now to continue the momentum established over the last couple of years.

Working with Envision Uptown and the Broward MPO to expand the scope of the Cypress Creek mobility project could fast track preparation of the regulating plan and form-based land development regulations. Between now and when the recommended code and regulations are in place (which can be a lengthy process), the city might consider an interim step to create an environment that encourages interested developers and land owners to begin the development and redevelopment process for projects that are consistent with the Uptown Urban Village called for by Envision Update. Taking steps now will continue the current feeling of excitement about the prospects for the Uptown area and the creation of an urban village within it.

Sites currently under public agency or government control present a good opportunity for those first developments. Evaluating such sites now and agreeing on a course of action will facilitate their evolution into productive parcels that will illustrate and enhance the Uptown vision. Two examples of good demonstration sites (because of their strategic location) are the park and ride site owned by the Florida Department of Transportation and the area around the Cypress Creek Tri-Rail station.

The park and ride site is important because it serves as the front door to the Uptown Urban Village. Whatever development is proposed must exhibit the principals of an urban character, a mix of uses, and connectivity. The Cypress Creek station also is important to the success of the remake of Uptown. According to a study by the South Florida Regional Transportation Authority, the area around the station is ranked eighth in population and second in employment within a half-mile radius. Those characteristics present a unique opportunity to boldly step into the TOD implementation stage, a step that represents an organic evolution of redevelopment and is encouraged by the South Florida Regional Transportation Authority (SFRTA). A TOD redevelopment in that area is an important component of the Uptown Urban Village vision and is called for in the plans of a variety of local and regional agencies as described earlier in this report.

An important first step in pursuing such a TOD development is to form a public-private partnership that includes landowners. The partnership would work collaboratively in a charrette process to develop a shared vision for that important combination of sites designed at the pedestrian scale. Organizing such a partnership

