

North US 1 Urban Design Plan



City of Fort Lauderdale
Planning & Zoning Department

April 2008

Preface

Fort Lauderdale’s Urban Highway

While cities along South Florida’s east coast are undergoing dramatic transformations, redevelopment interest is also increasing along the roadways linking these places. Corridors such as North US 1 in Fort Lauderdale are quickly shifting from commercial-oriented, high-speed arterials to mixed-use, mixed-function urban highways.

The potential for redevelopment along North US 1 raises critical questions about the future of the corridor. What types of land uses are needed to support the region and local communities? How will new development relate to adjacent neighborhoods? How will safe and efficient vehicular and pedestrian movement be accommodated? What will it be like to live, work and shop in this new environment?

Before dramatic changes occur along the corridor, these questions must be answered to ensure that results benefit the entire community and that redevelopment meets the following goals:

- The highway is maintained as a principal transportation arterial;
- The economic viability of the corridor is sustained;
- The character and scale of adjacent residential neighborhoods is acknowledged and respected;
- The pedestrian and public realm environment is improved;
- Vehicular circulation patterns are enhanced; and
- Attractive streetscapes and active places are created.

To that end, the City of Fort Lauderdale has initiated the North US 1 Urban Design Plan to analyze the corridor and develop design guidelines for private development and future public improvements.

The plan intends to transform the North US 1 corridor into a collection of rich and dynamic places made up of premier regional destinations and friendly neighborhood shops and restaurants, all in a well-landscaped, pedestrian-friendly, mixed-use environment.

In order for this document to be easily used and understood by a variety of stakeholders, including elected officials, government agencies, property owners, and the general public, a summary of each section is presented in bold with further details provided below.

The sections presented within the Urban Design Plan include:

- 1 Context** – an overview of challenges and opportunities facing the corridor, as well as a retail market summary and public involvement synopsis
- 2 Concept Evolution** – an analysis of particular issues along the corridor and suggested redevelopment concepts
- 3 Character Area Guidelines** – a series of illustrative design guidelines established for individual character areas
- 4 Plan Implementation** – an outline of necessary steps to achieve the vision outlined in the plan

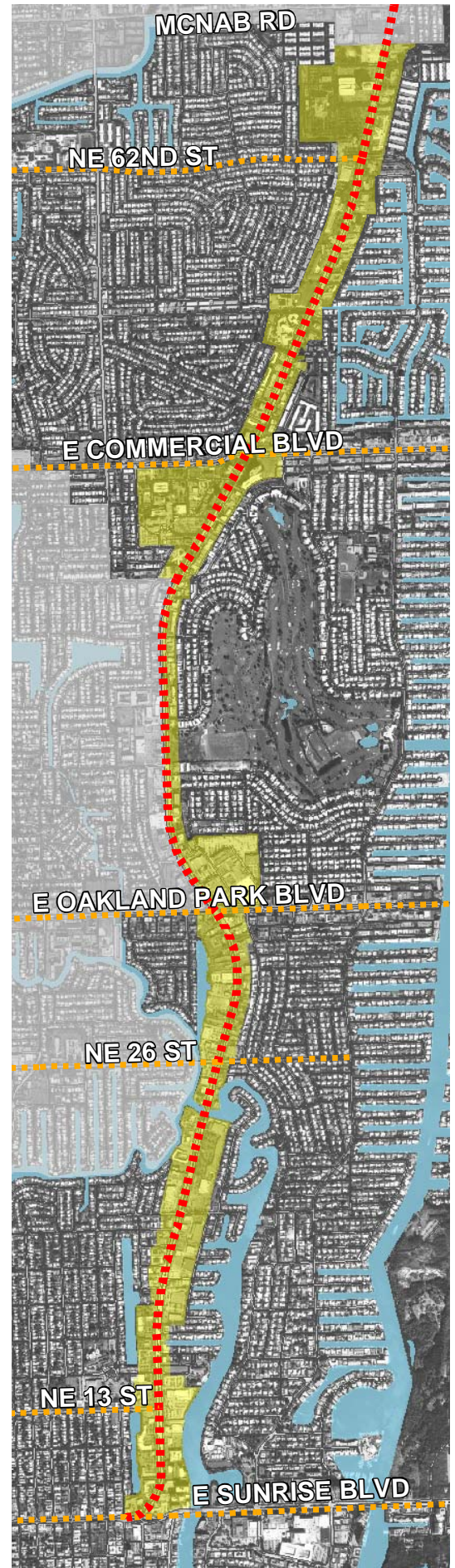


Figure 0.1: Study Area

The Plan incorporates all properties located adjacent to North US 1, from Sunrise Boulevard at the south, to the City’s northern corporate limits at McNab Road, totaling approximately five miles.

Acknowledgements

Fort Lauderdale City Commission

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Carlton B. Moore	Vice-Mayor, Commissioner – District III
Christine Teel	Commissioner – District I
Charlotte Rodstrom	Commissioner – District II
Cindi Hutchinson	Commissioner – District IV

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North Broward Hospital District

Imperial Point Medical Center

North US 1 Today

The growing affluence of neighborhoods adjacent to the somewhat underdeveloped US 1 corridor suggests opportunities for carefully considered, quality mixed-use redevelopment that responds to the existing challenges of high land cost, small lot size, inefficient vehicular access, and an unfriendly pedestrian environment.

The following challenges need to be met and opportunities embraced:

Challenges

- Land costs require a higher intensity of development in order for redevelopment to be financially viable. In many cases the necessary building program exceeds what the land can comfortably support.
- An abundance of small, shallow parcels makes it difficult to redevelop individual properties while providing the necessary required parking on-site.
- Difficulty in assembling property due to fragmented ownership results in additional efforts to re-negotiate leases, re-locate facilities, and phase redevelopment activities.
- North US 1 functions as both a regional through highway and a local commercial strip, requiring north/south mobility and individual site access.
- Poor interconnectivity between sites reduces pedestrian movement and increases vehicular trips on US 1.
- Interdistrict Corridor dedication of 20' reduces the amount of land available for building and parking presenting a significant limitation for small and shallow parcels.

Opportunities

- The surrounding community is growing, with disposable income to support quality retail as well as service businesses.
- High visibility and traffic volume along the corridor promote viable commercial uses.
- Sites are generally underdeveloped under existing regulatory framework, providing an opportunity for increased intensity.
- Interdistrict Corridor provides a consistent buffer between pedestrian and vehicular environment.
- Intersecting corridors provide good access for transit-related development.
- Waterfront property is a niche opportunity and could add substantial development value to the parcels.



Figure 1.1: Variety of uses and building patterns along the corridor

Retail Market Review

The predominant use and character of US 1 as a retail corridor should be maintained. To do this successfully will require making site access and parking more convenient; allowing mixed-use projects to balance high land costs; encouraging a carefully integrated mix of independent, big-box, and lifestyle retail; and potentially offering some financial incentives to promote this type of development.

The following observations and conclusions result from an independent retail market report that was commissioned as part of the Urban Design Plan and conducted by John C. Melaniphy of *Melaniphy & Associates, Inc.*, Chicago, Illinois.

Observations

- Traffic speeds are fast for retail uses. It is difficult to access sites that require left turn or U-turn maneuvers.
- There is low vacancy, despite the fast traffic and the concentration of older buildings.
- High land values will impede retail development, unless it can be done in a mixed-use format that allows for additional development yield.
- The proximity of the Galleria will limit the number of national brand retailers that can locate along the corridor, due to spacing restrictions in the industry.
- Hybrid lifestyle centers with a big box component could work along the corridor, especially in the southern part, where larger sites can be assembled.
- Independent retailers and service stores should do well here with the concentration of nearby residential areas.

Recommendations

- Big box retail stores should be concentrated between Sunrise Boulevard and 26th Street. Smaller development should be located between two major generators. Parking decks help to concentrate demand, but are frequently not economical.
- The City may need to take positive action to prevent blight and promote redevelopment. Some conversion to residential is acceptable, especially for shallow properties that don't perform well as retail.
- Incentives will likely be needed to encourage innovative retail development.



Figure 1.2: Commercial uses range from large car dealerships and national chain stores to local and small scale retailers

Public Engagement

During two meetings held at Imperial Point Medical Center, the public identified specific issues that should be addressed as redevelopment occurs along US 1. Significant among the comments were the compatibility of new development with adjacent neighborhoods; traffic and site accessibility; transit alternatives and an improved pedestrian realm; more residential options; improved corridor appearance; better use of waterfront opportunities; and code regulations to implement related design guidelines.

The first meeting was held on May 13, 2006 to present an overview of the plan and obtain initial input. The public generated a wide range of comments, and several themes were echoed by more than one group:

- Concern regarding compatibility of new development with the surrounding neighborhoods, including additional traffic impacts due to increased development intensity
- Volume and speed of traffic makes it difficult to access many properties.
- The general appearance of the corridor was below par. This included many of the older buildings as well as the overall condition and quantity of landscaping, signage, and streetscape elements.
- There was poor accommodation for transit alternatives and pedestrians. There was general agreement that better bike and pedestrian facilities should be provided.
- While the corridor should remain predominantly commercial, a need for additional housing in certain areas was acknowledged. In particular, affordable or workforce housing was cited as a priority.
- The waterfront should be used more effectively.
- Several mentioned the need for a consistent design motif or landscaping treatment within the right-of-way as well as better standards for signage and landscaping on private properties.

A second public meeting was held on February 24, 2007 to present the planning analysis and design concepts. Specific comments included:

- More deliberate design regulations were generally endorsed, with the caution that it should not be easy to get variances.
- Positive response to the idea of cross access between sites and the consolidation of access points to the highway.
- Ensuring that increased landscaping along the corridor would maintain good visibility for retail uses.
- Potential consideration that a single entity should maintain the landscaping and sidewalks within the Interdistrict Corridor (ie. the City or a business improvement district, BID).
- Continued concerned about increased traffic caused by additional development. Mixed-use development, and locating housing for health care workers near the hospitals was seen as potential mitigation strategies.



Figure 1.3: A range of input and ideas was received during two public meetings

Issues Analysis

In order to understand how various conditions along the corridor contribute to the development of design guidelines, an issues analysis was undertaken to determine if existing development patterns and relationships suggest appropriate or desirable redevelopment approaches.

- **Sensitivity to the scale of adjacent residential development** led to appropriate limits on building form. Larger buildings can be accommodated on deeper lots adjacent to medium density residential, while low-rise developments are more compatible on the waterway or abutting single-family homes.
- **Improvements to pedestrian and vehicular circulation patterns** were realized while addressing the interface between the US 1 roadway and the destination buildings. Developing standards for this “frontage zone” encourages connectivity between development sites and generates safer, more direct and efficient circulation patterns.
- **Recognizing certain characteristics unique to specific areas of the corridor** prompted the establishment of areas of identifiable character along the corridor.

What follows is a more detailed look at this analysis and the development concepts that evolved from this approach.



Figure 2.1: Study Area

Adjacent Properties

This plan was initiated after adjacent residential communities expressed concerns regarding potential negative effects from redevelopment proposals along the corridor. To assess the relationship between the commercial corridor and bordering neighborhoods, existing land uses adjacent to North US 1 were examined.

Generally, the following patterns exist for properties immediately adjacent to sites along the North US 1 corridor:

- Predominantly residential uses
- In most areas, a buffer of medium density multi-family (orange)
- Commercial uses at major intersections and along perpendicular corridors (red)
- Waterways and alleys often separate commercial sites from residential properties
- Generally a back-to-back relationship



Figure 2.3: Transition from adjacent residential is abrupt



Figure 2.4: Waterways provide a niche opportunity for redevelopment

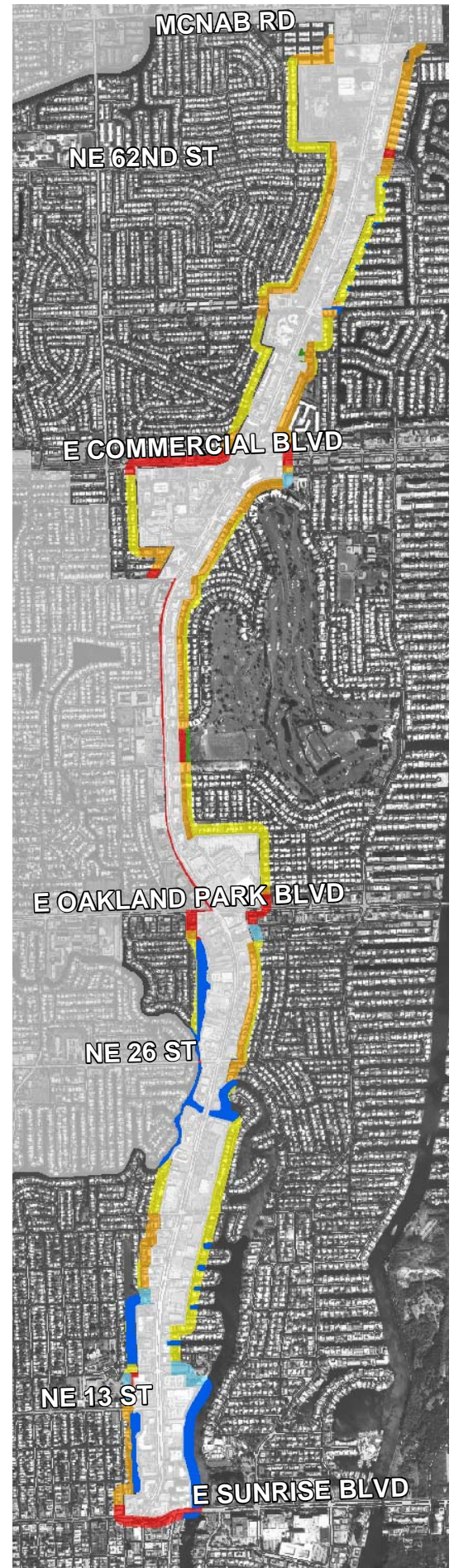


Figure 2.2: Adjacent Land Uses



Building Form

Presently the permissible building envelope for properties in the B-1 zoning district allows for structures up to 150' in height, subject to additional zoning requirements. This plan encourages the scale and mass of buildings along North US 1 to be compatible with adjacent zoning patterns in order to limit impacts new development may have upon bordering residential neighborhoods.