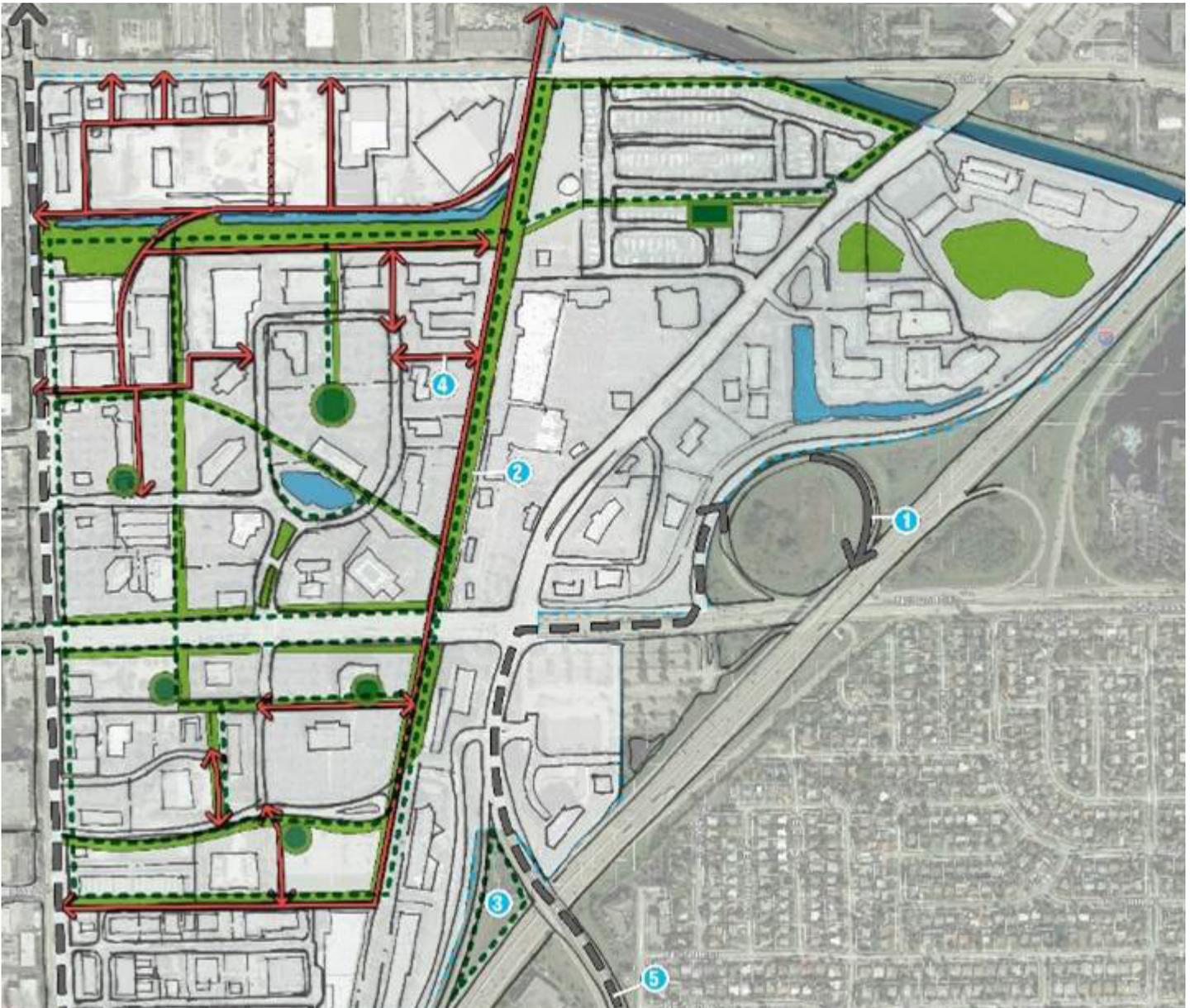


Figure 64: A system of greenways, trails, and walking paths will provide residents of the Uptown Urban Village an opportunity to enjoy a stroll or take a long walk or run, and visit with friends, and be with nature.

LEGEND
 Green: Parks
 Black: Buildings-Existing and New
 Blue: Water

and engaging its members in meaningful dialogue is an appropriate role for Envision Uptown. In addition to landowners, partners should include the SFRTA, the city, and the Broward MPO.

A more intensive look at the proposed development was also encouraged. Designers should fully understand major regulatory implications such as the policies driving development within the immediate area of the Fort Lauderdale Executive Airport. The regulations contain specific land use, height, noise, and other constraints that will affect the efficient use and re-use of the proposed TOD site and could ultimately

determine its character. (Please see Chapter 333 of the Florida Statutes and referenced Code of Federal Regulations (CFR): 14CFR Part 77 and Part 150, 'Safe, efficient use, and preservation of the navigable airspace' and the "airport noise compatibility planning," respectively, for details.)

The TAP Team decided to analyze a test block (see Figure 65) to demonstrate how redevelopment opportunities could create a mix of uses and achieve the desired sense of place. The selected block is at the southeast corner of the Cypress Creek and Powerline Road intersection. The ideas tested, which are for one simple scenario, are outlined below.

The letters correspond with those in Figures 65 and 66 . The variety and mix of uses, the TAP noted, are achievable.

A: Five-story building with ground floor retail and the upper four floors office, consisting of 26,000 square feet (sf) retail and approx. 100,000 sf of office.

B: Four-story building with ground floor retail and the upper three floors residential apartments, consisting of 14,000 sf of retail and 45 apartments with an average size of approx. 1,200 sf each.

C: Vertical parking garage consisting of four parking levels with 124 parking spaces per floor for a total of 496 parking spaces.

D: Represents a 25-foot land dedication for right-of-way purposes.

E: Represents a 40-foot mid-block access easement required from the adjacent property to the east.

F: Represents the gateway statement (see Figure 62), which may take the form of a monolith or other simple distinctive feature that, when combined with similar features at the other corners of the intersection, will create

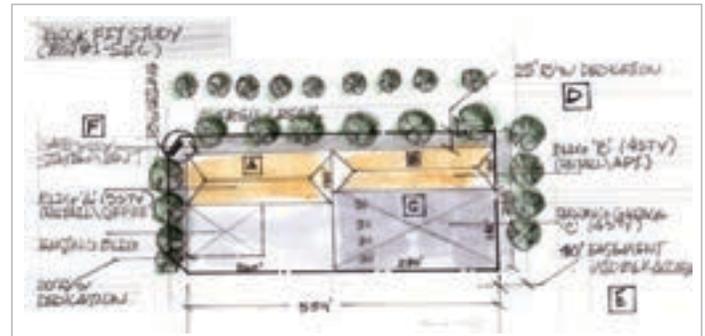
a sense of arrival into the Uptown Urban Village. The recommended greenways system should be evaluated along with the Fort Lauderdale Executive Airport land ownership to determine if there are opportunities for public gathering places and vest pocket parks. Another possible location to examine for such amenities is a satellite city hall/police substation.

G: Represents the existing building on site.

H: Represents a 20-foot right-of-way dedication for Powerline Road that could be used for sidewalk pedestrian circulation.

The proposed test block study incorporates the modified Cypress Creek Road cross-section as well as the compact urban format outlined in this report. Another key ingredient in this test block is the use of vertical parking to achieve the desired pedestrian scale and urban form.

Figure 65, right, and Figure 66, below:
The TAP used a test block to examine the potential results of the proposed concept to use in creating the Uptown Urban Village.



Continuing to Grow the Uptown Urban Village as a Recognized Center of Innovation and Employment

The Uptown area already has a large employment base (some 70,000 jobs as described earlier in this report) and contains leading technology firms such as Citrix and Microsoft to build on. To be competitive in a global economy, the Uptown innovation and employment center needs to be geographically identifiable, physically compact, transit accessible, and tech wired for businesses, such as medical, specialty manufacturing, high tech, and start-up. A mix of housing choices, offices, retail, restaurants, and other support services such as car sharing, laundries and drugstores must be available in order to be a comprehensive innovation and employment center. The innovation/collaborative district approach is illustrated in Appendix C.

The Uptown Urban Village design must project a different model to the employees (millennials) of today and tomorrow who prefer urban living with amenities immediately accessible from housing and transit. Under today's corporate model, the firms that want to employ those workers will locate and invest in the center, rediscovering the time-honored linkages between the economy, place making, and social networking.

Reshaping the core of Uptown as a true urban village center gives the city of Fort Lauderdale and Broward County a propitious opportunity to revisit the highly inefficient single-use, isolated sprawl model of the past encouraged by auto-only mobility. The new center can demonstrate their re-thinking what has been typical edge city development. That will require re-thinking Uptown's market position and how to build on some of the area's greatest assets, including the highly used Fort Lauderdale Executive Airport and Cypress

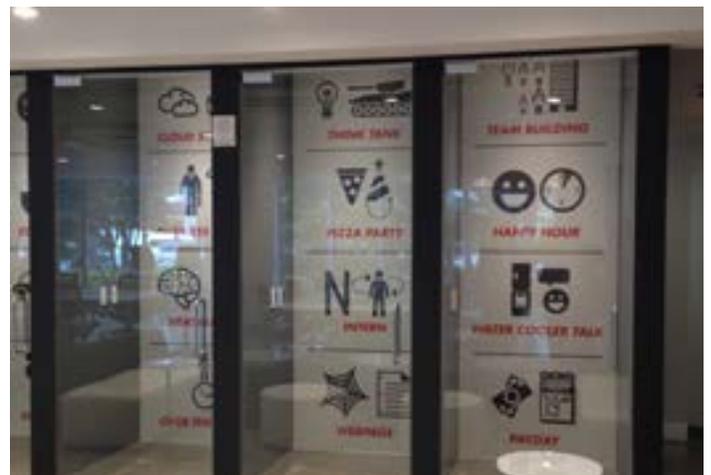


Figure 67: The Fort Lauderdale-based Axisspace, which is located on Las Olas Way in the Las Olas River House, provides an alternative to traditional office space. Its amenities and open layout are designed to encourage collaboration and innovation and to build a unique business culture and community. Users have access to services such as conference rooms with state-of-the-art technology, printers/scanners, and fully furnished offices. Amenities include a spa, pool, gym, locker rooms, outdoor casual seating, and organized weekly social gatherings.

Creek Tri-Rail station and a large existing employment base. The Uptown Urban Village design should include a bold statement about the employment sector in Uptown and define a clear district that will encourage the desired convergence of educational institutions, employers, and government. The design should have the express purpose of educating the future employment sector in Uptown. It should also generate the desire to live and work in an area that offers an urban environment in a resilient region, poised to remake itself into a competitive, livable, and connected urban village center. The concept infill and greenways plan is illustrated in Appendix D.

Moving Forward with the Right Implementation Tools to Turn the Uptown Urban Village Center into Reality

The redevelopment of the Uptown Urban Village will depend on a series of implementation tools to demonstrate the City's commitment to moving forward with the Uptown Vision. Those changes will require partnerships and the involvement and investments by community stakeholders, local government, and private landowners. The tools discussed below include those that are currently available, those that may become available, and those yet to be implemented. They include creative financing tools that can complement the recommended land use plan and zoning regulation adjustments and help governmental agencies coordinate the orderly infrastructure improvement funding necessary to build a strong core and encourage redevelopment.

Community Redevelopment Agency (CRA) and Other Financing Tools

The Florida legislation creating CRAs allows a city to leverage its tax base in areas where the physical or economic deterioration of a target area requires investment and specific actions to help bring about change. As the CRA regulations have matured through the legislature and the courts, specific adjustments, controls, and limitations have been imposed on what CRAs can do. Those changes have generally strengthened CRAs. The evolution of the law has reflected due process and is a barometer of the current thinking on the topic. However, action by the Broward County Board of County Commissioners to cease the establishment of all future CRAs in Broward County is not encouraging. If the city is ultimately allowed to proceed with new CRAs in Broward County, it should strongly consider an Uptown Urban Village CRA as a mechanism for funding considerable infrastructure improvements necessary for the Uptown Vision to come alive.

Other financing tools include a variety of dependent and independent district tools available to governments to assist in the funding of new and improved infrastructure to support growth and sustainability. The key to utilizing those tools is for government to have the support of its leadership to facilitate an active and creative exchange of ideas among all stakeholders. The private sector must take a lead in the planning and visioning and also become active in the funding and implementation process to encourage the positive changes needed to create a true urban village. Property



Figure 68: Wrapping parking structures with residential and/or retail uses will activate the street level and ensure that pedestrians or those driving by are not looking at blank walls. Shown here are examples from Mizner Park, FL (left) and Boulder, CO (right; photo by Kyle Gradinger).

owners' associations and not-for-profit business alliances are also tools available to the private sector, property owners, and other stakeholders.