Based upon the zoning designation of properties adjacent to North US 1, appropriate building heights are encouraged for sites along the corridor. Development projects proposing heights greater than those specified in the Character Area Guidelines are subject to ULDR Section 47-24.3, Conditional Use Permit. Generally, the proposed standards for building height follow the patterns identified below.

Low Rise – Up to 3 stories (35')

Within 50' of water's edge

Within 100' of property line adjacent to parcels with 35' max. permitted height



Mid-Rise – Up to 6 stories (70')

Beyond 50' of water's edge

Beyond 100' of property line adjacent to parcels with 35' max. permitted height



High-Rise – Up to 10 stories (110')

Beyond 100' of property line adjacent to parcels with 55' max. permitted height

Beyond 150' of water's edge

Beyond 200' of property line adjacent to parcels with 35' max. permitted height



NOTES:

1. Adjacent to shall mean contiguous, or separated by a right-of-way.
2. More specific building height guidelines are provided for in Section 3.

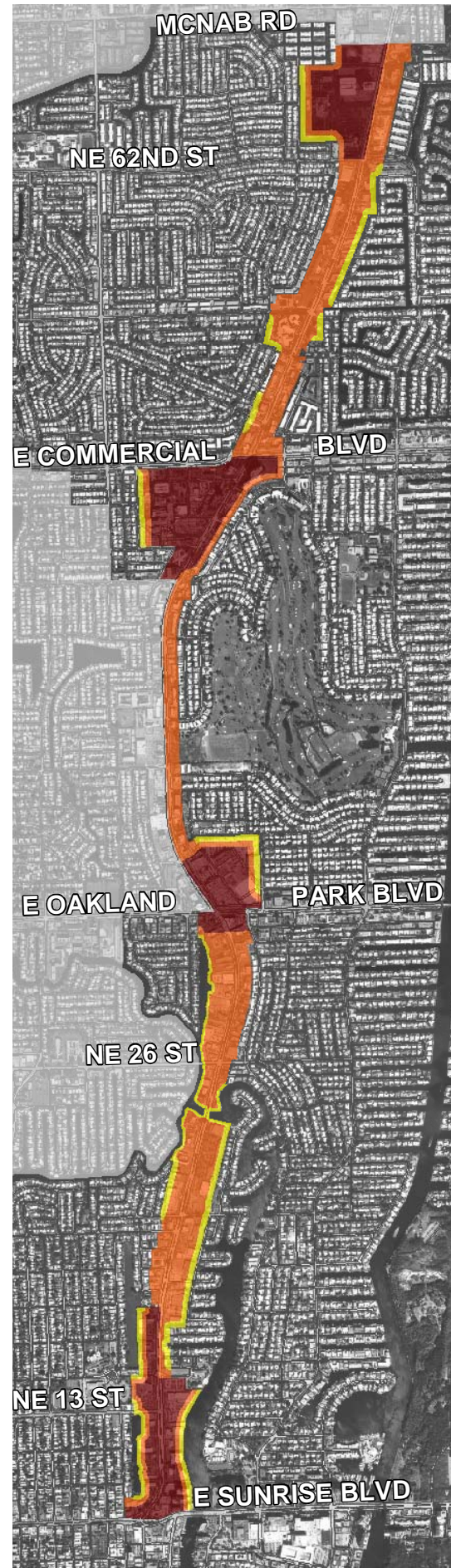



Figure 2.5: Encouraged Building Heights

-  High Rise (up to 10 stories, 110')
-  Mid Rise (up to 6 stories, 70')
-  Low Rise (up to 3 stories, 35')

Vehicular and Pedestrian Circulation

Maintaining North US 1 as a local and regional thoroughfare is an important goal to consider while proposing new traffic patterns. The following objectives regarding vehicular circulation should be taken into account:

- A balance must be struck between signalized intersections and the free flow of traffic along US 1. Opportunities for providing better cross-highway and left-turn movement should be explored.
- The existing number of driveways and access points to properties fronting on US 1 should be consolidated whenever possible as part of any redevelopment scenario.
- Local shopping traffic should be segregated from through traffic as much as practicable, primarily by linking together parking lots to allow greater cross access between uses.
- Existing alleyways, street grids and other public right-of-ways should be maintained and promoted for service and secondary circulation.
- Design of the roadway section should be accommodating to the bus / pedestrian interface.

Currently North US 1 is not a comfortable or safe pedestrian environment, and the uses and structures along the corridor are not well integrated into the public realm. Improved accommodation of pedestrians and bicycles can be realized if the following objectives are considered:

- Improve the design of crosswalks at or near major intersections by providing designated paths with contrasting material and color.
- Establish a standard that provides for a multi-modal sidewalk within the Interdistrict Corridor, adjacent to the North US 1 right-of-way. This sidewalk could be utilized by bicycles, as well as pedestrians.
- Provide a consistent and aligned pedestrian linkage along the building face, maintaining site-to-site access.
- When active uses are located on the waterway, create a waterfront promenade to enjoy the scenic value of rivers and canals.

Figure 2.6: Circulation Patterns

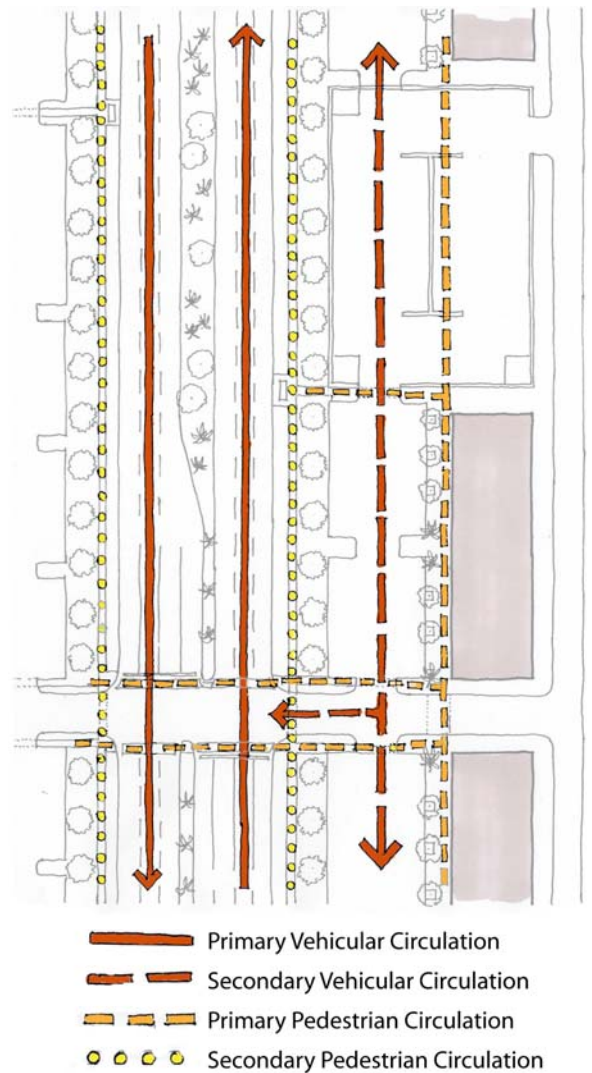


Figure 2.7: Typical sidewalk adjacent to curb with no buffer between pedestrian and fast moving vehicles

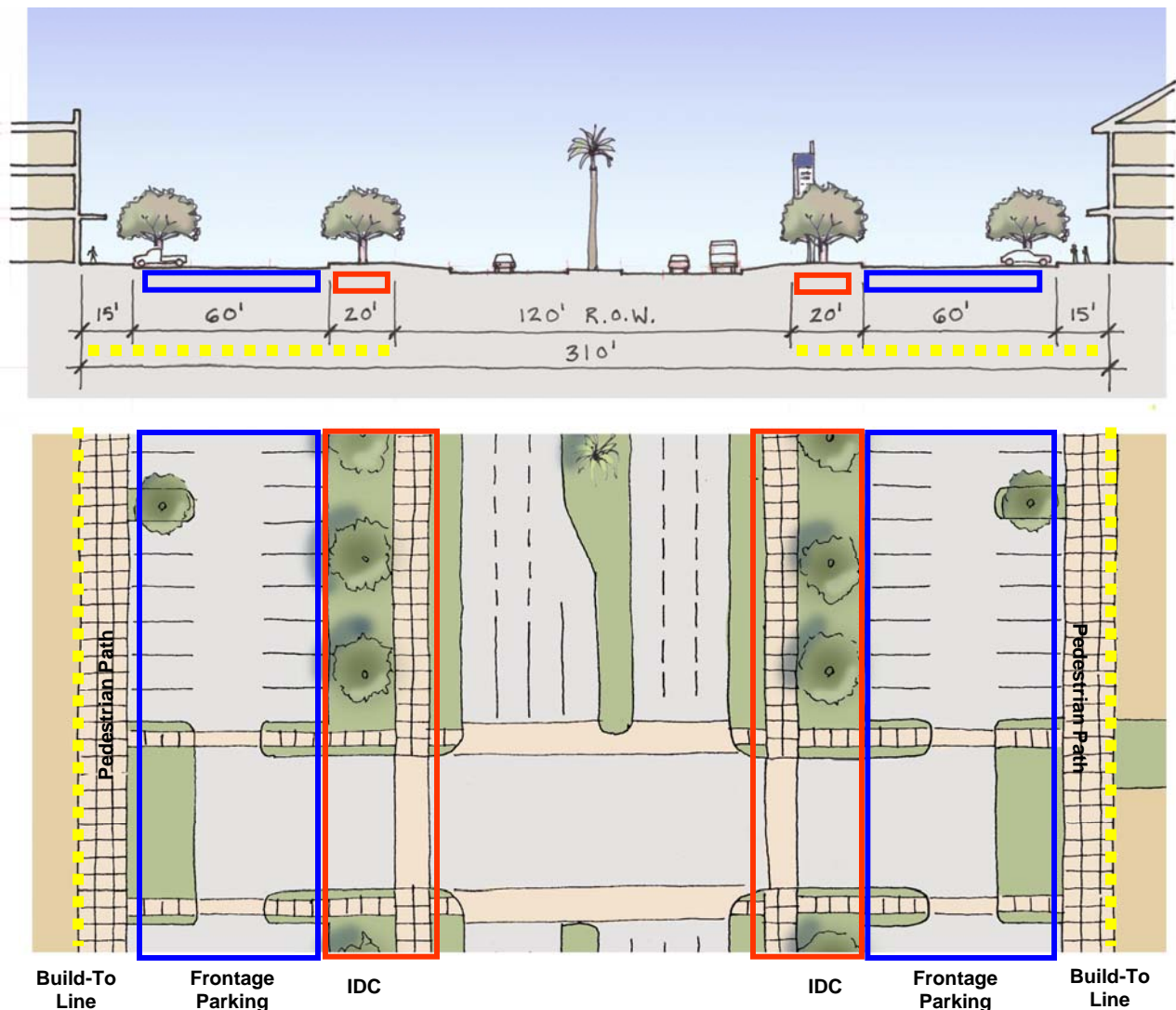
Frontage Standards

After addressing the concerns regarding vehicular and pedestrian movement, a typical frontage cross section was developed to integrate circulation patterns into the public realm environment.

General frontage standards for most of the corridor include the concepts listed below, and as shown in Figure 2.8.

- Continue Interdistrict Corridor (IDC) buffer, which should include a multi-modal sidewalk and landscape buffer from on-site vehicular use areas (red)
- Where proposed IDC sidewalk alignment does not match up with existing adjacent sidewalk, provide appropriate transition
- Provide a consistent vehicular use area, including drive isles and/or parking, to interconnect sites and segregate local and through traffic (blue)
- Provide an on-site pedestrian path at building face
- Establish a build-to line from the ROW for a consistent and defined building edge (yellow)
- Provide flexibility to allow structures to encroach upon and be set back from build-to line in specific instances

Figure 2.8: Typical Frontage Standards



Pattern of Existing Uses

While primarily a commercial oriented corridor, the actual uses that exist along North US 1 are quite varied.

- The northern half of the corridor is generally made up of independent retail and service shops, and medical office uses surrounding Holy Cross Hospital and Imperial Point Hospital.
- The Coral Ridge Mall, a large shopping center located midway along the corridor, currently contains a Publix, Target, T.J. Maxx, and Marshalls, among other regional chain retailers.
- Approaching Oakland Park Boulevard, a concentration of smaller furniture and home improvement stores are intermixed with restaurants and old hotels.
- Nationally branded “big-box” retailers are generally located between NE 26th Street and NE 13th Street.
- A concentration of auto dealerships and a high-rise residential condominium exist near the southern end of the corridor.



Figure 2.10: Hotels south of Oakland Park Boulevard.



Figure 2.11: High-rise condominiums near Sunrise Boulevard.



Figure 2.12: Grouping of regional service and retail stores.

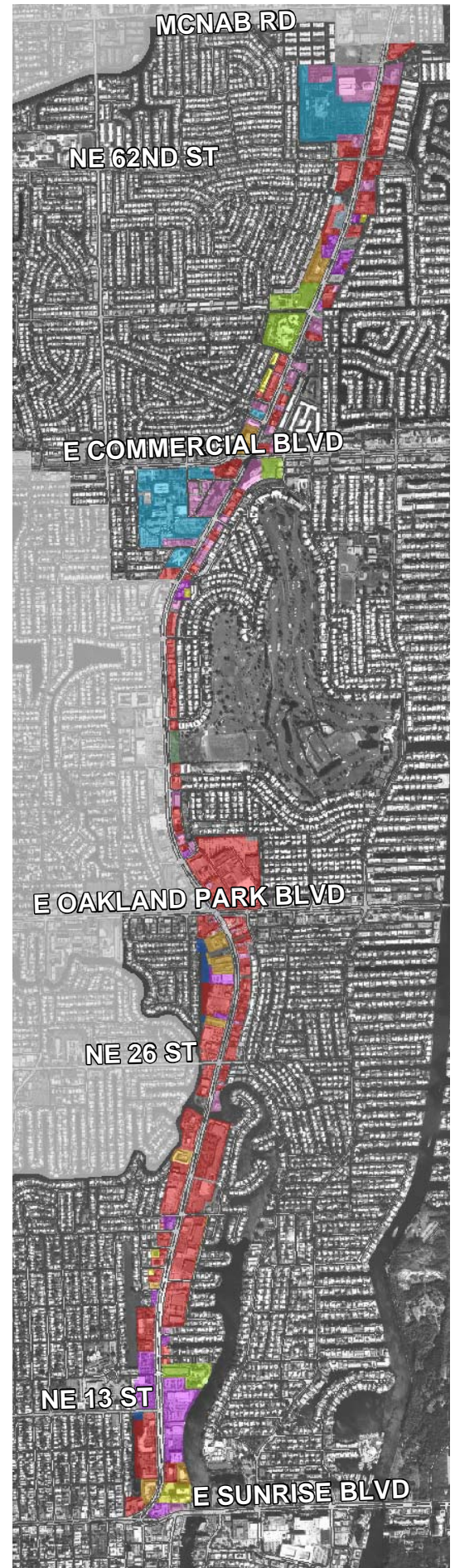
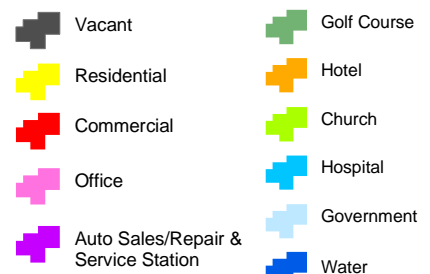


Figure 2.9: Existing Land Uses



Character Areas

Several distinguishing characteristics currently exist along the length of the study area, suggesting how thematic sub-districts may be defined. These sub-districts were developed based upon the following general factors:

- **Relationship to US 1**
The public realm along US 1 varies in that some sections provide a more intimate and pedestrian-friendly environment, while others prioritize vehicular movement and visible parking.
- **Similarity of use**
Obvious patterns of land use, such as the concentration of regional retailers and the nodes of medical/office activity create unique destinations.
- **Similarity of site size, with an emphasis on depth**
Several areas are made up of lots 150 to 200 feet deep. This fairly limited depth for commercial uses suggests relatively small-scale development.
- **Adjacent land use, particularly water**
A number of sites have access to water, yet very few currently capitalize on their exposure to water.

Beginning at the north end of US 1 and moving south, the character areas defined in this plan are as follows.



The **Medical / Office** areas are centered around Holy Cross Hospital and Imperial Point Medical Center. Each area can accommodate a greater intensity of uses, including medical-related businesses and workforce housing.



The **Local Commercial** areas make up a majority of the corridor and are characterized by small, shallow lots with an eclectic mix of commercial uses. These areas should include better vehicular and pedestrian cross access between sites.



The **Town Center** is the Coral Ridge Mall, a large property with significant redevelopment potential for mixed-use including transit oriented development, regional commercial destinations, and low-rise residential facing adjacent neighborhoods.



The **SoOak** area, named for its southern proximity to Oakland Park Boulevard, provides an opportunity for mixed-use redevelopment with buildings placed closer to US 1, providing a consistent street wall, intimate building scale, and pedestrian activity as the top priority.



The **Regional Commercial** area primarily consists of large-scale "big-box" retailers, with restaurants and smaller commercial services mixed in. Residential uses are discouraged in this area to maintain the commercial viability.



The **Gateway** area, at the southern end of the corridor, contains large parcels that are ideal redevelopment candidates for more intensive mixed-use projects, accommodating housing, waterfront restaurants, and a pedestrian friendly shopping environment with landmark architecture signaling the notable location.



Figure 2.13: Character Areas

Vision & Intent

This plan intends to maintain the viability of North US 1 as a principal arterial commercial corridor; develop building patterns that are sensitive to the use and scale of adjacent neighborhoods; integrate a safe and efficient pedestrian and vehicular environment into the public realm; and recognize and enhance distinct and identifiable areas along the corridor to create a collection of mixed-use, human-scaled places.

The design guidelines offered in this section aim to transform the image of North US 1 and provide the public and development community with an effective road map to achieve the intent of this plan. Although following this road map will lead to projects that meet the intent of the plan, creative designs that vary from these guidelines, while clearly meeting their intent, will also be considered.

In general, the following pages illustrate and clarify expectations regarding the arrangement of pedestrian, bicycle and vehicular facilities within rights-of-way and on development sites, and the massing and scale of new buildings relative to the street, public spaces, and adjacent properties.

In addition, the following assumptions should be acknowledged:

- These guidelines are general in nature. Every site-specific condition cannot be anticipated.
- While the intent of each character area remains valid, the guidelines should be interpreted in light of particular site circumstances and conditions.
- When existing property constraints geometrically preclude the implementation of specific design guidelines, alternate site configurations will be considered.
- The illustrative cross-sections, plans and renderings are provided to indicate the encouraged building envelope and site configuration. Additional ULDR requirements and other specific provisions in this plan may alter the ultimate site design.

The design guidelines outlined in this section are broken down into two categories:

Character Area Guidelines - specific to the six character areas identified along the corridor, and relating to the unique characteristics of each thematic district.

General Design Guidelines - a series of general guidelines applicable to all building sites along North US 1, regardless of which character area the property is located in, as well as guidelines for exclusive use rezoning proposals.



Figure 3.1: Character Areas

	Medical / Office		SoOak
	Local Commercial		Regional Commercial
	Town Center		Gateway

Medical / Office

To meet the overall intent of the plan and establish a development pattern unique to the medical and office uses that currently exist within these two hospital districts, the following objectives have been created:

- Encourage the development of “campus master plans” for Holy Cross and Imperial Point Medical Center
- Widen Interdistrict Corridor buffer for hospital properties to provide more landscaping
- Encourage medical-related and commercial uses, and housing for medical community as part of new mixed-use developments
- Continue existing pattern of development by providing build-to-line close to the roadway with vehicular access from alleyways
- Consolidate driveways, connect sites, and require consistent bay of parking
- Require site-to-site pedestrian paths
- Define permitted building height relative to adjacent zoning district



Figure 3.3: Medical and office related uses, with mid- and high-rise buildings set closer to North US 1, make up the building pattern near the Commercial Boulevard intersection.



Figure 3.4: Office buildings along the corridor are generally mid- to high-rise and help define major intersections.

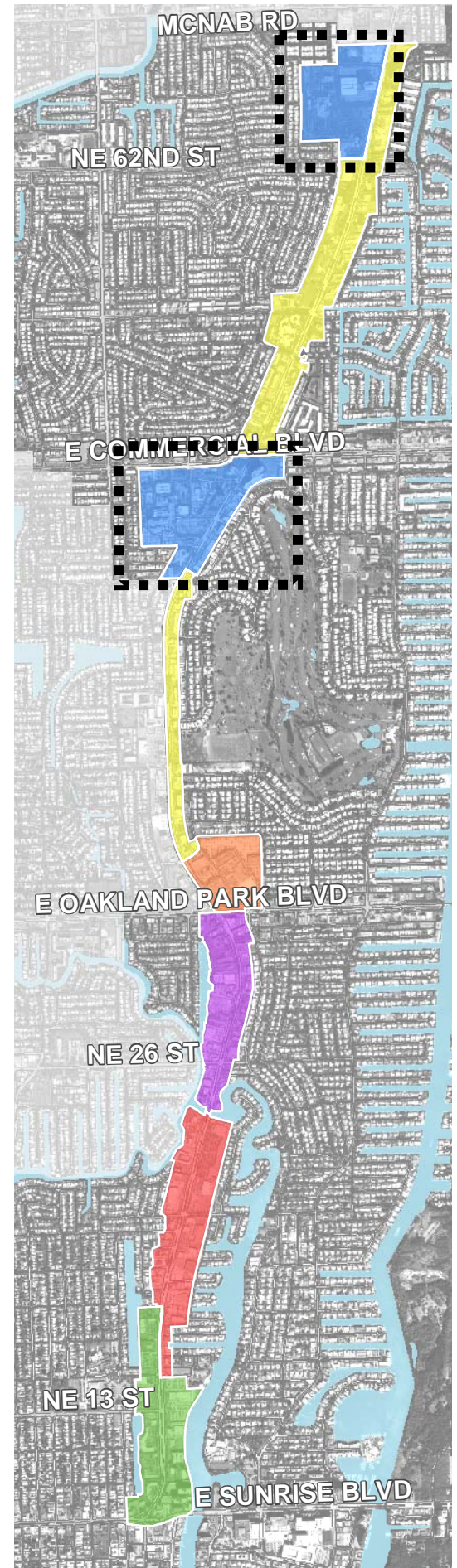


Figure 3.2: Medical / Office Areas

Medical / Office

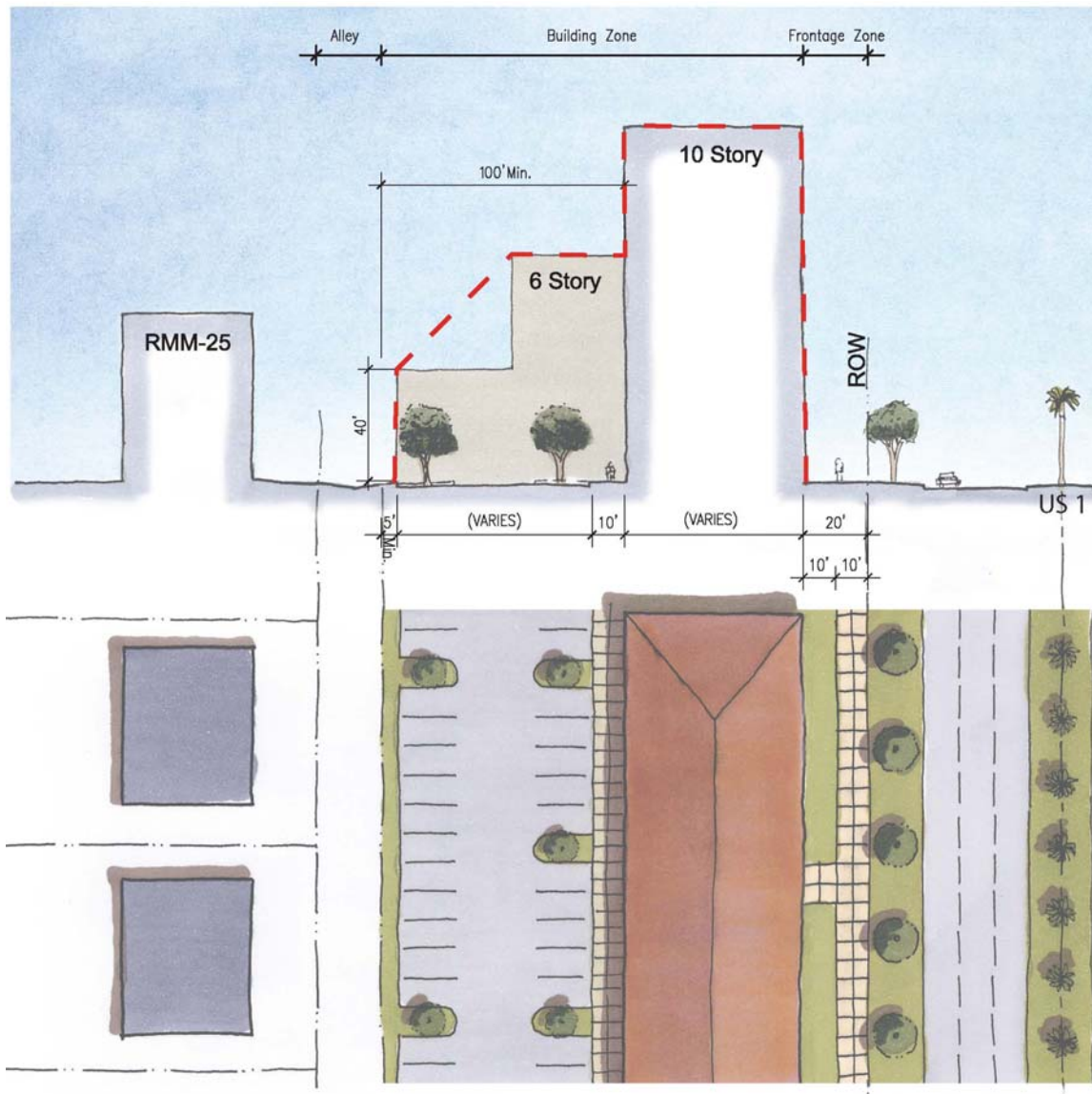


Figure 3.5: Office and medical-related uses near regional hospitals with a building pattern different than the majority of the corridor. In this example, buildings are placed closer to US 1 with vehicular access provided at a signalized intersection, and parking is internal to the site.