Supportive Zoning and Land Use Regulations

One early step is to change the city's land development regulations and the comprehensive plan future land use map to allow mixed-use development and redevelopment as outlined earlier in this report. The Uptown Urban Village vision calls for a major change in the urban fabric to a compact, walkable pattern. A vital companion to redevelopment of the land pattern is adoption of a Complete Streets transportation mobility plan. To succeed, Uptown needs to provide employees and residents the freedom to use all modes of travel. That begins with creating a more walkable environment that includes the multiway boulevard sections, sidewalks, paths, and trails described in the Uptown Urban Village vision.

Use of Vacant Lots and Parking Structures

The limited number of vacant parcels creates one of the most significant hurdles in creating a village-like setting because realizing the Uptown Vision is largely dependent on redevelopment versus greenfield development. Redevelopment is further complicated by land values and ownership structures. However, many surface parking lots are ideal candidates for redevelopment, a resource that would not be available in every market. The existing office parks in the Uptown submarket generally offer enough concentration (employees and square footage) to support a parking garage.

In addition, the strong land values in the area due to the limited land supply in Broward County should support the economics of a higher and better use than surface parking.

Although structured parking is encouraged, it should be developed with care. Parking garages should avoid blank walls facing or overlooking pedestrian-oriented streets and other public spaces and require liner buildings with active ground floor uses. As shared parking is analyzed and on-street parking is introduced code parking requirements should not be in contradiction to the Uptown Urban Village Vision.

A Redevelopment Facilitator

Because of the many hurdles and complexities, such as existing zoning codes, approvals, ownership, capital structures, and financing conditions affecting the ability to redevelop a site, a task force should be formed (possible through Envision Uptown) to work hand-in-hand with landlords to help encourage and assist with moving forward.

One approach is to partner with well-respected multifamily and/or retail developers who can help form marketable plans with specific property owners on target parcels. That will help shift the focus from an interesting vision to a real opportunity. One such redevelopment opportunity is located just north of the Cypress Creek Tri-Rail station (retail center) and south of McNab Road where a mobile home park of approximately 23 acres exists. Displacing the residents is not being suggested, but a long term redevelopment strategy surrounding that parcel should be assessed. Other opportunities include the



Figure 69: Compact residential housing and related mixed-use development should achieve a massing and placement that achieves a street-level pedestrian environment.

park and ride site at I-95 and Andrews Avenue, the parking lot next to the rail station, and vacant parcels owned by the Fort Lauderdale Executive Airport.

The Importance of Branding and Programming

The TAP recommends that Envision Uptown and other community groups clearly define and brand the Uptown Urban Village Vision and its guiding principles. They also should also create marketing tools to drive both awareness and development, using all forms of media (print, news, and social). Those materials should showcase the area, the available incentives, and the development opportunities. Outreach should target the brokerage and development communities. Programming a full calendar of events to bring the Uptown area alive is also critical to the area's success. This is the type of activity for which the Envision Uptown could be responsible.

Achieving the Required Residential Development

The area proposed for the Uptown Urban Village lacks the blend and density of multi-family residential uses required to create an active district. The closest residential units are primarily single family home and townhome communities and are not within walking distance of the Uptown Village Center location. The TAP recommends targeting compact multi-family residential development within the gateway hub areas and in/around the existing office parks. Infill residential development will start to create the residential base required to support

future, active retail uses and allow people to live and work within the neighborhood. Residential densities should range from 50 to 150 dwelling units per acre.

Higher density should be concentrated near major roads and the Cypress Creek Tri-Rail station, transitioning to lower intensities closer to existing single-story/low-rise residential development. The height and location of residential development should take into account the requirements of the Fort Lauderdale Executive Airport. Increasing compact residential patterns should be addressed in the form based zoning code for the Uptown Urban Village. Code requirements can be used to avoid superblocs and encourage the creation of a pedestrian-scaled block pattern of development.

Broward County's affordable housing requirements also need to be considered. Although providing affordable housing for working-class professionals is important for the diversity and vibrancy of the area, a requirement of that nature is not recommended for the early years of the area's rebirth. It is important to get development kick-started and minimize potential barriers to entry. However, affordable housing requirements should be re-analyzed as development in the submarket progresses. Such an analysis should occur on a set schedule to address political, social, and/or citizen concerns with the requirement's early exclusion. As shown in Appendix E, Existing Housing Stock Resales Data (3 mile radius of the Fort Lauderdale Executive Airport), the area already offers a range of housing choices. Over 79 percent of the residential transactions in the last three months are less than \$175,000 and over 50 percent are less than \$125,000.