Key Points

Frontage Zone - 20' Build-To Line

- 20' Interdistrict Corridor
 - 10' multi-modal sidewalk
 - 10' landscape buffer next to sidewalk
- Pedestrian entrance encouraged along ROW

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height
- Up to 6 stories (70') beyond 100' of property line adjacent to parcels with 35' max height
- Up to 10 stories (110') beyond 100' of property line adjacent to parcels with 55' max height, or beyond 200' of property line adjacent to parcels with 35' max height
- Conditional Use for heights greater than those specified above, up to 150'
- 10' pedestrian path provided between building and vehicular use area
- See general building guidelines for additional requirements

Uses

- Medical-related uses, and supporting commercial and office uses encouraged
- Housing for medical community encouraged as part of proposed mixed-use development

Medical / Office (Hospital Properties)

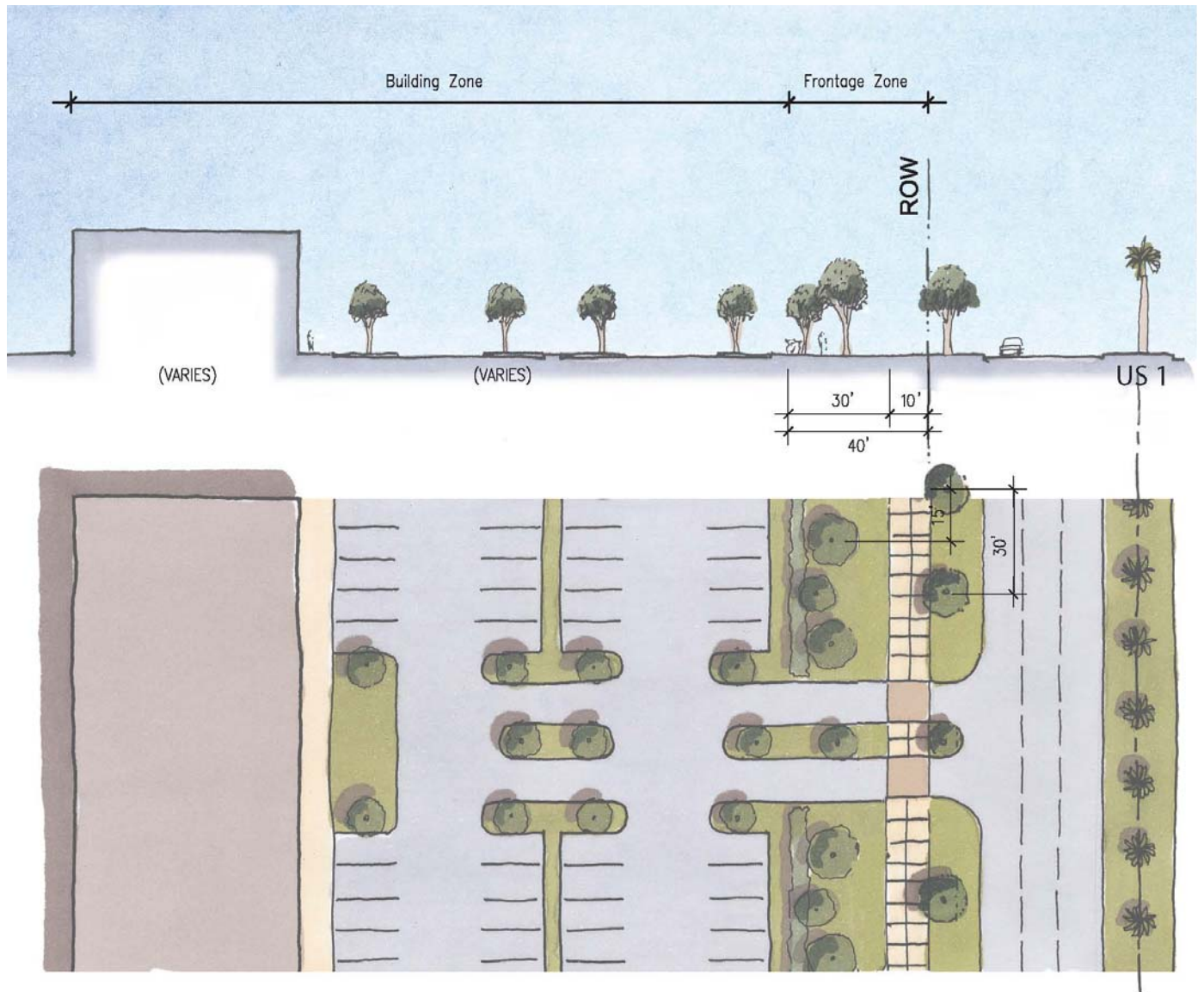


Figure 3.6: Main entrances to hospitals can be enhanced with an additional landscape buffer and multi-modal sidewalk.

Key Points

This guideline applies to properties zoned Community Facilities (CF), or which are part of a hospital campus plan. The intent is to provide a generous landscape buffer identifying the hospital campuses along the North US 1 corridor.

Frontage Zone - 40' Interdistrict Corridor

- 10' multi-modal sidewalk along ROW
- 30' landscape buffer adjacent to sidewalk with shade trees max 30' apart

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height
- Up to 6 stories (70') beyond 100' of property line adjacent to parcels with 35' max height
- Up to 10 stories (110') beyond 100' of property line adjacent to parcels with 55' max height, or beyond 200' of property line adjacent to parcels with 35' max height
- Conditional Use for heights greater than those specified above, up to 150'

Uses

- Medical-related uses, and supporting commercial and office uses encouraged
- Housing for medical community encouraged as part of proposed mixed-use development

Local Commercial

To meet the overall intent of the plan, while recognizing the shallow lot depth and individualized ownership patterns in Local Commercial districts along the corridor, the following objectives have been established:

- Maintain independent retail and service stores
- Consolidate driveways, connect sites, and require consistent bay of parking
- Require site-to-site pedestrian paths
- Create a build-to line for consistent building frontages, allowing structures to be built in front of or behind the build-to line in some circumstances
- Define permitted building height relative to adjacent zoning district



Figure 3.8: Typical shallow lot building pattern. Multiple access drives along US 1 and a lack of cross-access between sites reduces efficient circulation.



Figure 3.9: Independent retailers make up small strip plazas. Medium-density residential is visible directly behind the commercial properties.

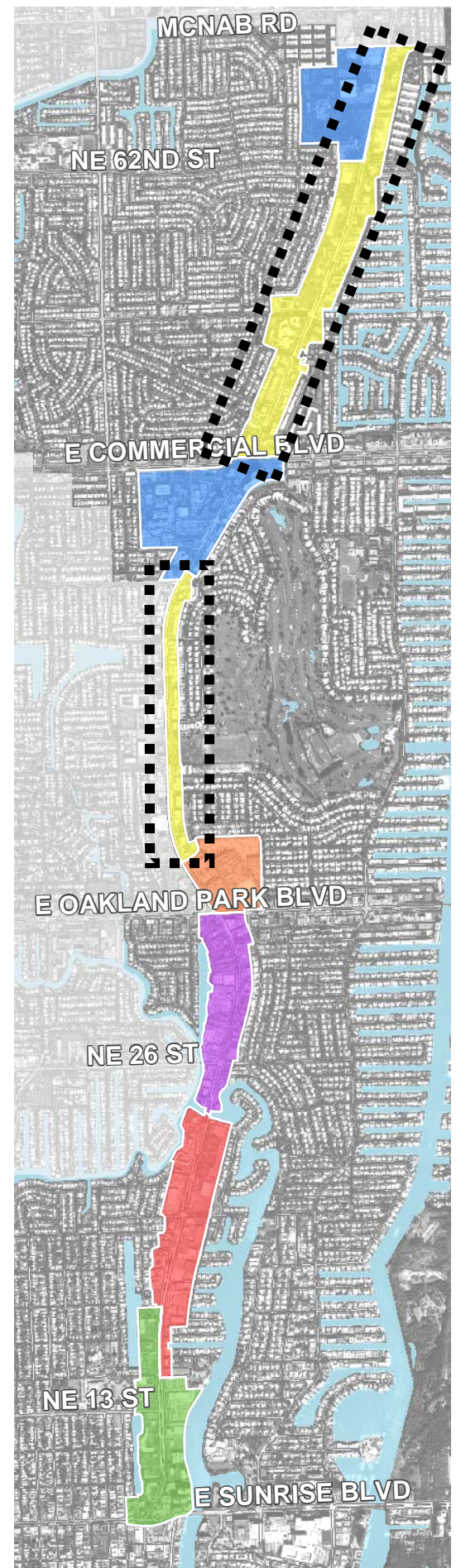


Figure 3.7: Local Commercial Areas

Local Commercial (Lot Depth <175')

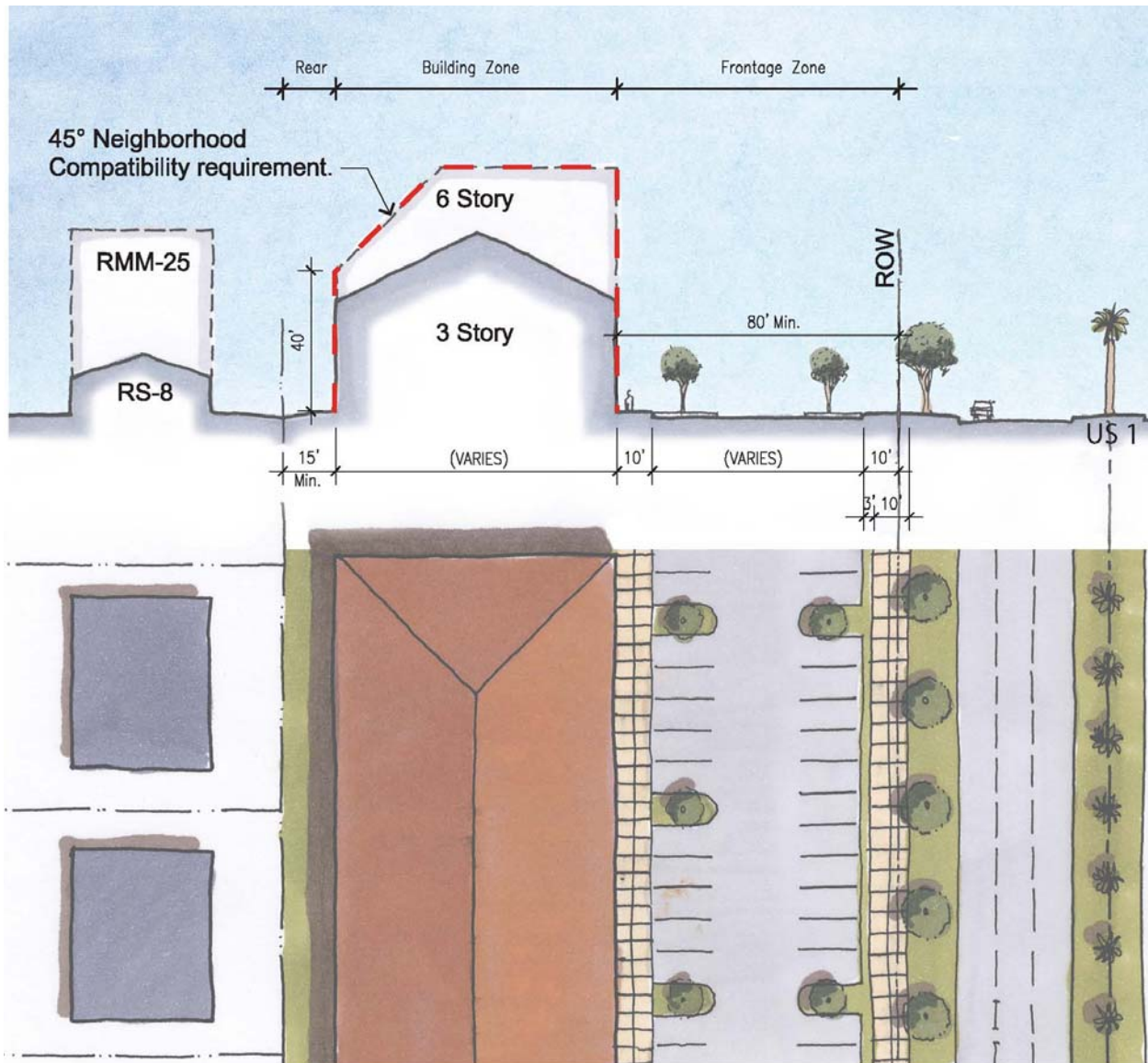


Figure 3.10: Redevelopment concept for shallow lots includes front parking that doubles as a secondary roadway off of US 1, and a consistent building edge with interconnected pedestrian paths along the frontage.

Key Points

Frontage Zone - 80' Build-To Line

- 10' Interdistrict Corridor
 - 10' multi-modal sidewalk (3' in ROW)
 - 3' landscape buffer next to sidewalk
- Front parking / access drive
- 10' pedestrian path along building

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height
- Up to 6 stories (70') otherwise
- Conditional Use for heights greater than those specified above, up to 150'
- See general building guidelines for additional requirements

Local Commercial (Lot Depth 175' or Greater)

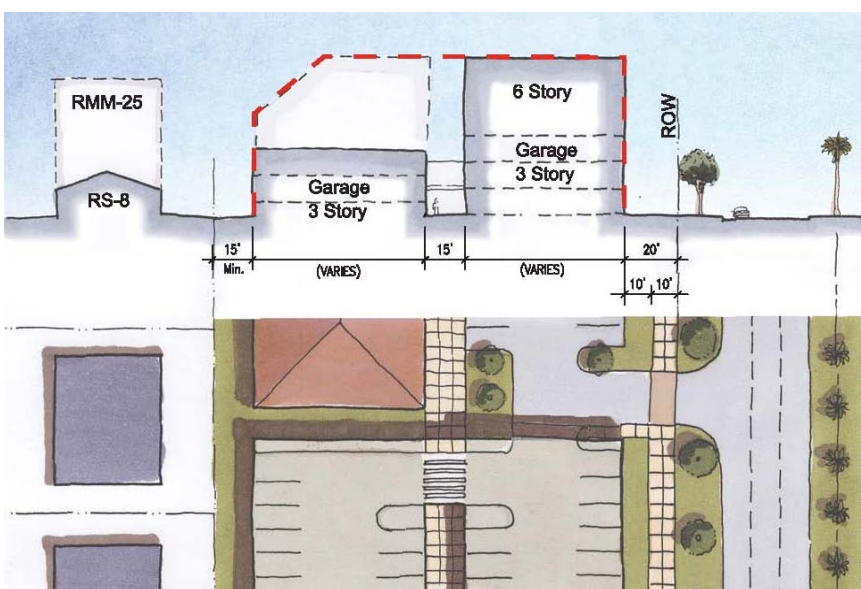
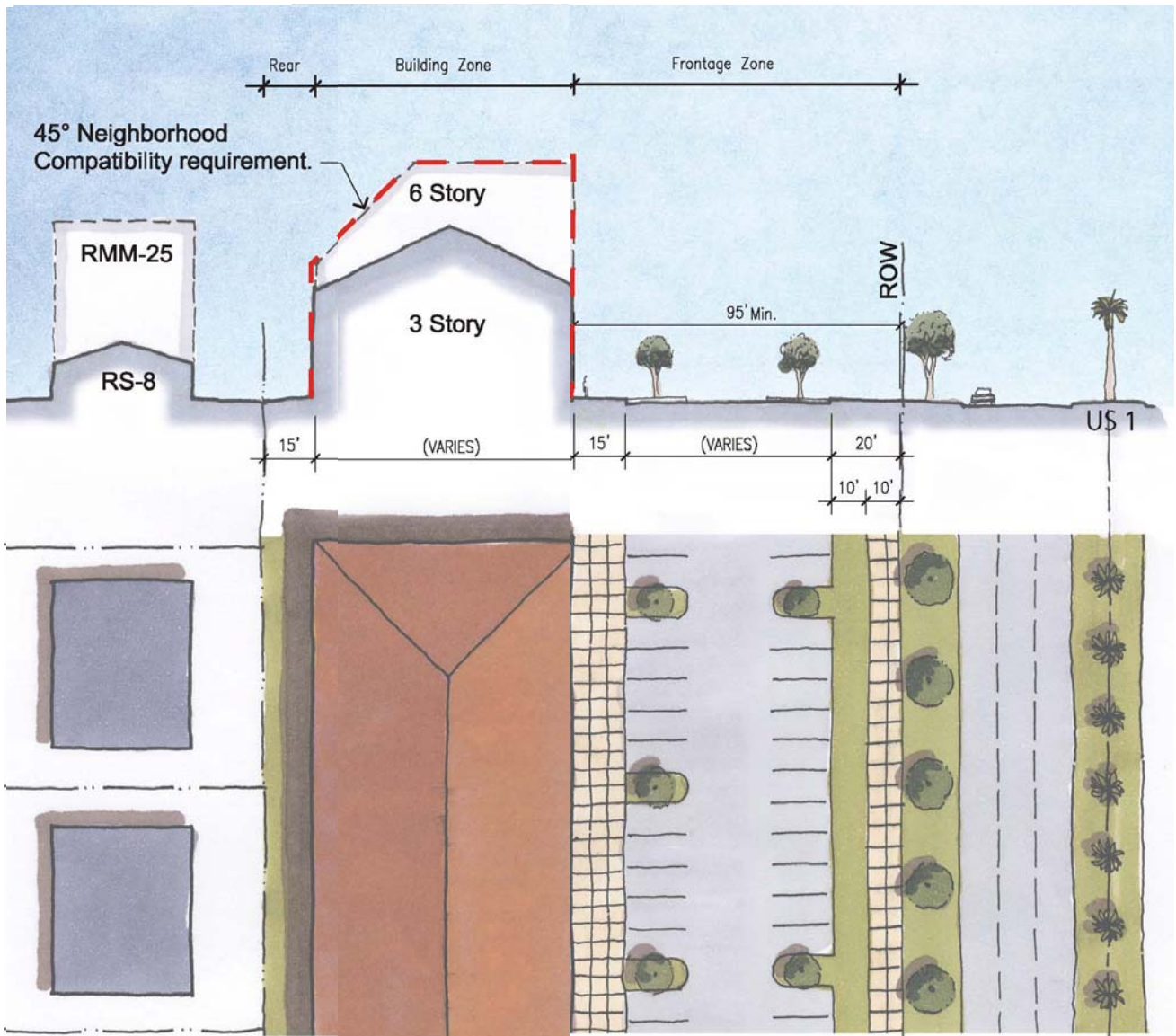


Figure 3.11: As development intensity increases such that the need for a parking garage becomes realistic, structured parking can be placed in front of the build-to line, provided aligned pedestrian and vehicular cross access to adjacent sites is maintained.

Key Points

Frontage Zone - 95' Build-To Line

- 20' Interdistrict Corridor
 - 10' multi-modal sidewalk
 - 10' landscape buffer next to sidewalk
- Front parking / access drive
- 15' pedestrian path along building

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height
- Up to 6 stories (70') otherwise
- Conditional Use for heights greater than those specified above, up to 150'
- A portion of the front façade no less than 50% of the lot width should be placed at build-to line
- A structure is permitted to be located within the frontage zone or beyond the build-to line, only if aligned pedestrian and vehicular cross-site access to adjacent properties is provided
- The maximum width of any parking garage should be no more than 250'. Parking garages that are placed within the frontage zone should be located no closer than 1000' from another parking garage along US 1.
- See general building guidelines for additional requirements

Town Center

To meet the overall intent of the plan and to maximize the redevelopment potential of the largest parcel along North US 1, the following objectives have been established:

- Promote the development of a “Lifestyle Center”; a collection of big-box retailers, specialty stores, restaurants, and residential uses
- Create an identifiable entrance along US 1 that serves as a focal point for the corridor and provides a public open space
- Extend surrounding street grid through site and provide a network of on-street parking and wide sidewalks
- Encourage multi-modal transit stop as part of any redevelopment concept
- Define permitted building height relative to adjacent zoning district



Figure 3.13: Major tenants, including Publix, Target, Marshalls, T.J. Maxx and HomeGoods, provide a mix of large chain retailers which serve the Eastern Fort Lauderdale’s community.



Figure 3.14: The in mall itself is not visually connected to the North US 1 corridor, and pedestrian paths from North US 1 are virtually nonexistent.



Figure 3.12: Town Center Area

Proposed Conditional Uses: The following uses, currently permitted in B-1, shall be conditional and subject to the performance standards listed below: *Automotive Repair Shop, including minor repair; Automotive Service Station; Car Wash, automatic; Watercraft Repair, minor repair; Marine Service Station, Automotive Sales, Rental, New vehicles (no min. lot size); Watercraft Sales and Rental, new or used (no min. lot size); Motorcycle/moped sales; Food and Beverage Drive-Thru; Drive-Thru Banks*

Performance Standards:

1. All vehicles, motorcycles, mopeds, and watercraft vessels for service, sale, or rent (including all inventory) must be located within an enclosed display area.
2. All service or maintenance functions must occur within enclosed service bays, no closer than 80' to North US 1
3. Drive thru configurations should not be visible from public rights-of-way, or add curb cuts to site.

Town Center (Conceptual Site Plan)

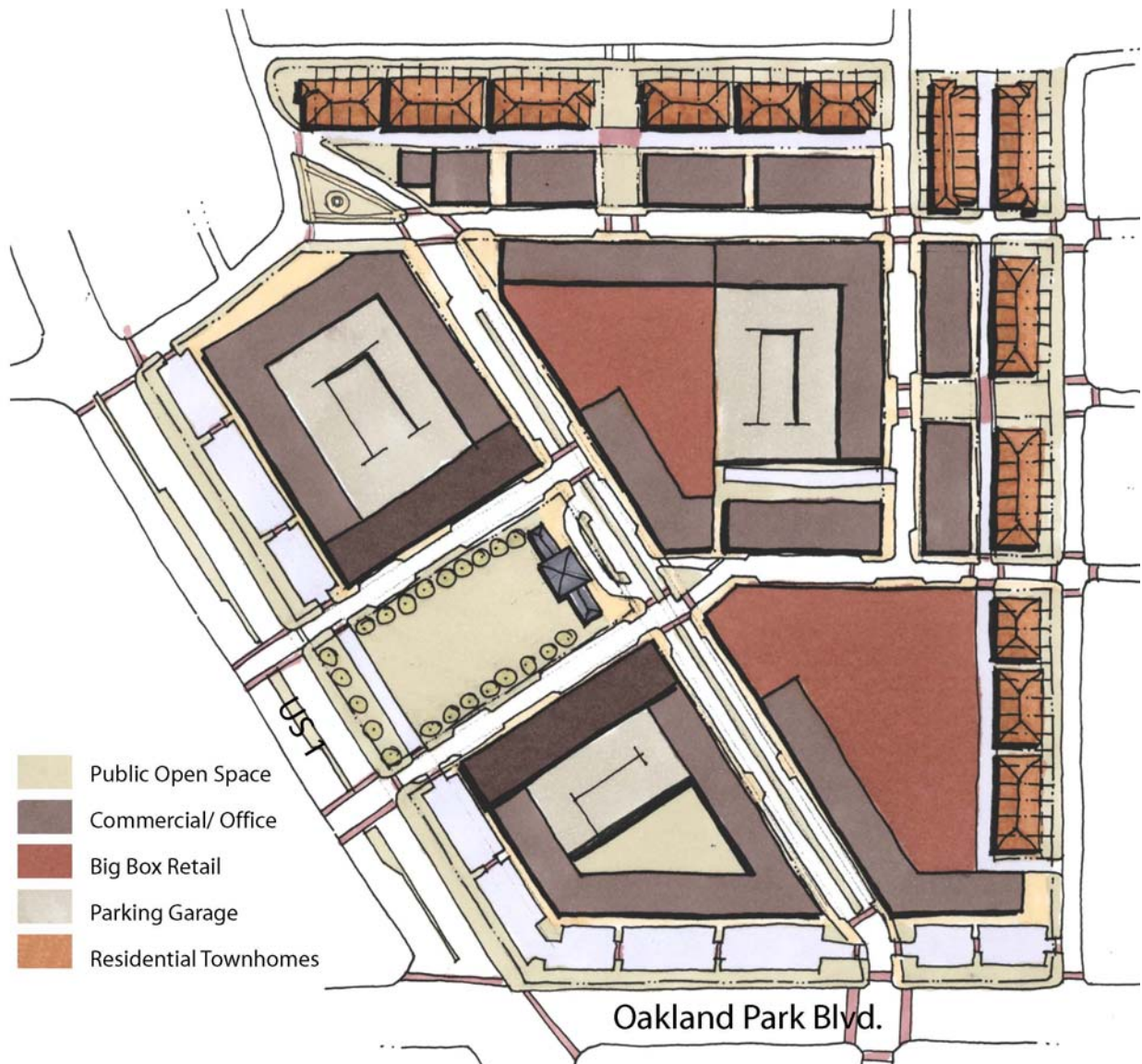


Figure 3.15: This rendering depicts a view south toward Oakland Park Boulevard, from the “main street” of Town Center. Larger buildings are placed closer to North US 1, while landscaped open space marks the major entrance to the center. A mix of uses, including housing, office, big-box and independent retail, are all incorporated into a pedestrian friendly street network, with building forms and architectural detail responsive to the scale of adjacent neighborhoods.