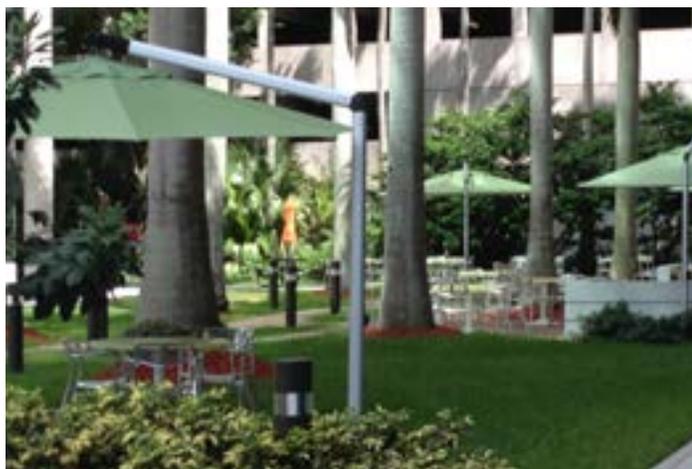
Figure 70: Well-thought out and crafted branding and use of marketing and outreach tools are also essential.

Public Parks

Creation of public parks within walking distance of the residential target areas is crucial to encouraging more urban forms of development where open space is provided through public areas as opposed to a behind the “gates” location. Each residential project will most likely still have its own amenity areas, such as gyms and a pool, but large outdoor common areas should be provided through the public realm just as they are in the downtown cores of major cities.

Active Ground Floor Uses

Active ground floor uses are very important to help achieve the Urban Village Center Vision. The ground floor spaces in new buildings should be designed to accommodate commercial uses, however ground floor retail uses in those spaces should only be required in target areas and on streets where leasing the space is likely. That will avoid what has happened in other South Florida developments where ground floor retail uses were required, creating spaces in challenging locations based upon visibility, market demand, and/or parking that have remained vacant. Within those retail spaces, professional office and other market-driven uses should be allowed as long as they are set up with windows and doors on the sidewalk, similar to the way a small doctor’s or accounting office would be in an old main street setting. Optimally, ground floor uses such as restaurants, cafes, coffee shops, dry cleaning, a small grocery, and pharmacy would serve the neighborhood. Appendix F, Road Change Progression, illustrates how ground floor retail, combined with a complete street, can activate a previously underutilized corridor.



Incentives

To help encourage development in a more urban-like form, an incentive system should be crafted that grants density bonuses and/or impact fee credits based upon implementing a menu of desired outcomes. Such a menu should include green building practices and climate resiliency strategies. If an incentive system is implemented, the density ranges suggested above might need to be adjusted so that desired outcomes are still acceptable under the assumption that an average number of menu items are implemented and bonuses granted.

One area for incentives involves addressing the older office space in the Uptown. It is crucial that the Uptown Urban Village remain competitive in attracting and retaining corporate users. Competition from newer, more modern office parks in areas such as Sunrise and Weston must be taken into account, although both lack the requisite walkability. Modernization of existing office space is important for the village to remain competitive and attract quality tenants and, ultimately, jobs. An incentive-based program sponsored through local government and predicated on job creation should be created to encourage reinvestment in the office stock. Programs could include tenant improvement allowances, financing mechanisms, and permit discounts/credits.

The office buildings with frontage on the local arterials could convert a portion of their ground floor space into active uses. Therefore, a program should be implemented to encourage that conversion (an expedited approval process for example). Some buildings already have small cafés and cafeterias that



Figure 71: The Citrix Operational Headquarters (left) in Uptown provides a good example of a mini-park where employees can gather and relax. Urban trails (right) provide green elements in the public realm that can provide pleasant way to move from one destination to another.

are not known and/or inaccessible to the general population. For example, the Trade Centre South building has a small café on an upper floor that is only open to tenants and building guests. That building provides direct access to the Cypress Creek Tri-Rail station and should have located the café on the ground floor to serve both the building and rail passengers.

Leverage Currently Available Resources

The Uptown area offers a number of essential strategic assets (highlighted below) that can be leveraged to make the Uptown Urban Village Center a reality.

Envision Uptown

Leverage the dedication and commitment reflected by Envision Uptown, an organization created by a group of landowners, developers, and heads of major corporations located on Cypress Creek Road. Envision Uptown is the core group with which to start a dialogue about next steps in the process of revitalization, redevelopment, and place making. Members of the organization have already been meeting and strategizing to help make the Uptown area competitive in an ever changing marketplace. The city could look to Envision Uptown to provide a number of important roles.

- Serve as a first source for committed stakeholders to assist in the planning charrettes necessary to define the vision and create the regulating plan and form based code to implement development and redevelopment.
- Provide a modest piece of the matching funds necessary to fund the next steps planning effort, in conjunction with the Broward MPO and city of Ft. Lauderdale.
- Investigate the formation of an improvement district for the Uptown greater area. Such a district could supply implementation funding for a variety of necessary activities to advance to Envision Uptown vision described earlier in this report.
- Manage the marketing and branding of the Uptown greater area and coordinate programming to draw people to the area and maintain their interest. A strong programming initiative is a critical component to the success of the Uptown area.