Key Points

Frontage Zone - 95' Build-To Line

- 20' Interdistrict Corridor
 - 10' multi-modal sidewalk
 - 10' landscape buffer next to sidewalk
- 60' front parking / access drive
- 15' pedestrian path along all buildings

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height
- Up to 6 stories (70') beyond 100' of property line adjacent to parcels with 35' max height
- Up to 10 stories (110') beyond 100' of property line adjacent to parcels with 55' max height, or beyond 200' of property line adjacent to parcels with 35' max height
- Conditional Use for heights greater than those specified above, up to 150'
- See general building guidelines for additional requirements

Uses

- Low-rise residential use encouraged adjacent to residential zoning districts, if mixed-use
- Extend surrounding street grid, create pedestrian friendly main street within site, and provide on-street parking
- Encourage multi-modal transit stop, and public space at primary entryway

SoOak

To meet the overall intent of the plan and establish an active mixed-use pedestrian district that responds to the existing development pattern of buildings located close to US 1, the following objectives have been established:

- Consider adaptive re-use and preservation of existing structures with unique or noteworthy design characteristics
- Encourage a mix of boutique commercial uses and independent and national retailers
- Establish a build-to line at the existing Interdistrict Corridor
- Require a shaded pedestrian promenade along US 1 with active, pedestrian friendly uses
- Encourage internal pedestrian and vehicular pathways between sites, with parking located interior to site
- Preserve and establish waterway views and pedestrian paths from US 1
- Maintain existing shoreline with landscaped buffer
- Consider low-rise residential along water's edge if mixed-use



Figure 3.17: The existing building pattern within this district includes buildings placed closer to North US 1 with parking located behind the structure or perpendicular to the roadway.



Figure 3.18: Deep lots with buildings placed closer to North US 1 and parking located adjacent to the waterway, with no defined pedestrian connection to the building frontages, or opportunity for cross-site access.



Figure 3.16: SoOak Area

Proposed Conditional Uses: The following uses, currently permitted in B-1, shall be conditional and subject to the performance standards listed below: *Automotive Repair Shop, including minor repair; Automotive Service Station; Car Wash, automatic; Watercraft Repair, minor repair; Marine Service Station, Automotive Sales, Rental, New vehicles (no min. lot size); Watercraft Sales and Rental, new or used (no min. lot size); Motorcycle/moped sales; Food and Beverage Drive-Thru; Drive-Thru Banks*

Performance Standards:

1. All vehicles, motorcycles, mopeds, and watercraft vessels for service, sale, or rent (including all inventory) must be located within an enclosed display area.
2. All service or maintenance functions must occur within enclosed service bays, no closer than 80' to North US 1
3. Drive thru configurations should not be visible from public rights-of-way, or add curb cuts to site.

SoOak (Adjacent to RMM-25)

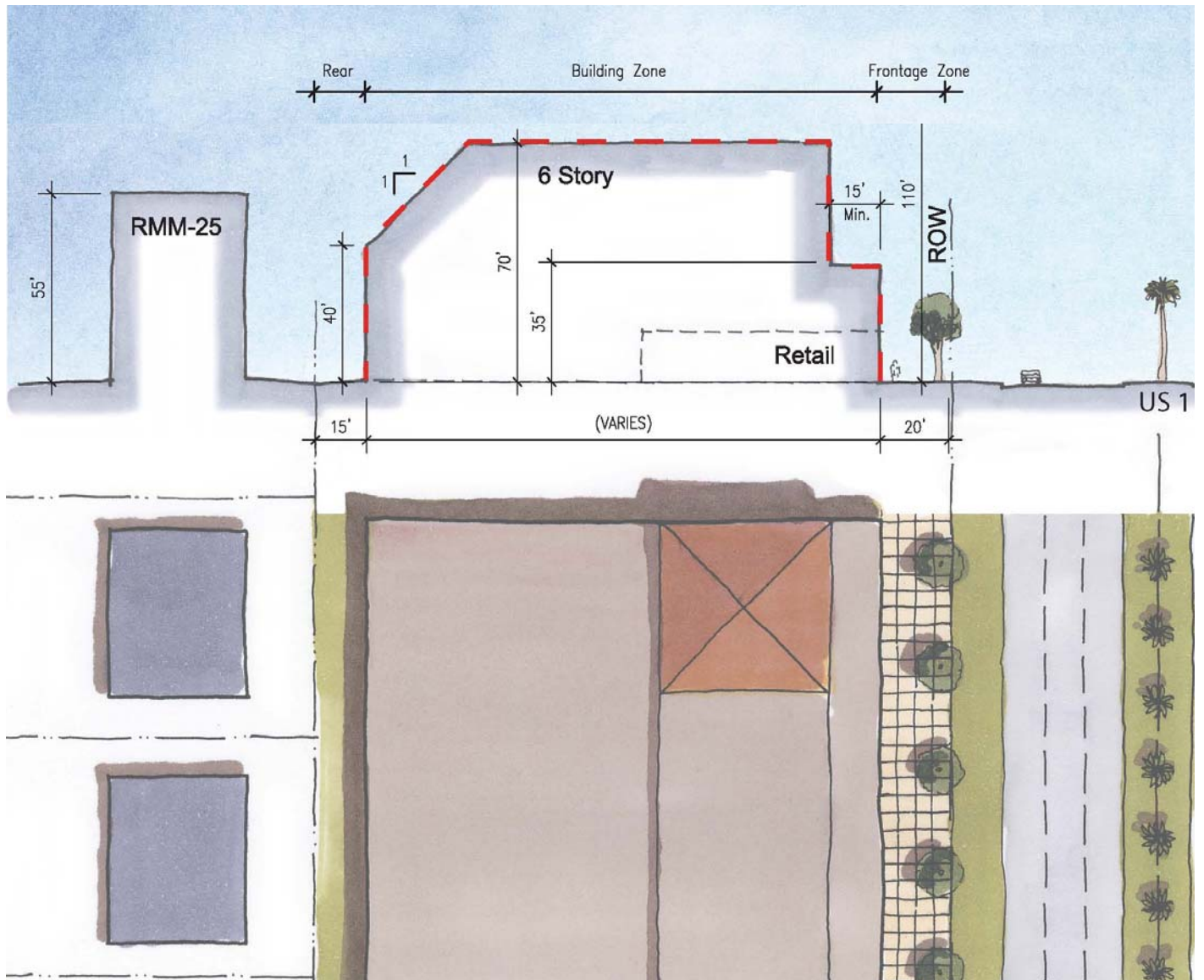


Figure 3.19: Using the 20' Interdistrict Corridor as a paved pedestrian path with shade trees along the ROW and active uses at the build-to line, provides an urban pedestrian-oriented environment, making the SoOak district a unique destination along the North US 1 corridor.

Key Points

Frontage Zone - 20' Build-To Line

- 20' multi-modal sidewalk with shade trees in grates located at property line

Building Zone

- 15' building setback at 35' on front façade
- Up to 6 stories (70')
- Up to 10 stories (110') within 300' of Oakland Park Boulevard and beyond 100' of property line adjacent to parcels with 55' max height
- Conditional Use for heights greater than those specified above, up to 150'
- See general building guidelines for additional requirements

Uses

- At grade retail/restaurant use along US1 frontage
- No surface parking or structured parking permitted within 80' of front property line

SoOak (Waterway Use)

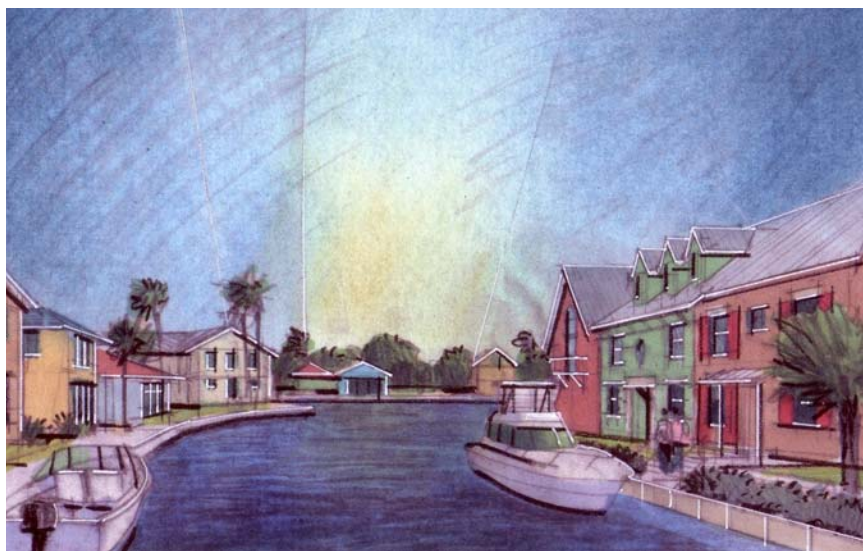
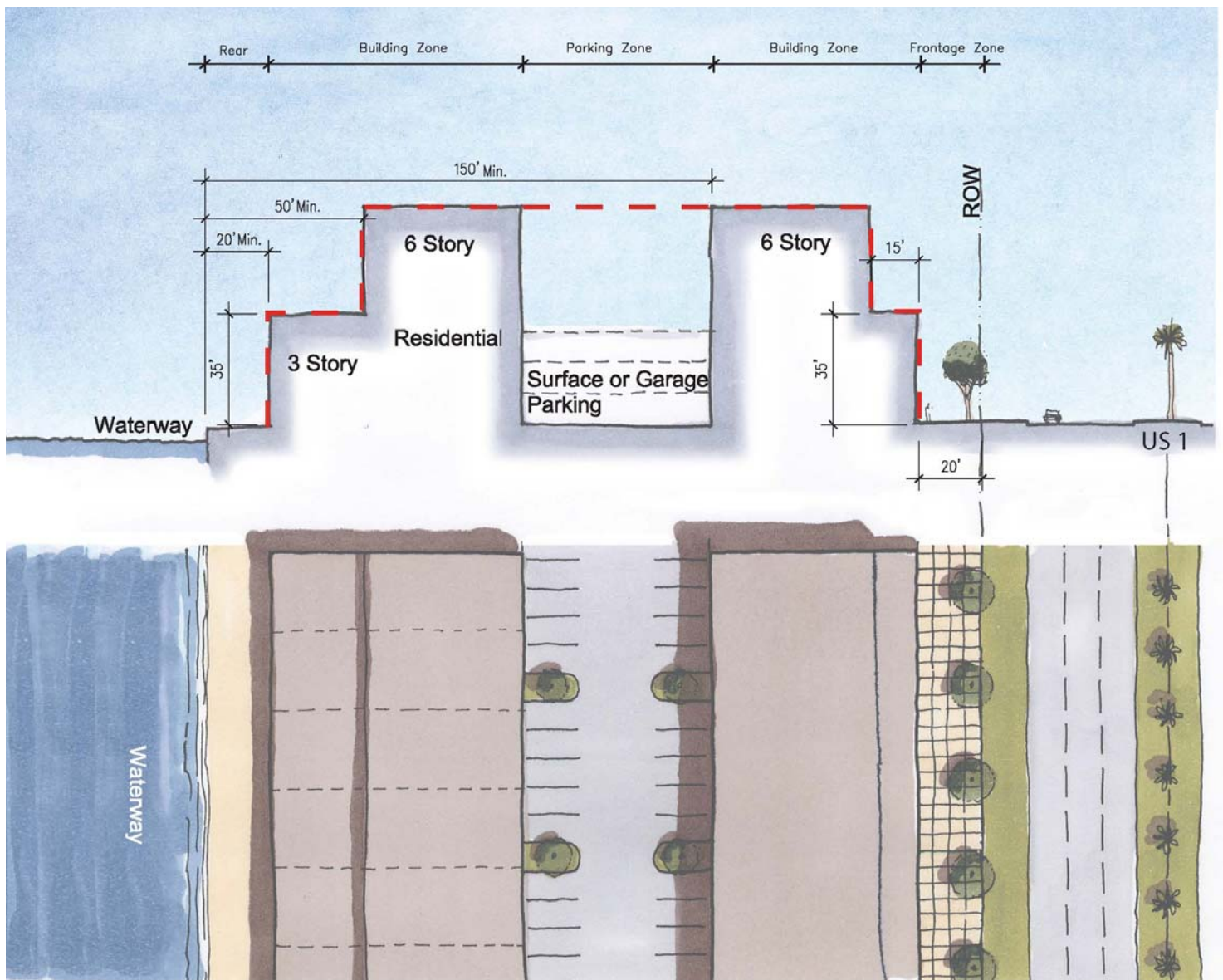


Figure 3.20: While the waterway between the Coral Shores neighborhood and properties along US 1 is considerably wider than this image depicts, the intent of this rendering is to show how townhouse style residential uses and a gradual transition in building scale can be compatible with the single-family neighborhood across the waterway.

Key Points**Frontage Zone - 20' Build-To Line**

- 20' multi-modal sidewalk with shade trees in grates located at property line

Building Zone

- 15' building stepback at 35' on front façade
- Up to 3 stories (35') within 50' of shoreline
- Up to 6 stories (70') beyond 50' of shoreline
- Up to 10 stories (110') within 300' of Oakland Park Boulevard and beyond 100' of property line adjacent to parcels with 55' max height
- Conditional Use for heights greater than those specified above, up to 150'
- See general building guidelines for additional requirements

Alternate Building Form

- The portion of the building fronting on Federal Highway (150' from water's edge) can be 7 stories, if building at waterway is set back 35' from shoreline
- The portion of the building fronting on Federal Highway (150' from water's edge) can be 8 stories, if building at waterway is set back 50' from shoreline

Uses

- Low-rise residential use encouraged along waterway when across from residential districts, if mixed-use
- No surface or structured parking permitted within 50' of front property line or waterway

Regional Commercial

To meet the overall intent of the plan, consistent with the existing commercial uses and generous lot depth in this area of the corridor, the following objectives have been established:

- Maintain commercial uses by discouraging the allocation of residential flexibility units
- Encourage nationally recognized big box retailers, shopping plazas, and restaurant uses
- Consolidate driveways and connect sites with consistent bay of parking
- Require wide pedestrian path connecting individual parcels and storefronts
- Define permitted building height relative to adjacent zoning district



Figure 3.23: Typical development within this district includes nationally branded big-box retailers.



Figure 3.24: While larger parcels offer ample parking, direct vehicular and pedestrian access between sites is often not provided.



Figure 3.22: Local Commercial Areas

Regional Commercial

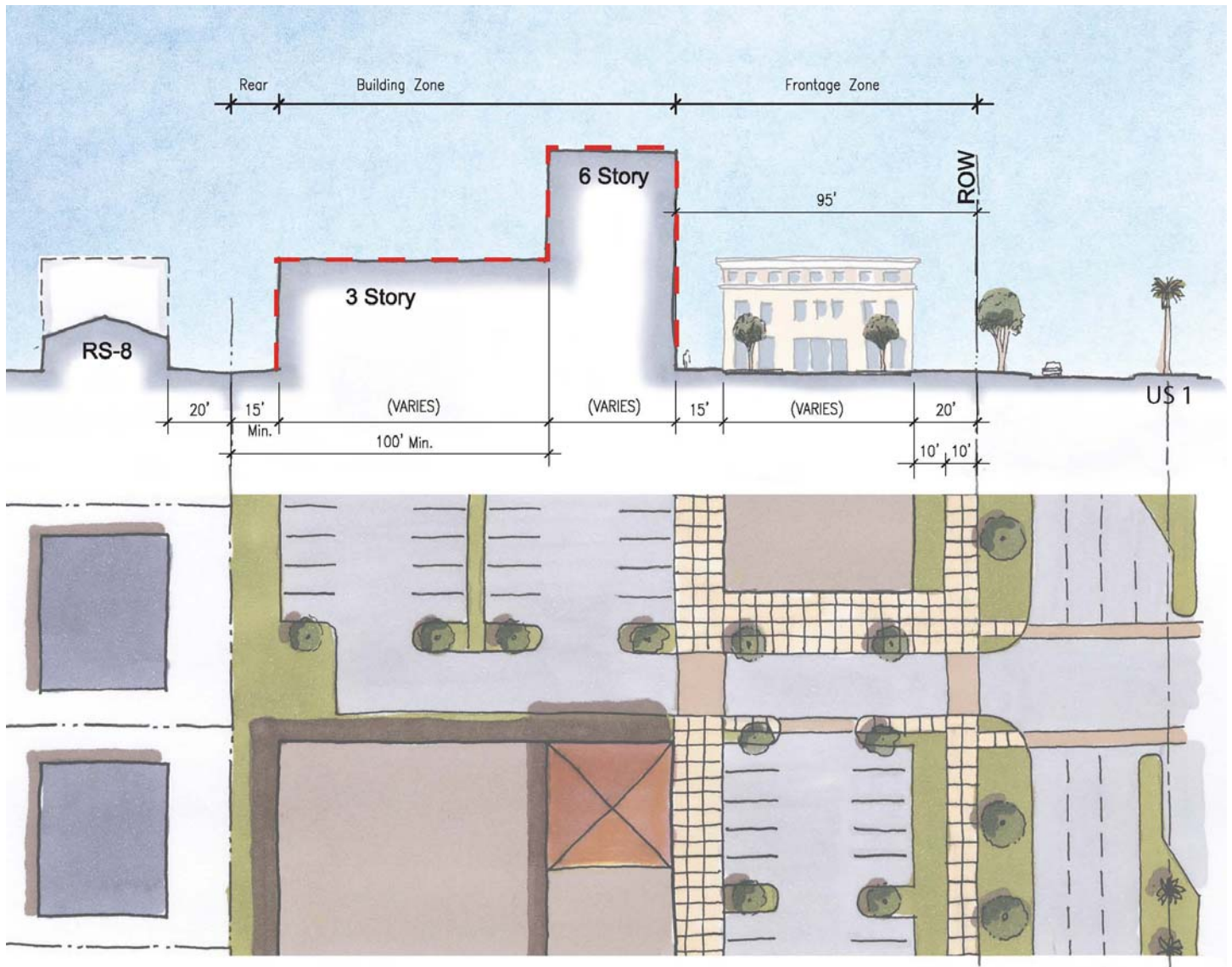


Figure 3.25: Regional destinations such as nationally branded retailers and restaurants, with parking visible from the roadway and a designated pedestrian path along the building frontage are promoted in this district.

Key Points**Frontage Zone - 95' Build-To Line**

- 20' Interdistrict Corridor
 - 10' multi-modal sidewalk
 - 10' landscape buffer next to sidewalk
- Front parking / access drive
- 15' pedestrian path along building

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height, or within 50' of shoreline
- Up to 6 stories (70') otherwise
- Conditional Use for heights greater than those specified above, up to 150'
- A portion of the front façade no less than 50% of the lot width should be placed at build-to line
- A structure is permitted to be located within the frontage zone or beyond the build-to line, only if aligned pedestrian and vehicular cross-site access to adjacent properties is provided
- See general building guidelines for additional requirements

Uses

- At grade retail/restaurant use along US1 frontage
- Allocation of residential flexibility units discouraged within this district; commercial uses only

Gateway

To build upon the recognized “Gateway” district located at the intersection of Sunrise Boulevard, the Middle River, and North US 1, the existing large parcels provide a special opportunity to create a mixed-use pedestrian-friendly environment that responds to its unique location along the water. The following objectives have been established to meet this vision and the overall intent of the plan:

- Allow taller buildings closer to US 1
- Encourage waterfront restaurants and boat dockage across from George English park, and low-rise residential uses on the water across from residential zoning districts
- Require pedestrian pathways within the site and along the water’s edge
- Preserve and establish waterway views and pedestrian paths from US 1
- Encourage quality architecture to promote gateway location



Figure 3.27: A view from George English Park across the Middle River shows the opportunity for large-scale mixed-use redevelopment with waterfront destination activity.



Figure 3.28: Traditional auto dealerships account for a majority of the land area within the Gateway district, with large sites being of sufficient size to accommodate future mixed-use redevelopments.



Figure 3.26: Local Commercial Areas

Gateway

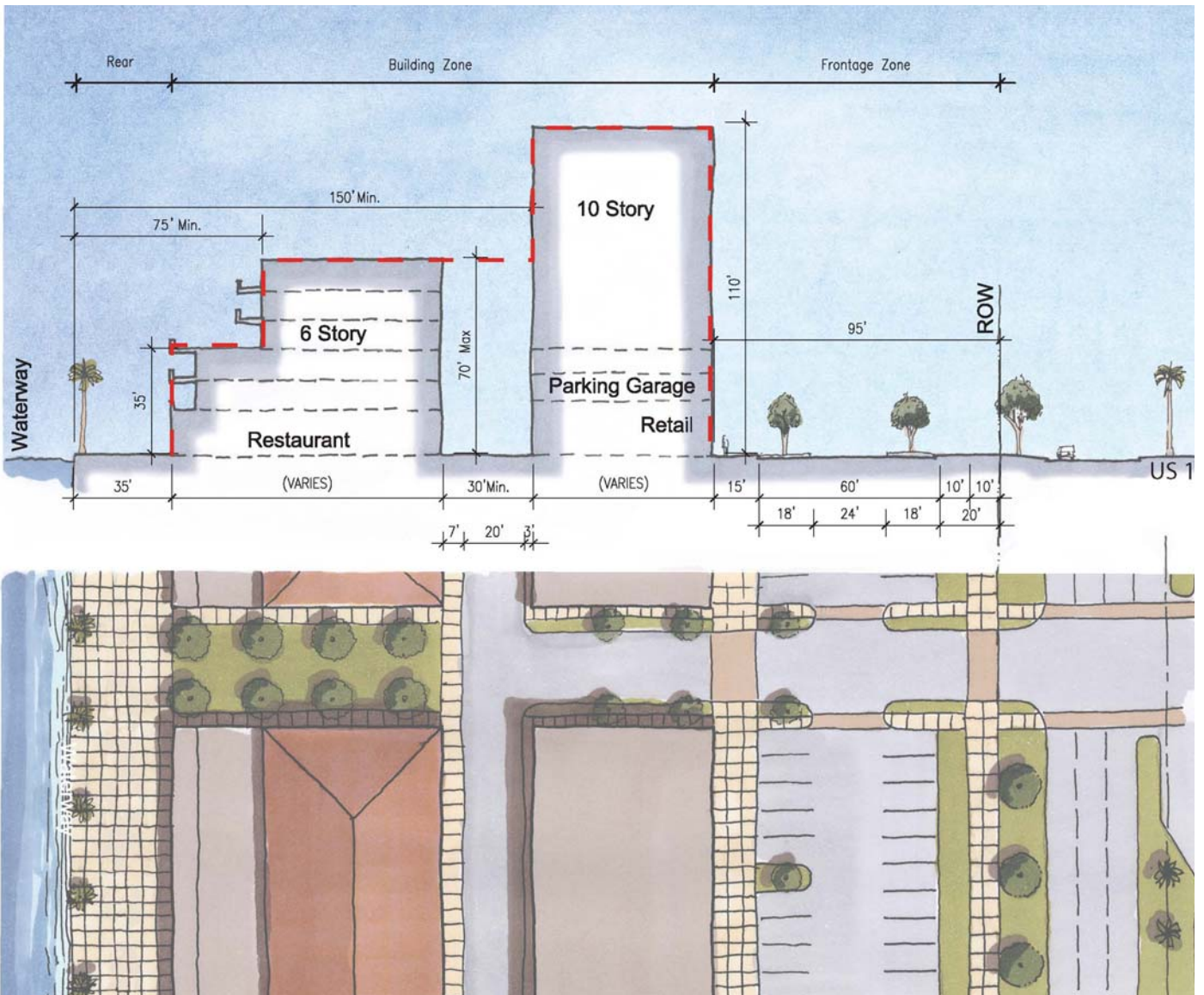


Figure 3.29: An active pedestrian environment along the waterway with buildings increasing in scale closer to North US 1 creates a sense of place and promotes additional maritime uses along the corridor.

Key Points

Frontage Zone - 95' Build-To Line

- 20' Interdistrict Corridor
 - 10' multi-modal sidewalk
 - 10' landscape buffer next to sidewalk
- Front parking / access drive
- 15' pedestrian path along building

Building Zone

- Up to 3 stories (35') within 100' of property line adjacent to parcels with 35' max height, or within 75' of shoreline
- Up to 6 stories (70') beyond 100' of property line adjacent to parcels with 35' max height, or beyond 75' of shoreline
- Up to 10 stories (110') beyond 100' of property line adjacent to parcels with 55' max height, or beyond 200' of property line adjacent to parcels with 35' max height, or beyond 150' of shoreline
- For properties with less than 100' of water frontage, which are abutting or adjacent to parcels with 55' max height, the maximum building height is up to 6 stories (70') within 150' of shoreline, with a 20' setback from the shoreline
- Conditional Use for heights greater than those specified above, up to 150'
- A service drive, 30' min. wide, encouraged between water and frontage zone, where depth of property allows
- 35' wide pedestrian promenade located adjacent to shoreline

Uses


- At grade commercial use encouraged along waterway when across from non-residential zoning districts
- Low-rise residential use encouraged along waterway when across from residential districts, if mixed-use
- No surface or structured parking permitted within 75' of waterway
- See general building guidelines for additional requirements

General Design Guidelines

The following general guidelines apply to all properties along the corridor, regardless of which character area they are located in.