The TAP recommendation to redesign Cypress Creek Road within the Uptown core is an essential ingredient in achieving a multi-modal, mixed-use, and economically competitive urban center that is a desirable live, work, play environment. Although the recommended multiway boulevard design can be viewed as disruptive, it is through such disruption that meaningful change can occur. Strong city leadership, collaboration and dedication by all stakeholders will be required to see this vision emerge, regardless of the difficulty.

The ULI Technical
Assistance Panel Co-Charis
Charles DeSanti and
Sam Poole

The Fort Lauderdale Executive Airport

Leverage the general aviation Fort Lauderdale Executive Airport that has become and will continue to be a regional economic engine. Supporting the airport's expansion and growth will be a positive contributor to the success of the Uptown Urban Village. All stakeholders should work together to expand the airport's brand and role in the region. They should also work with the airport to encourage an entrance design statement along Cypress Creek Road. Another action would be for the airport to evaluate to what extent an Uptown greenways system could be encouraged on portions of its land outside the airport primary property.

Robust Employment Base

Leverage the current 70,000-worker employment base that travels from outside the Uptown area and at the end of the day does not stay and shop or meet friends at the local coffee shop but rather heads for their cars and seeks the quickest vehicular route to either I-95 or Florida's Turnpike. The first step is giving them a reason to stay in the area after work, and the second is to provide a reason to want to live in the revitalized Uptown Urban Village. Initial strategies could include, among many other events:

- Organizing a restaurant food truck invasion in an established employer's location, preferably located along Cypress Creek Road to help promote the event and the Uptown area.
- Holding a party in the park where kids can have a great play experience (for families who might not live in the area but work there). The idea is to show them that there is life and vision and excitement in the Uptown area.

Remember that the employee of tomorrow is the millennial of today and they have a very different view of what the ideal workplace is or should be, as well as every institution sacred to the older generations. The numbers tell the story. Only 26 percent of millennials were married by the time they were 32 years old, compared to 36 percent of Generation X, 48 percent of Baby Boomers, and 65 percent of the Silent Generation. The differences in thinking are dramatic, and so is their view of where and how they will choose to live. Those leading the reinvention of Uptown need to be prepared to accommodate that critical workforce.

Educational Institutions

Leverage the educational institutions in Uptown and encourage more to locate there. The convergence of education, employers, and entrepreneurs in one place will establish the creative employment environment needed to encourage innovation and new product creation and the deployment of that new product into the marketplace. Only then will Uptown begin to compete with and win the best and the brightest minds and become the desired location for corporations to locate into the region and relocate from within the region.

Talent

Leverage the city's significant talent in planning for the Uptown Urban Village. That should include working collaboratively with the Broward MPO, SFRTA and other agencies. Together these organizations working in partnership with Envision Uptown and other civic organizations, agencies, businesses, and property owners can and will create a highly successful, resilient, livable, and exciting 24-hour Uptown Urban Village that will have a positive and lasting impact on the region.

APPENDIX A: TAP AGENDA

ULI Southeast Florida/Caribbean Technical Advisory Panel (TAP) Workshop
Uptown Urban Village - City of Fort Lauderdale
August 12 & 13, 2014

Tuesday, August 12

- 11:45 am – 3:00 pm Panel arrives, tour of study area & lunch
Meet at Broward MPO Offices Building
Trade Centre South, 100 W. Cypress Creek, Fort Lauderdale
- 3:00 – 4:00 pm Workroom Time, Presentation on Cypress Creek Mobility Hub by the Broward MPO
Broward MPO Conference Room
Trade Centre South, 100 W. Cypress Creek Road, Suite 850, Fort Lauderdale
- 4:00 – 5:30 pm Panel discussion with stakeholders
Broward MPO Offices, Board Room
100 W. Cypress Creek Road, Suite 850, Fort Lauderdale
This meeting is open to the public.
- 5:30 – 6:30 pm Hotel check-in (if needed) and break
Sheraton Suites, 555 NW 62nd Street (Cypress Creek Blvd.), Fort Lauderdale
- 6:30 – 8:30 pm Dinner & discussion
Sheraton Suites, Private Room, 555 NW 62nd Street (Cypress Creek Blvd.), Fort Lauderdale

Wednesday, August 13

- 7:30 – 8:30 am Breakfast at hotel for those staying at Sheraton Suites
- 8:30 – 10:00 am Panel work session, Broward MPO Offices, Conference Room
- 10:00 – 10:15 am Break
- 10:15 am – 12:30 pm Panel work session continued
- 12:30 - 1:30 pm Working lunch
- 1:30 - 3:00 pm Panel work session continued
- 3:00 - 3:30 pm Break
- 3:30 – 4:30 pm Panel review of draft report & power point presentation
- 4:30 – 5:30 pm Presentation of draft report; Questions & Answers
Broward MPO Offices, Board Room
This meeting is open to the public

APPENDIX B: Tour Route

UPTOWN URBAN VILLAGE - Tour Route August 12, 2014, 11:45 am – 3:00 pm

11:45 am - Group meets in Lobby of the Broward MPO Office Building - Trade Centre South, 100 W. Cypress Creek, Fort Lauderdale – 33309

STOP 1

Corporate Park

*Workforce One, Stryker, Bosch, Broward College, and Citrix
FDOT property*

Points of Interest to next stop:

Airport perimeter, planned improvements, free trade zone, etc.

STOP 2

Fort Lauderdale Executive Airport (FXE)

Lunch

Meet panel and provide background.

Points of Interest to next stop:

City College

Transition from commercial to industrial to residential development

STOP 3

Calvary Church

Points of Interest to next stop:

Proposed FXE Perimeter Walking Path

Palm Aire Neighborhood

City of Tamarac

Barry University

Kaiser College

Former FAU Campus – vacant lot

Twin Lakes Neighborhood

CSX Railroad Line

STOP 4

Proposed site for Schlitterbahn Waterpark & Sports Village

Points of Interest to next stop:

Powerline Road – observing walkability and bikability of the area

STOP 5

Cypress Creek Tri-Rail Station

Transit Connections including Uptown Link Trolley Service

Introduction of Potential Transit Oriented Development Area (core)

STOP 6

Microsoft Corporation

Points of Interest to next stop:

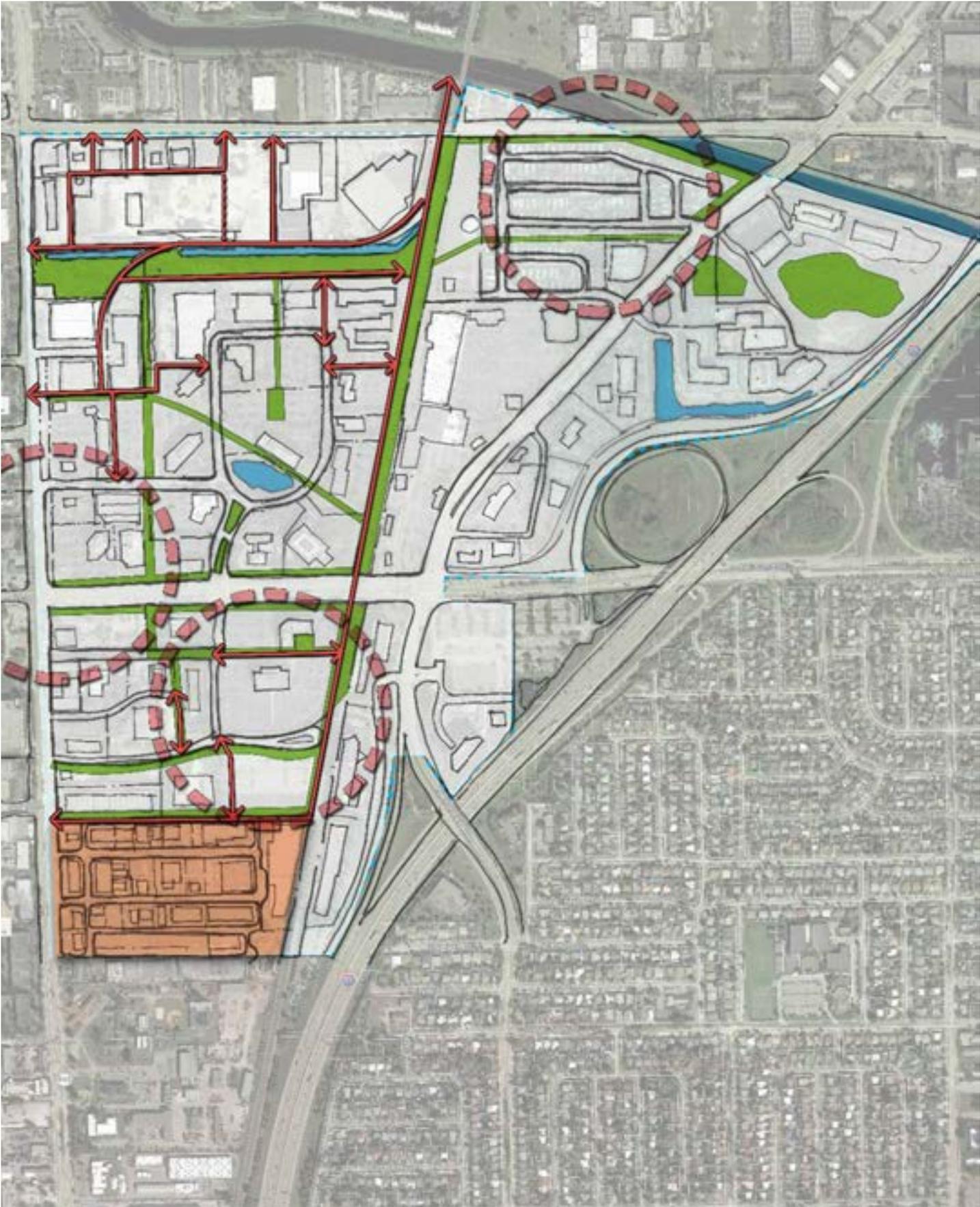
Cypress Creek Station Shops

FINAL STOP

Diner on West side of Cypress Creek Road

Disembark trolley and walk back to Broward MPO Offices for pedestrian experience.