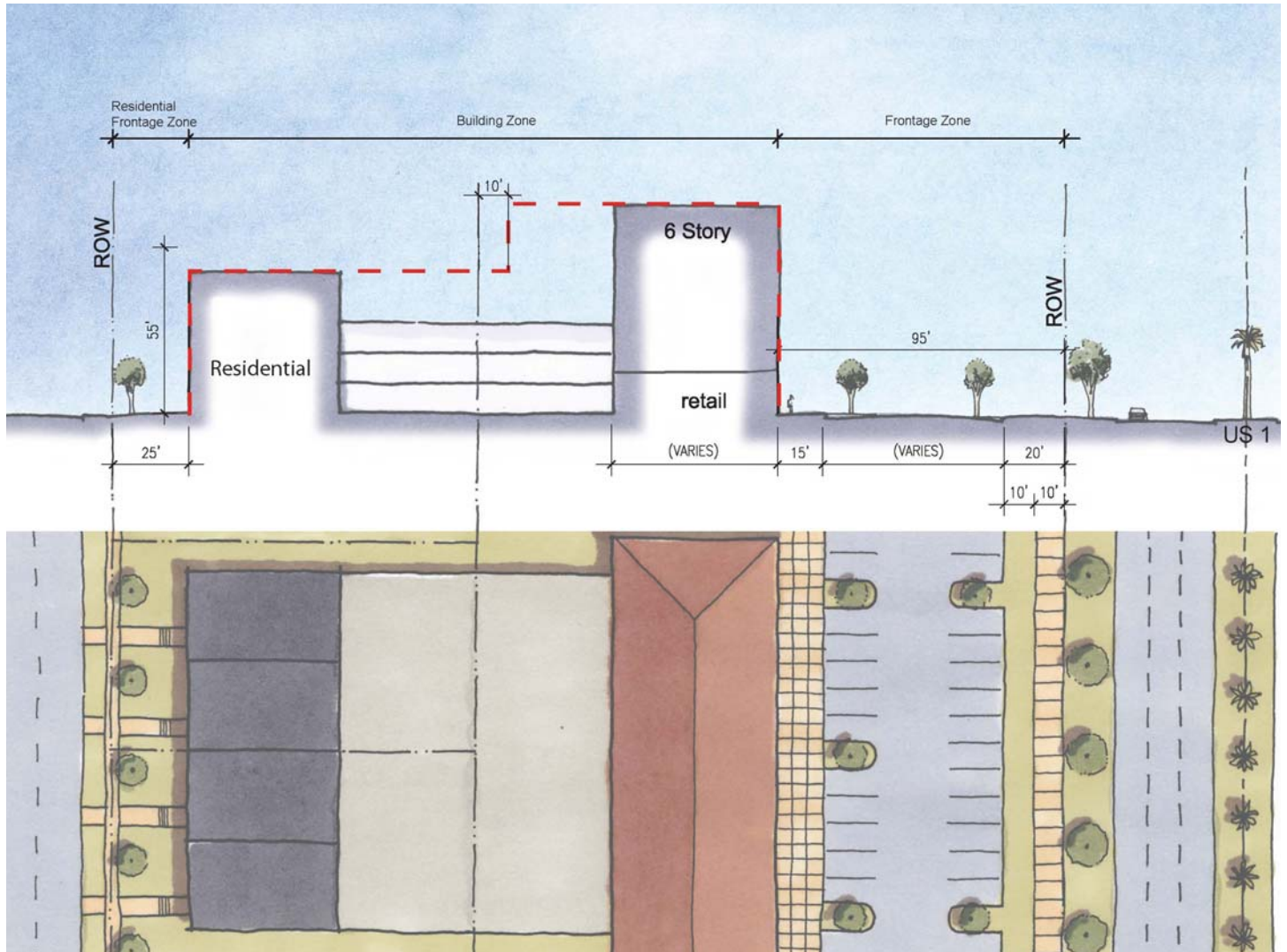
1. To maintain the commercial viability of North US 1, at grade commercial uses are encouraged along the entire US 1 frontage.
2. To provide for flexibility in site design, a portion of the front façade no less than 50% of the lot width should be placed at the build-to line designated for each character area.
3. A structure is permitted to be located within the frontage zone up to the Interdistrict Corridor, or beyond the build-to line designated for each character area, only if aligned pedestrian and vehicular cross-site access to adjacent properties is provided.
4. Within the frontage zone only, the maximum width of any parking garage should be no more than 250'. Parking garages that are placed within the frontage zone should be located no closer than 1000' from another parking garage along US 1.
5. Liner uses to shield parking garages are encouraged to provide active, occupied space at the street level and upper floors along US 1 and adjacent waterways.
6. To ensure adequate light and air is maintained along US 1 and adjacent residential properties, any portion of a building above 70' in height should be set back a minimum of 25' from property lines.
7. Loading and service areas are discouraged from occurring within designated frontage zones.
8. Where proposed sidewalk alignment does not match up with existing adjacent sidewalk, appropriate transition should be provided within the ROW.



	Medical / Office		SoOak
	Local Commercial		Regional Commercial
	Town Center		Gateway

Alternate Site Design Guidelines

To provide for reasonable redevelopment opportunities, particularly for parcels with minimal lot depth, the guidelines listed below apply to properties proposing to rezone an abutting residential parcel to Exclusive Use (Section 47-9).

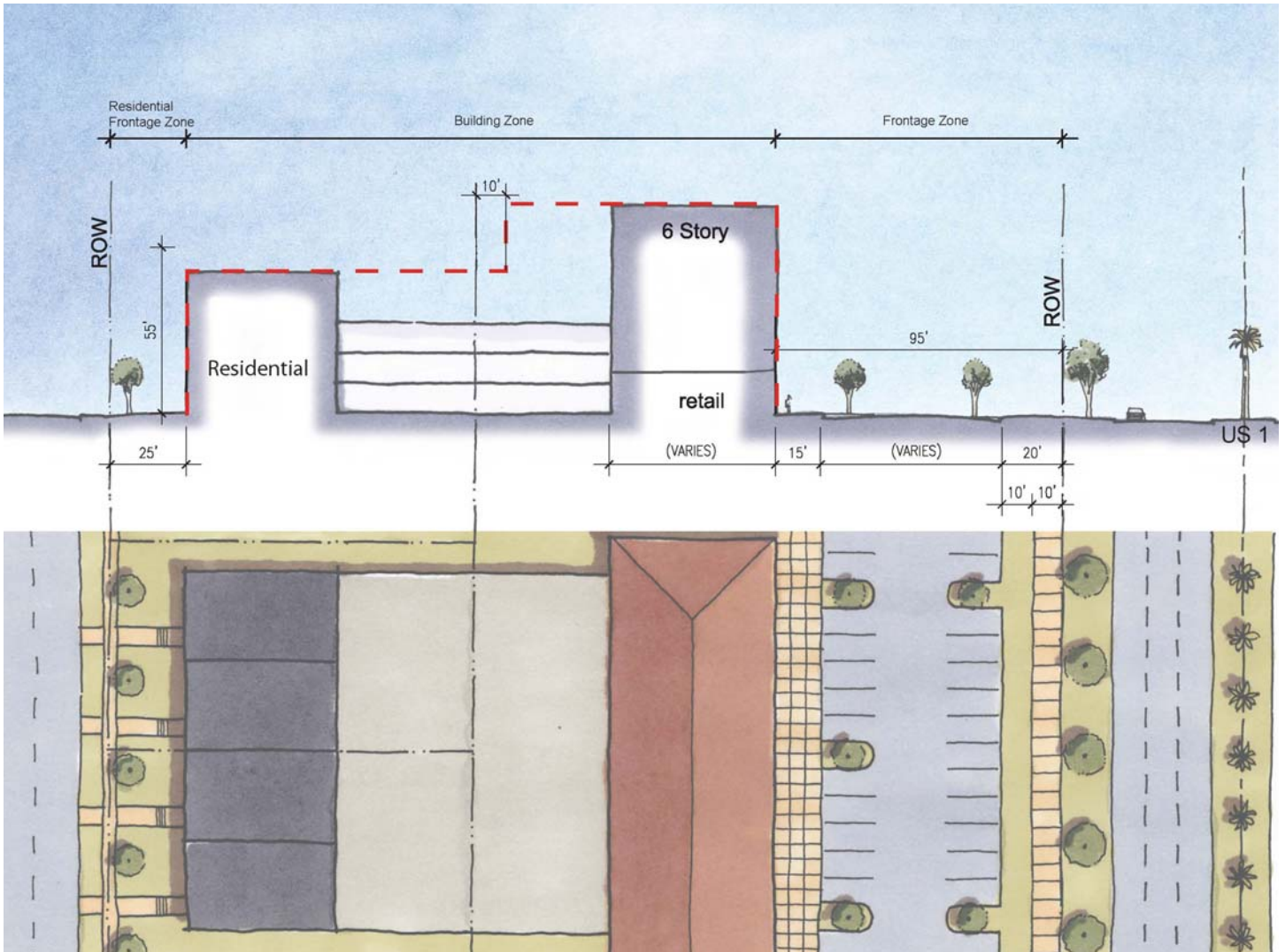


Site Design Guidelines - Exclusive Use

1. Properties proposed for exclusive use shall be required to have residential units located along the entire width of the parcel abutting a right-of-way or waterway greater than 20' in width
2. Any existing alley located between property fronting North US 1 and the property proposed for exclusive use shall be maintained, and is encouraged to be utilized for vehicular circulation
3. The minimum front yard dimension for property proposed for exclusive use shall be the same as that required for the zoning district of abutting residential properties
4. The maximum permitted height of the structure to be located on the property proposed for exclusive use shall be no greater than the height allowed for the zoning district of abutting residential properties or 55', whichever is less
5. All other requirements shall be consistent with the design guidelines for the character area in which the property is located

Alternate Site Design Guidelines

To provide for reasonable redevelopment opportunities, particularly for parcels with minimal lot depth, the guidelines listed below apply to properties proposing to rezone an abutting residential parcel to Exclusive Use (Section 47-9).



Site Design Guidelines - Exclusive Use

1. Properties proposed for exclusive use shall be required to have residential units located along the entire width of the parcel abutting a right-of-way or waterway greater than 20' in width
2. Any existing alley located between property fronting North US 1 and the property proposed for exclusive use shall be maintained, and is encouraged to be utilized for vehicular circulation
3. The minimum front yard dimension for property proposed for exclusive use shall be the same as that required for the zoning district of abutting residential properties
4. The maximum permitted height of the structure to be located on the property proposed for exclusive use shall be no greater than the height allowed for the zoning district of abutting residential properties or 55', whichever is less
5. All other requirements shall be consistent with the design guidelines for the character area in which the property is located

Seeing the Vision Through

The primary implementation mechanism for the North US 1 Urban Design Plan is to adopt ordinance amendments to enforce the design guidelines provided for in Chapter 3. This would encourage the development pattern envisioned in the plan to emerge as private property redevelops.

To accelerate private investments along the corridor in a manner that meets the intent of the plan, a multi-faceted approach of regulatory incentives, detailed design guidelines, and public improvements should also be considered. The following is a schedule of action items that are recommended for implementation by the North US 1 Urban Design Plan.

Activity	Timing	Responsible Party
Land Use / Zoning		
<i>Revise existing land use and zoning regulations to guide planned development.</i>		
<ul style="list-style-type: none"> Adopt ordinance amending the ULDR and enforcing the design guidelines established in this plan 	6 - 12 mos	Planning
<ul style="list-style-type: none"> As parcel depth can be helpful to enabling the creation of distinct and dynamic uses in the US 1 corridor, land use plan amendments that add commercial depth may be considered, provided that the project proposed thereon is consistent with the goals of this urban design plan 	6 - 12 mos	Planning
Transportation		
<i>Support local and regional transit planning, facilities, and services.</i>		
<ul style="list-style-type: none"> Coordinate with FDOT regarding sidewalk, bus stop and landscape requirements within or adjacent to ROW 	6 - 12 mos	Planning, Engineering, FDOT
<ul style="list-style-type: none"> Explore discretionary grant opportunities to improve the right-of-way and encourage transit-based development 	18 - 24 mos	Planning, Engineering, FDOT
Urban Design		
<i>Create and adopt detailed design guidelines to promote urban form and streetscapes.</i>		
<ul style="list-style-type: none"> Define signage, landscaping, and architectural requirements for specific character areas 	12 - 18 mos	Planning
<ul style="list-style-type: none"> Develop precinct plans for unique sites or intersections 	18 - 24 mos	Planning
Legal		
<i>Develop an Easement Program to achieve consistent vehicular and pedestrian cross-access.</i>		
<ul style="list-style-type: none"> Develop on-site cross-access easements 	12 - 18 mos	Planning, Legal, Engineering
Economic Development		
<i>Evaluate a Corridor Improvement Program to encourage property enhancements and promote economic viability.</i>		
<ul style="list-style-type: none"> Consider an Interdistrict Corridor maintenance program, and tax incentives for improvements on existing properties 	24 - 36 mos	Planning, Engineering, Economic Development