APPENDIX C: REDEVELOPMENT AREAS AND INNOVATION ZONE



APPENDIX D: INFILL PLAN



Mission Bay, San Francisco

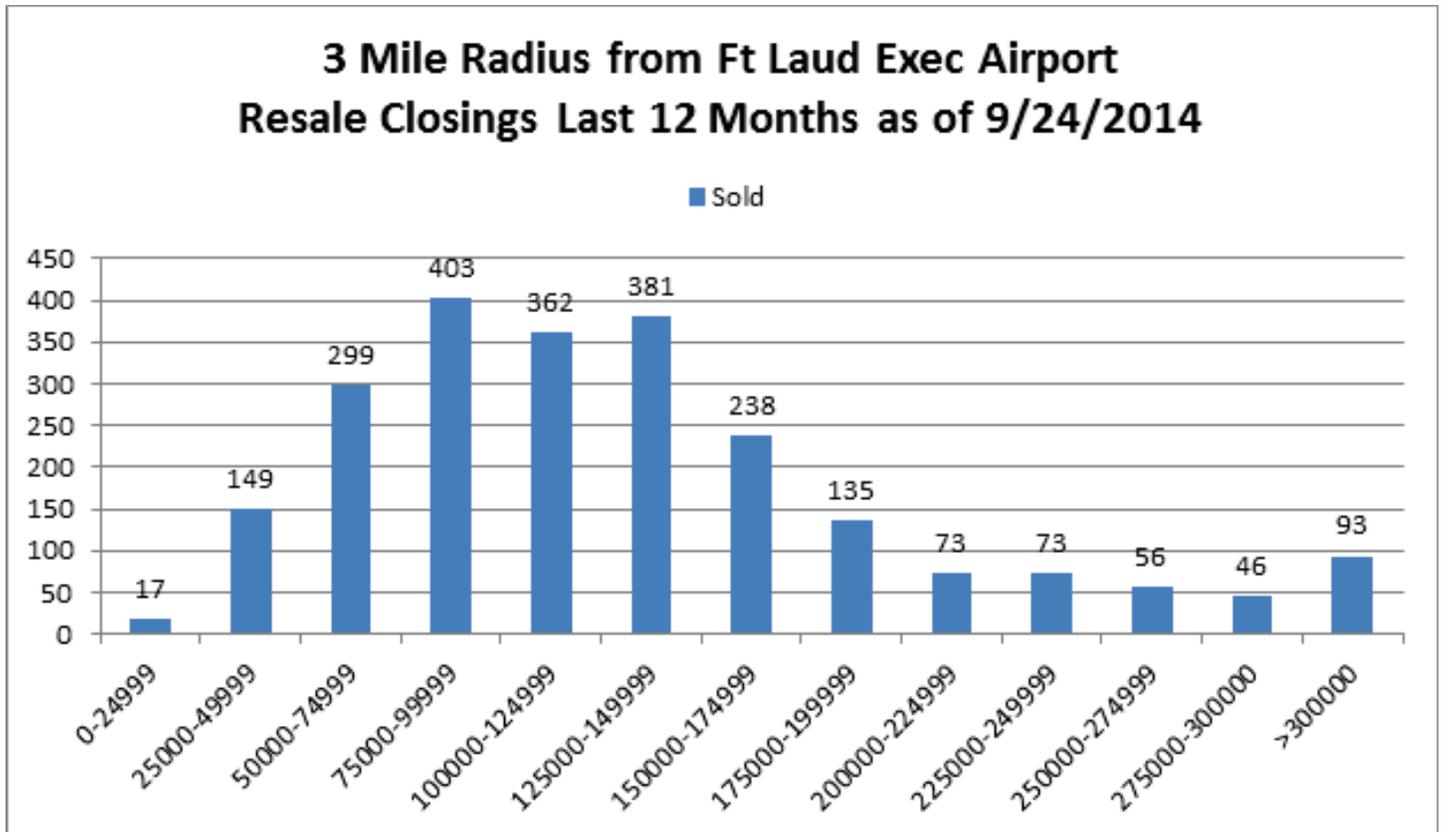


Atlanta Beltway.



Bike lanes in Vancouver.

APPENDIX E: EXISTING HOUSING STOCK RESALES DATA (3 MILE RADIUS OF THE FORT LAUDERDALE EXECUTIVE AIRPORT)



APPENDIX F: ROAD CHANGE PROGRESSION

